Design and Access Statement

NEWLANDS

LAND SOUTH OF LONGFIELD AVENUE, FAREHAM

December 2015

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Contents

There is a demonstrable need for new housing in the Fareham Borough, including affordable housing. The development will make a valuable contribution towards meeting this identified need.

Located close to a range of services and facilities and accessible by a variety of modes of transport, the provision of new housing, a health centre, school, local shopes, care home, pub and public open space at Newlands will be truly sustainable. Newlands will provide jobs and homes for local people, families and business leaders.

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Introduction

This Design and Access Statement accompanies the Outline Planning Application made by Hallam Land Management Ltd (HLM) for the development of land to the south of Longfield Avenue and Rowan Way in Fareham, Hampshire ('Newlands').

The application seeks outline permission with all matters reserved apart from access for a new residential led development of up to 1,100 units, a new healthcare facility, a primary school, a care home, local shops, a public house/restaurant, Green Infrastructure to include public open space, equipped areas of play, Sustainable Drainage Systems (SuDS), tree, hedge and shrub planting, meadows, structural woodland planting, allotment gardens and permissive footpaths and cycleways. The application proposes the creation of new primary and secondary vehicular accesses from Longfield Avenue, along with associated improvements to the existing Longfield Avenue/Bishopsfield Road junction and carriageway; primary access from Peak Lane, a new access to Newlands Farm and access to the development via a new Stubbington Bypass.

1.1 Besides access, all other matters are reserved for subsequent approval. The location of the Site is illustrated in Figure 01.

Methodology

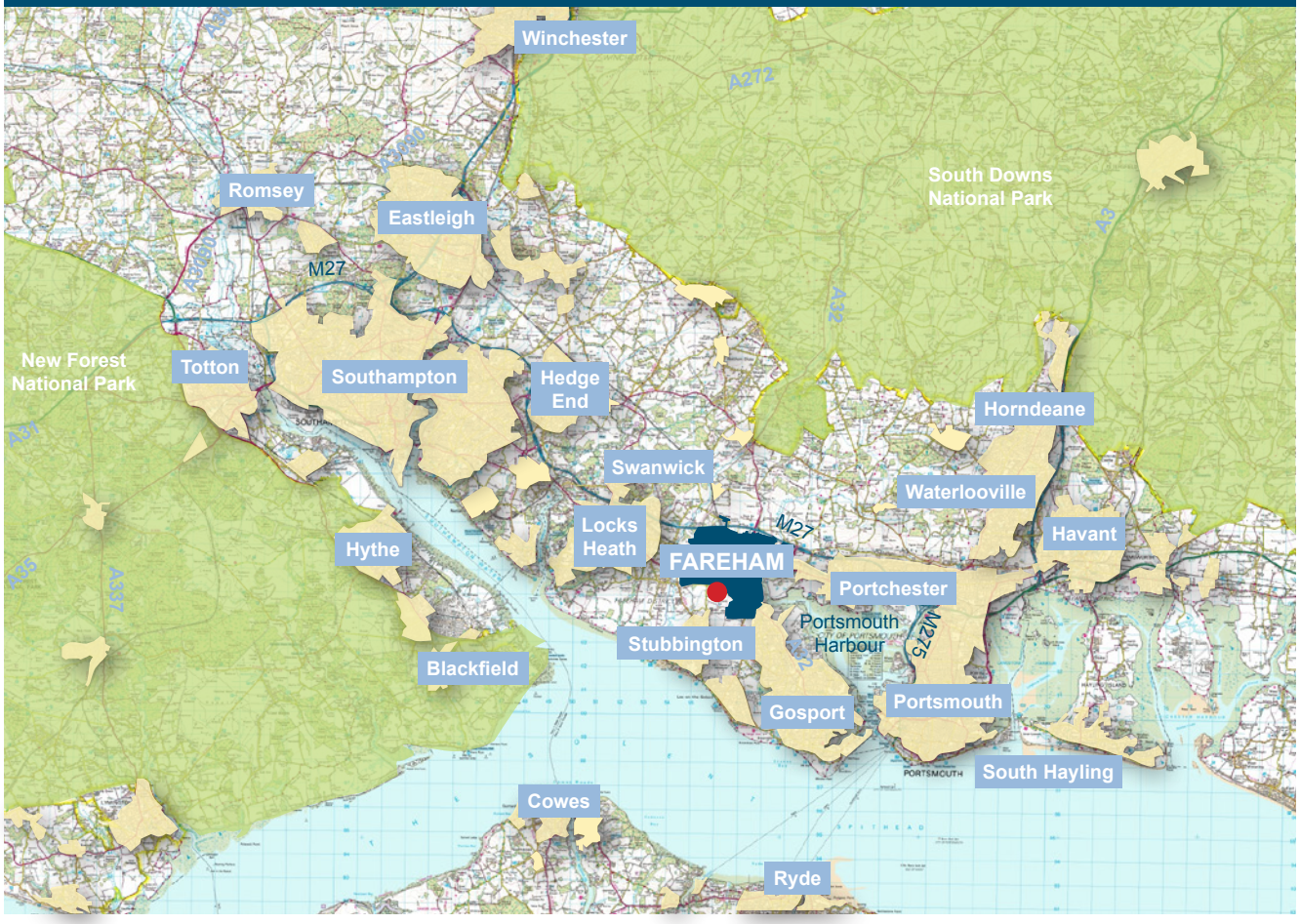
1.2 Design and Access Statements (DAS) are required by the Planning and Compulsory Purchase Act 2004. The purpose of this document is firstly, to provide information concerning the design evolution of the development; secondly, to outline the broad design principles that have led to the form and type of development proposed and thirdly to set the application site in context with its surroundings.

1.3 This statement includes a Parameters Plan (illustrated on page 88), which underpins the Illustrative Masterplan (illustrated on pages 91) which in turn encapsulates the disposition of land uses, development block structure, building heights, street layout, indicative plot arrangement and landscape structure.

1.4 The Masterplan outlines the design principles which will ensure that the development is capable of providing:

- A high quality sustainable neighbourhood which accommodates a range of house types and tenures
- An urban realm which draws upon the best examples of local distinctiveness from Fareham, Stubbington and the wider area in order to create a distinctive and appealing place to live.
- A layout which maximises accessibility for all in the widest sense; and
- A masterplan which protects and enhances the Site's landscape character and visual amenity and which improves connectivity and enhances the bio-diversity of the Site with new green infrastructure.

Figure 01: Site Location



1.5 This DAS has been prepared to be compliant with the Department of Communities and Local Government (DCLG) publication "Guidance on Information Requirements and Validation" (March 2010), and Section 2 of DCLG Circular 01/2006; "Guidance on Changes to the Development Control System" which remains in force.

1.6 The key purpose of the DAS is to explain the design process, which has led to the vision and application proposals. The DAS follows the approach that is contained within National Planning Practice Guidance (NPPG).

1.7 The NPPG was adopted on 6th March 2014. This document provides guidance on how Design & Access Statements should be written and on what information they should contain. Of particular note is the following:

"A Design and Access Statement is a concise report accompanying certain applications for planning permission and applications for listed building consent. They provide a framework for applicants to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users. Design and Access Statements can aid decision-making by enabling local planning authorities and third parties to better understand the analysis that has underpinned the design of a development proposal.

The level of detail in a Design and Access Statement should be proportionate to the complexity of the application, but should not be long.
(Paragraph 029 ID:14-029-20140306)

"A Design and Access Statement must:
(a) explain the design principles and concepts that have been applied to the proposed development; and
(b) demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

A development's context refers to the particular characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly.

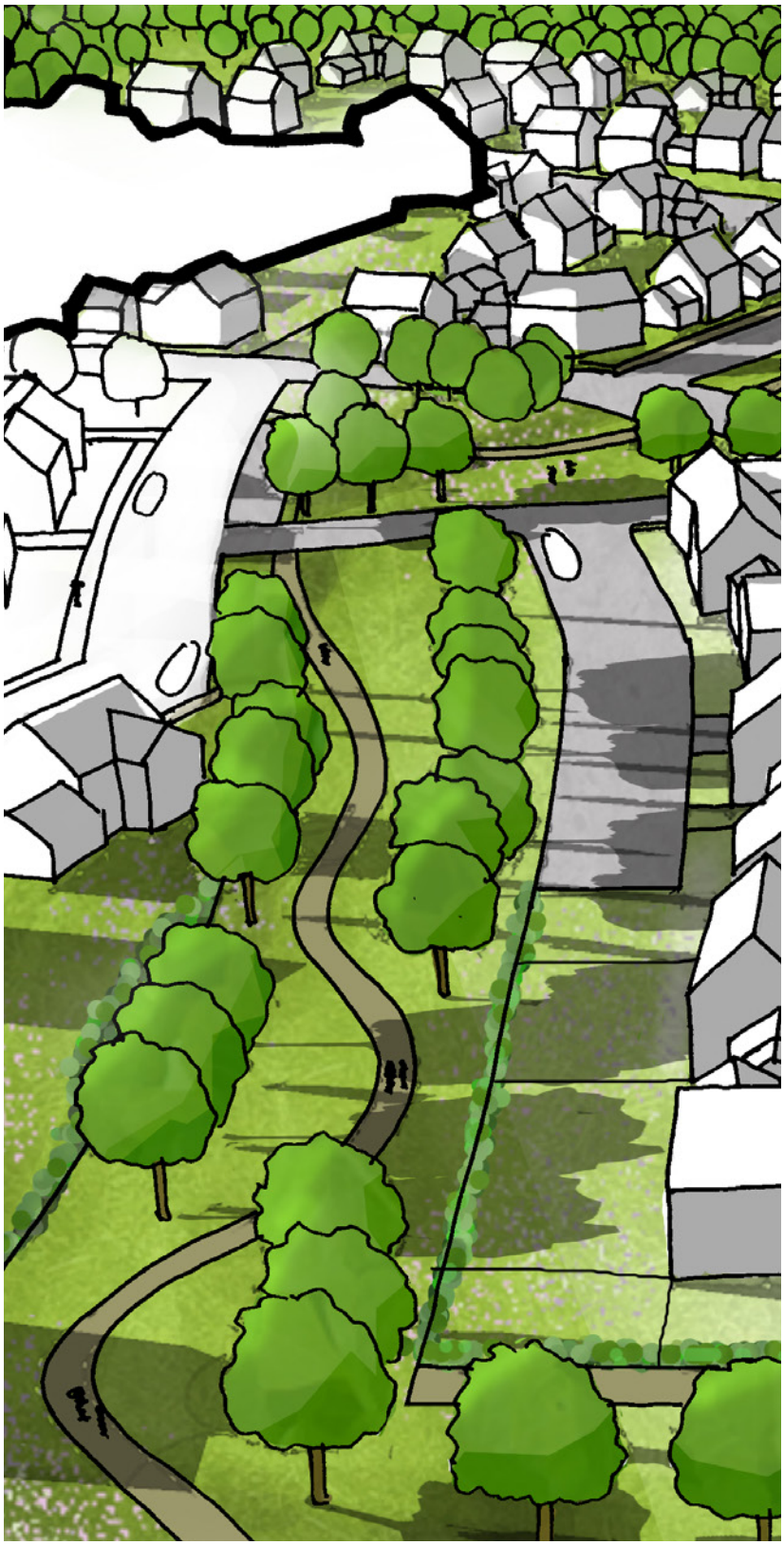
Design and Access Statements must also explain the applicant's approach to access and how relevant Local Plan policies have been taken into account. They must detail any consultation undertaken in relation to access issues, and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed."
(Paragraph: 031 ID:14-031-20140306).

1.8 This DAS should be read in conjunction with the suite of documents listed below, which accompany the application.

- Planning Statement
- Environmental Assessment including, technical appendices and Non Technical Summary (NTS)
- Transport Assessment and Travel Plan
- Flood Risk Assessment (FRA)
- Sustainability Statement
- Statement of Community Engagement (SCE)
- Services Supply Statement

1.9 This Design and Access Statement comprises of the following:

1. A description of the site and it's context. Section 2 of this report includes a contextual analysis of the environmental, social and access factors which exert an influence over the site and its environs;
2. An evaluation of the site's baseline condition to explain what factors have influenced the extent, distribution and form of proposed development is provided. An evaluation of key topic areas has been conducted following each corresponding section. This is intended to illustrate how the design of Newlands has been developed in layers to respond to the site's social. and environmental context.
3. Section 3 provides a summary of the evaluation conducted in Section 2 and provides an evaluation overview which summaries the environmental and social factors that have guided the design and access of the site.
4. Section 4 provides a summary of the consultation undertaken and the way in which this has helped inform the development proposals;
5. Section 5 provides an explanation of the design principles underpinning the proposed development, in terms of the amount of development proposed, the layout and scale of development, the appearance of development, access and the quantum, type and distribution of proposed landscaping;
6. Section 6 provides a summary of the development's anticipated phasing; and
7. Section 7 summarises the key factors which have been considered in order to promote sustainability.



Key topic areas have been evaluated sequentially to ensure the design of Newlands responds positively to its social and environmental context.

Our Vision

"The happiness of any society begins with the well being of the families that live in it." (Kofi Annan). Newlands will deliver a new, truly sustainable 21st Century neighbourhood for south Fareham with family provision at its heart.

Newlands Will:

1. create a distinctive new, mixed use, sustainable neighbourhood for south Fareham, designed to the highest quality with the potential to make a valuable contribution towards meeting the identified housing needs of the borough.

2. seize the opportunity to assist the delivery of a new bypass for Stubbington; in doing so it will help to alleviate local congestion and unlock the Solent Enterprise Zone at the Daedalus Airfield site, currently hampered as a result of constraints to the local road infrastructure.

3. aim to help realise Fareham Borough Council's aspiration to regenerate the Broadlaw Walk local shopping area to the north of the Site as a result of additional services and townscape enhancements designed to promote the vitality and viability of the area as a whole.

4. create new site wide Green Infrastructure that will deliver significantly in excess of the 40% target promoted by Natural England and will go a significant way to addressing an identified deficit in existing accessible green space in the vicinity of the Site. Well planned green space will strengthen the physical and visual separation of Fareham and Stubbington, and in doing so help to preserve their respective identities in perpetuity.

5. provide jobs and homes for local people, families and business leaders within a neighbourhood designed for the 21st Century including the provision of affordable housing, lifetime homes and opportunities for car share.

Why South Fareham

1.10 Development at Newlands should be considered for the following key reasons:

ONE:
There is a demonstrable need for new housing in the Fareham Borough, including affordable housing. The development will make a valuable contribution towards meeting this identified need.

As discussed in more detail in the Planning Statement accompanying the application, the Council does not have a five year supply of land for housing as required by the National Planning Policy Framework (NPPF), and HLM therefore submits that the level of housing growth currently being planned for by the Council is significantly below actual requirements, thereby further exacerbating the issue of the five year housing land supply across the Borough.

TWO:
Newlands will assist with the delivery of the Stubbington Bypass, which will reduce traffic and ease congestion through Stubbington, providing a more direct, clearer and legible route between the Solent Enterprise Zone and Gosport to the south, as well as the A27 and areas to the north and west of Fareham.

Paragraph 8.5 of the South Hampshire Strategy is clear that enhanced access to the Solent Enterprise Zone is a priority. Some transport interventions to facilitate this are underway however further funding will be necessary to enable the Enterprise Zone to be fully realised.

Paragraph 2.12 of the adopted Core Strategy is clear that the Enterprise Zone is a potential significant employment site and that the opportunities afforded by it are a key factor in shaping development in the Stubbington area.

Newlands will ensure that access to the Solent Enterprise Zone is delivered via public / private partnership as part of the Newlands proposals, a truly sustainable development for which there is a clear and identified need.

THREE:
Newlands will continue to assist in the regeneration of the Broadlaw Walk local shopping area through the delivery of a new healthcare centre, primary school and public house / family restaurant, alongside townscape improvements including new paving and street furniture.

The Broadlaw Walk local shopping area has suffered considerable neglect over the years as a result of successive retail closures, dated and deteriorating building fabric and high levels of social deprivation in the surrounding area.

A £15 million regeneration project jointly funded by the Homes and Communities Agency, First Wessex and Fareham Borough Council was kick started in the 1990's and has subsequently delivered 83 new flats, five houses, six retail units and a community centre. Despite this Broadlaw Walk still suffers from a negative image and a lack of specific services such as local healthcare provision.

Newlands will inject new life and vitality into Broadlaw Walk with new services and targeted townscape enhancements seeking to visually lift the area and improve its wider appeal for inward participation and investment.

FOUR:
Newlands will provide a significant quantum of public open space which will make a notable contribution towards meeting an identified deficit in the vicinity of the site.

Both the South Hampshire Strategy and the adopted Core Strategy recognise that there is a considerable demand for recreational activities within the South Hampshire area and that in particular south west Fareham suffers from an identified shortfall in natural greenspace. Newlands provides for up to 75.52ha of Green Infrastructure (GI) which is well in excess of the 40% target required by Natural England.

FIVE:
Newlands will provide jobs and homes for local people, families and business leaders.

The adopted CS notes at paragraph 2.20 that the affordability of homes is an issue in the Borough, with the average house being 7 and a half times the average wage of full time workers in the Borough.

Recent figures from the CLG live tables show a significant increase in the number of households on the Council's housing waiting list; at 2012, 2,113 households were on the register. This represents a 187% increase since 2005, when there were 735 households on the list.

There is undoubtedly an increasingly acute affordability problem in the Borough that will only be solved by the delivery of additional housing provision at a large scale to widen choice and opportunity

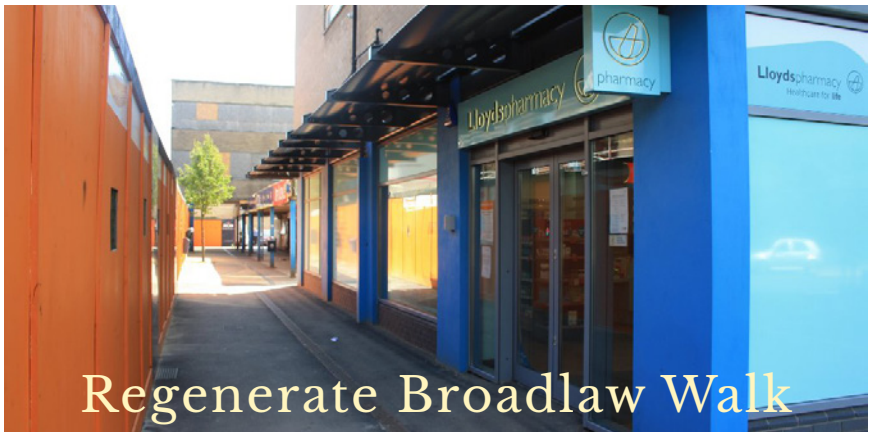
SIX:
The Site is wholly sustainable.

The Site is located close to a range of services and facilities and is accessible by a variety of modes of transport. Both these elements will only be further enhanced and improved as a result of the Newlands development.


Quality Housing


Accessible Open Space


Biodiversity Gain


Regenerate Broadlaw Walk


Stubbington Bypass

Design Summary

1.11 Proposed development at Newlands comprises of a new residential led development of up to 1,100 units, a new healthcare facility, a primary school, a care home, local shops, a public house/restaurant, Green Infrastructure to include public open space, equipped areas of play, Sustainable Drainage Systems (SuDS), tree, hedge and shrub planting, meadows, structural woodland planting, allotment gardens and permissive footpaths and cycleways. The application proposes the creation of new primary and secondary vehicular accesses from Longfield Avenue, along with associated improvements to the existing Longfield Avenue/ Bishopsfield Road junction and carriageway; primary access from Peak Lane, and access to the development via a new Stubbington Bypass.

1.12 The development seeks to provide a truly sustainable new neighbourhood for Fareham designed for the 21st Century. Buildings will be modern, innovative and energy efficient. The development's street pattern and block structure reflects the distorted grid of south Fareham, with courts providing a modern take on traditional 1960s, 70s and 80s cul-de-sacs.

1.13 Individual buildings within Newlands will reference local detailing and materials but will not comprise of a pastiche of what has gone before, instead buildings will be designed to be innovative, focusing on Lifetime Home standards, sustainable design and promoting community interaction.

1.14 New local facilities, namely a healthcare centre, primary school, a care home, local shops and a pub / family restaurant are to be provided close to existing facilities within Broadlaw Walk in order to build on existing services and assist in the continuing regeneration of the area.

1.15 These new buildings are to be designed to complement one another, announce arrival to the site, provide active frontages to the proposed new 'High Street' and visually lift the wider area whilst being accessible to all.

1.16 Alongside housing and local facilities extensive areas of open space are proposed. These include a linked chain of parks, greenways, allotments, new habitat creation and equipped children's play areas. The Site's Green Infrastructure sets the development within an attractive environment within which people will want to live, work and play, whilst strengthening the Strategic Gap between Fareham and Stubbington in perpetuity.

1.17 The Site's Green Infrastructure includes Sustainable Drainage to ensure surface water flows are mitigated, while new tree, woodland, hedges, meadow and wetland will maximise habitat connectivity and enhance Site wide biodiversity.

1.18 Newlands seeks to provide a choice of new housing for young couples and families starting on the housing ladder, as well as a higher percentage of three and four bedroom houses for those people with growing families.

1.19 Newlands also seeks to provide for professional people who want larger houses with good access to the Solent Enterprise Zone and the local road network. Finally, a percentage of housing will be designed for the elderly.

1.20 Housing will range in height and density across the site. Properties will be primarily between 2 - 2.5 storeys, although some 3 storey properties are proposed to the north. Similarly, housing will range in density from 25-30 dwellings per hectare (dph) to the north, west and south, to 35 - 40 dph in the north and north east, reflecting the wider context.

1.21 Access will be taken from Longfield Avenue, Peak Lane and via the approved new Stubbington Bypass to the south of the Site.

1.22 New junctions will be carefully designed to be easy to navigate and provide a sense of arrival to the Site. Furthermore, in combination with townscape enhancements, new access points will seek to visually lift the surrounding area and effectively integrate the Site with Fareham.

1.23 The Hierarchy of streets has been designed to provide a clear and legible network which permeates through the Site and provides easy access to all parts of the development. A 'High Street' is proposed to link the Site with Broadlaw Walk, from which Estate Roads will provide access east and west into the development. Side Roads and Courts will then provide a finer grain of access into individual development blocks.

1.24 Existing Public Rights of Way through the development will be retained and enhanced as well as extended via a network of new permissive footpath and cycleways.

1.25 HLM believe that the development will comprise of 6 strategic phases with the delivery of local facilities and a bypass link between Gosport Road and Peak Lane by the end of Phase 3.

1.26 The design for Newlands has been informed by the following 6 key objectives:

ONE: Who are we providing for?

Newlands will provide a choice of high quality, flexible accommodation.

TWO: Green Infrastructure Led Design

Newlands will make the most efficient and effective use of land. Newlands will provide an open, accessible and engaging green infrastructure which helps to manage the transition between urban and rural areas, develops wildlife corridors, creates a network through which people can move freely, increases opportunities for recreation and which strengthens the Strategic Gap between Fareham and Stubbington in perpetuity.

THREE: A High Quality Community Core that Builds on Broadlaw Walk's Existing Offer.

Newlands seeks to create a new 21st Century neighbourhood, with new local facilities linked to and complementing existing services within the Broadlaw Walk local shopping area.

FOUR: Creating a Sense of Place

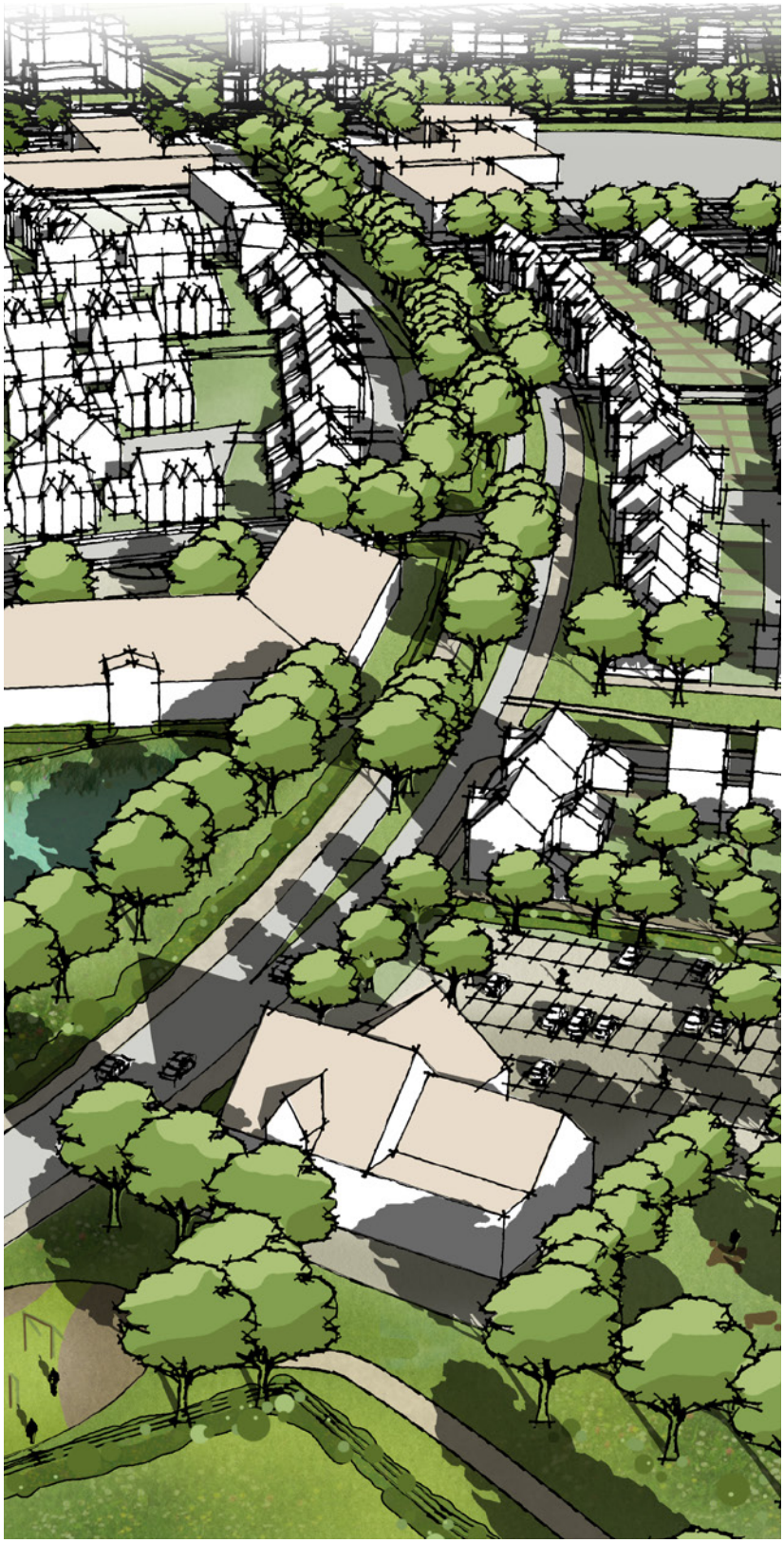
Newlands has been designed to physically and visually link with the existing urban edge of Fareham. Newlands will be designed to reflect building heights, densities and the street pattern from the surrounding area.

FIVE: Connectivity is Key

Newlands will provide safe links to the wider network, and will encourage the use of public transport links in order to support non-car transport.

SIX: Sustainable Design – Creating a 21st Century Neighbourhood.

Newlands will promote the highest quality sustainable design.



Newlands seeks to create a new 21st Century neighbourhood for South Fareham.

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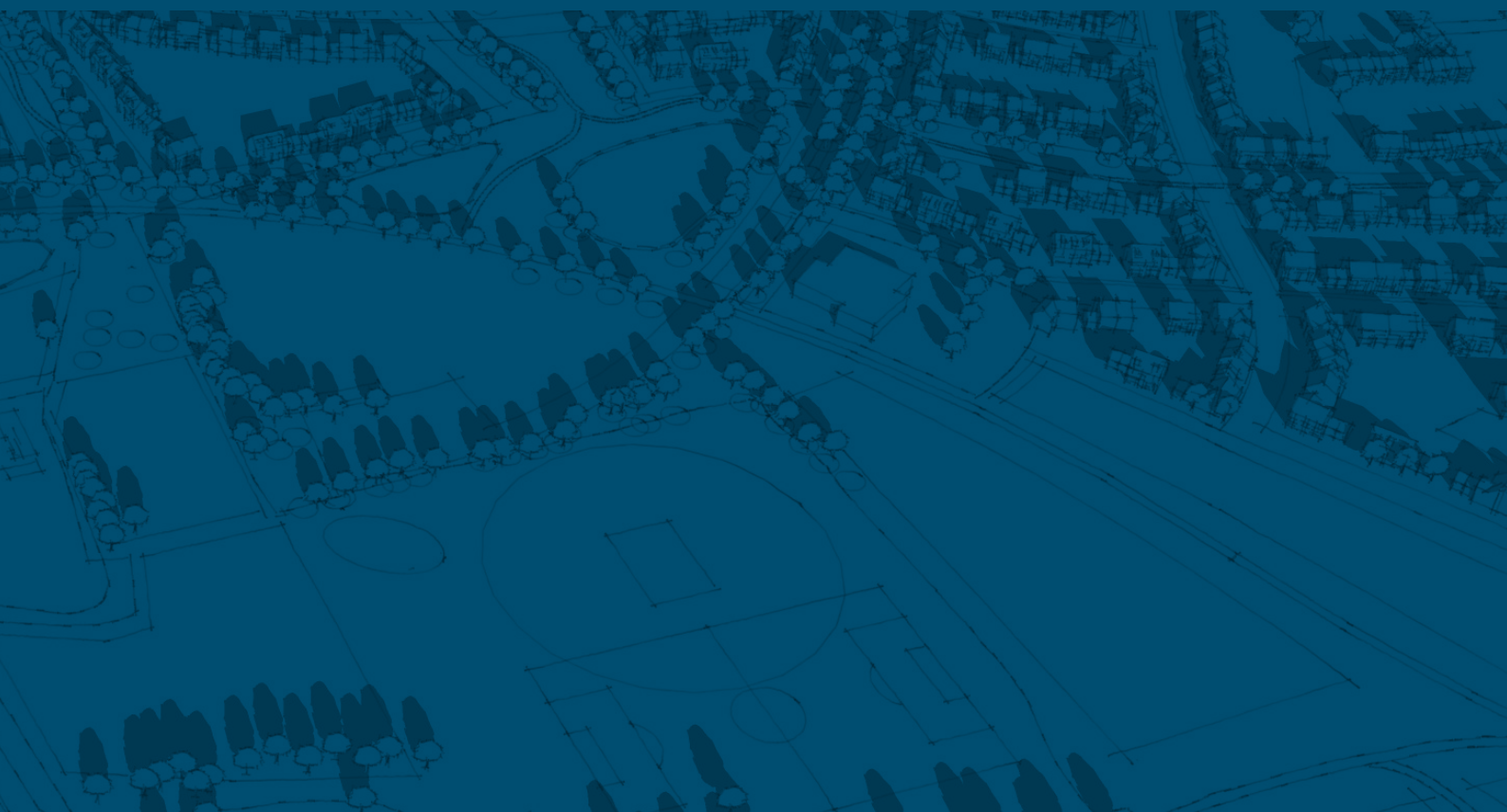
Context

"... without 'context' there can be no real knowledge, only data. This is the one thing that overarches every field of endeavour and every area of expertise, which is why it remains the Key to Everything."
(Jim Kirwan)



Planning Policy Context

2.1 There is a wealth of design documentation and core reading, which provides a rich source of best practice design guidance for new development. The National Planning Policy Framework (NPPF) and By Design are some of the principal documents, which have been embraced as part of the design strategy.

2.2 An assessment of relevant planning policy is set out in the Planning Statement, which accompanies the planning application. This section focuses on the planning policies and guidance most relevant to 'design and access'.

2.3 The following documents have particularly influenced the masterplanning team in their approach to the design of this development:

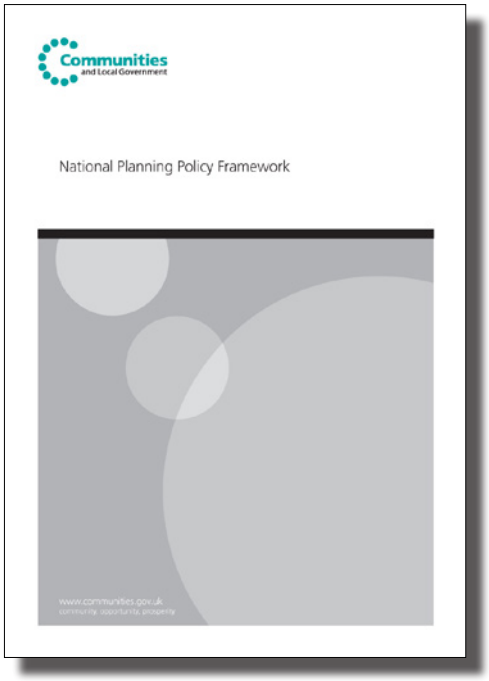
- The National Planning Policy Framework (NPPF)
- National Planning Policy Guidance (NPPG)
- Saved Policies of the Fareham Borough Local Plan Review 2000
- Fareham Local Development Framework, Shaping Fareham's Future: Core Strategy (adopted August 2011)
- The Fareham Local Development Framework: Development Sites and Policies Plan (emerging)
- The South Hampshire Strategy (SHS) (October 2012)
- The Green Infrastructure Strategy for PUSH (June 2010) (GISP)
- Crime Reduction Through Design (2000) (SPD)
- Open Space (March 2002, edited 2012) (SPD)
- Residential Car Parking Standards (November 2009) (SPD)
- Creating Successful Masterplans – (CABE 2004)
- Better Neighbourhoods: Making Higher Densities Work – (CABE 2005)
- Providing Accessible Natural Greenspace in Towns and Cities –(English Nature 2006)
- Car Parking: What Works Where – (HCA 2006)
- Manual for Streets – (DfT 2007)
- Manual for Street II - (DfT 2010)
- The Urban Design Compendium – (HCA 2000)
- Actions for Housing Growth – (CABE 2007)

National Planning Policy Framework (NPPF)

2.4 The NPPF sets out the Government's planning policies for England. This provides a guidance for the preparation of Local Development Plans and is a material consideration in the determination of Planning Applications. At the heart of the statement is a presumption in favour of sustainable development.

2.5 The Framework contains the following guidance that is specifically relevant to the design and access components of new development:

- Where opportunity permits the inclusion of sustainable transport modes within development which seek to protect existing provisions and facilities. Priority should be given to pedestrian and cycle movement, with access to high quality public transport giving people a real choice about how they travel.
- Development should be located and designed to be safe and secure, with consideration given to the needs of people with disabilities. Street clutter and conflicts between road users, pedestrians and cyclists should be minimised where ever possible.
- To create sustainable, inclusive, mixed communities with a housing mix based on demographic and market trends, the community's needs and local demand.
- Environments should be safe and accessible. Legible routes and high quality public and open space encourage active use of public areas where crime and disorder and the fear of crime do not undermine the quality of life.
- Aim to achieve high quality inclusive design for buildings, public and private spaces, and the wider area that will function well for the lifetime of the development. A strong sense of place creates attractive places to live work and visit: scale, massing, density, height, layout, materials and landscape help relate development to the local area and respond to local character.
- To identify opportunities for the incorporation of low carbon or decentralised energy supply where viable.



2.6 The NPPF contains the following policies, relevant to the design and access components of new development:

Section 4 Promoting Sustainable Transport

"Decisions should take account of whether:
the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site... safe and suitable access to the site can be achieved for all people; and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development." (para 32)

"developments should be located and designed where practical to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; avoid street clutter... consider the needs of people with disabilities by all modes of transport" (para 35)

Section 6 Delivering a wide choice of high quality homes

"To deliver a wide choice of high quality homes,... and create sustainable, inclusive and mixed communities, local planning authorities should:
- plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community..." (para 50)

Section 7 Requiring good design
"The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people." (para 56)

"...Planning policies and decisions should aim to ensure that developments:

- *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- *establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;*
- *optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;*
- *respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;*
- *create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and*
- *are visually attractive as a result of good architecture and appropriate landscaping. (para 58)*
- *"Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness." (para 60)*

"Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment." (para 61)

"Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions." (para 64)

"Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably." (para 66)

Local Planning Context

2.7 The Development Plan for Fareham Borough Council currently consists of the Saved Policies of the Fareham Borough Local Plan Review 2000 and the adopted Core Strategy August 2011. The emerging Development Sites and Policies Plan and the South Hampshire Strategy (SHS) (October 2012) are material planning considerations, as are a number of adopted Supplementary Planning Documents (SPDs).

Saved Policies of the Fareham Borough Local Plan Review 2000

2.8 The Local Plan Review, which became operative on 23rd March 2000, was prepared for the period to 2006 and has been replaced in part by the adopted CS. Many of the policies do however remain 'saved' until they are replaced by relevant documents within the Local Development Framework. Of relevance to issues of design and access are the following saved policies:

Policy DG4: Site Characteristics
"Development will be permitted, provided that it:
(A) retains any important historic features on the site;
(B) does not detract from the natural landform of the site;
(C) retains areas or features of landscape or nature conservation value;
(D) respects views into and out of the site; and
(E) takes proper account of any contamination of the land."

Policy C17: Sites of Nature Conservation Value
"Development which would adversely affect non-designated sites or features of nature conservation value will not be permitted unless, where possible, provision is made to offset the adverse impact. Where appropriate, a legal agreement will be sought to secure the replacement of habitats or features lost to development."

Policy C18: Protected Species
"Development which would adversely affect species, or their habitats, protected by the Habitats Regulations 1994, the Wildlife and Countryside Act 1981 or other legislation will not be permitted unless measures can be undertaken which prevent harm to the species or damage to the habitats. Where appropriate, a permission will be conditioned or a legal agreement sought to secure the protection of the species or their habitats. "

Fareham Local Development Framework, Shaping Fareham's Future: Core Strategy (adopted August 2011)

2.9 Adopted in August 2011 the Core Strategy details the Council's objectives and policy requirements to shape development across the Borough up to 2026. Of note is paragraph 3.2 which outlines the following vision for Fareham:

"Fareham Borough will offer a high quality of life to all residents and be an attractive, safe and pleasant place to live, work and visit. It will be sustainable and increasingly prosperous, with low levels of crime and unemployment and good access to community facilities, jobs, leisure, shops, open space and services. Fareham will remain a free standing settlement."

2.10 Of particular relevance to design and access is the policy CS17 concerning High Quality Design (see blue box right).

2.11 Also of relevance to design and access are the following policies:

Policy CS4: Green Infrastructure, Biodiversity and Geological Conservation - concerns the protection of habitats , woodland and trees, the enhancement of these features through the establishment of Green Infrastructure networks. and the provision of 'appropriate access to greenspace for informal recreation'.

CS15 Sustainable Development and Climate Change - concerns the direction of development to locations with sustainable transport options, access to local services and where there is a minimum negative impact on the environment.

CS16 Natural Resources and Renewable Energy
- concerns the safeguarding of natural resources through energy efficiency, passive solar design and water conservation, the reduction of carbon emissions, pollution and waste though orientation, layout, design and material selection;

CS18 Provision of Affordable Housing
- concerns the provision of 40% affordable housing in a mixture of dwelling types, sizes and tenures, on all schemes that can accommodate 15 or more dwellings.

Policy: CS21 Protection and Provision of Open Space
- concerns the safeguarding and enhancement of existing open spaces and the establishment of networks of Green Infrastructure to add value to their wildlife and recreational functions. Proposals for new residential development will be permitted provided that, where existing provision is insufficient to provide for the additional population, public open space is provided as follows:

- Parks and Amenity Open Space 1.5 ha / 1,000 population
- Outdoor Sport – 1.2 ha / 1,000 population
- Children's Play Equipment – 14 pieces of equipment per 1,000 1-12 year olds
- Youth Facilities – 1 youth facility/MUGA per settlement area

Policy: CS22 Strategic Gaps
- treats land within a Strategic Gap as countryside. As such development will not be permitted where it significantly affects the integrity of the gap and the physical and visual separation of settlements.

Policy: CS17 High Quality Design
"All development, buildings and spaces will be of a high quality of design and be safe and easily accessed by all members of the community.

Proposals will need to demonstrate adherence to the principles of urban design and sustainability to help create quality places. In particular development will be designed to:

- *respond positively to and be respectful of the key characteristics of the area, including heritage assets, landscape, scale, form, spaciousness and use of external materials,*
- *provide continuity of built form, a sense of enclosure with active frontages to the street and safety of the public realm,*
- *ensure permeable movement patterns and connections to local services, community facilities, jobs and shops,*
- *create a sense of identity and distinctiveness and one that is legible,*
- *enable and/or encourage a mix of uses and diversity in an area,*
- *ensure that the public realm has pedestrian priority, is safe, secure, functional and accessible, and is constructed of quality materials and well maintained,*
- *enable buildings to provide flexible accommodation, which can be adapted to suit all members of a community throughout their lifetime,*
- *provide green infrastructure, including landscaping, open spaces, greenways and trees within the public realm, and*
- *provide appropriate parking for intended uses taking account of the accessibility and context of a development and tackling climate change.*

In addition new housing will be required to:

- *secure adequate internal and external space, dwelling mix, privacy, and sunlight and daylight to meet the requirements of future occupiers.*

Demonstration of adherence to the principles must be set out within design and access statements, and/ or where relevant, design codes, briefs, frameworks or masterplans and to include a contextual analysis…."

"New housing should seek to achieve the Lifetime Home standard from 2013. Prior to 2013, the Council will encourage developers to meet the lifetime home standard having regard to the viability of the proposal."

Fareham Local Development Framework: Submission version of the Development Sites and Policies Plan.

2.12 The Council submitted the Local Plan Part 2: The Development Sites and Policies Plan to the Secretary of State for Communities and Local Government on 23 June 2014 with the Examination in Public closed at the end of November 2014. As such, the Plan is a material consideration in any planning application being submitted to Fareham Borough Council.

2.13 Once adopted, the policies and proposals within the Plan will form part of Fareham's statutory development plan and replace all remaining saved policies in the Fareham Local Plan.

The policies of relevance to design and access are as follows:

Policy DSP2: Design
"All new development in the Borough should be consistent with the principles set out in Core Strategy Policy CS17: High Quality Design, and the Design Supplementary Planning Document. "

Policy DSP4: Impact on Living Conditions
"Development proposals should ensure that there will be no unacceptable adverse impact upon living conditions or neighbouring development, by way of the loss of sunlight, daylight, outlook and/or privacy."

The South Hampshire Strategy (SHS) (October 2012)

2.14 As discussed in more detail in the Planning Statement accompanying the application the SHS does not form part of the statutory Development Plan, but guides the Partnership for Urban South Hampshire authorities (PUSH) in the preparation of their development plans and provides a framework within which issues of cross boundary strategic significance can be explored. All of the land within the Fareham Borough lies wholly within the PUSH boundary. The following is of relevance to this Design and Access Statement.

"South Hampshire needs to be an exciting and rewarding place to live and work, with the availability of good facilities and people able to live in pleasant, well-designed environments. This includes communities having a feeling of place, shaped by the facilities and services on offer, by the local character, culture and heritage, and by the local environment, supported by investment in community development and social cohesion...

...New development must also be accompanied by investment in transport and other infrastructure. In short, South Hampshire seeks development which is sustainable – in social, environmental and economic terms." (para 1.6)

2.15 Under Section 1.7 the SHS goes on to list a series of spatial planning objectives – of relevance are the following:

- *Ensure a diverse range of high quality new housing including affordable housing which is focused on meeting the needs of the economy and the resident population;*
- *Conserve the unique natural features and man-made heritage of South Hampshire's countryside, coast and built environment, as part of the area's attractiveness to residents and entrepreneurs;*
- *Maintain local distinctiveness and sense of place by requiring development to be appropriately located, and to be of a high quality and design so that it creates quality places;*
- *Encourage and enable South Hampshire to become more sustainable and resilient to climate change, by balancing economic growth with social and environmental considerations, by more prudent use of natural resources, and by reducing human impact on the environment.*

2.16 The following policies are of relevance to matters of design and access:

Policy 5: Quality Places
- concerns the adoption of

"a design-led multi-disciplinary culture which plans, designs and manages new and existing places in an integrated way to achieve high quality outcomes".

"take opportunities to improve the quality and management of existing places and to ensure that streets are designed sensitively"

Policy 12: Housing type and tenure
- concerns the need to plan for a range of high quality housing which caters for a spectrum of needs such as families, older people and, executives etc.

In particular this policy seeks to strive for a mix and balance of housing types with over 30% of new properties to provide for family homes and 30-40% comprising of affordable homes (subject to viability).

Furthermore this policy seeks to ensure a range of affordable housing types and tenures with around two-thirds of homes being for rent and about one-third being intermediate housing. Indeed this policy seeks to encourage a growth in private rented housing across the region.

Finally this policy seeks to plan for a predicted increase in elderly people by making provision for a range of accommodation including purpose-built properties and by seeking to ensure that larger developments include accommodation which is suited to older people.

Policy 14: Green Infrastructure
- concerns the planning and provision of connected networks of multi-functional green spaces, including existing and new green infrastructure, designed to deliver the widest range of environmental, social and economic benefits.

Policy 18: Energy
- concerns the reduction of energy consumption through energy saving measures within existing buildings and a target of 20% of all electricity to be generated from renewable sources by 2020 across South Hampshire as a whole.

The Green Infrastructure Strategy for PUSH (June 2010) (GISP)

2.17 Published by UE Associates on behalf of PUSH the purpose of the GISP was to:

"…identify existing green infrastructure (GI), consider what enhancements or introductions should be made, and to recommend how the Strategy might be delivered." (para E1.2).

2.16 UE establish the following vision statement at Para E1.3;

"The vision for the Strategy is: To provide a long term framework (to 2026) to shape and enhance an integrated and multifunctional green network of south Hampshire's distinctive local environments to ensure they can adapt to climate change and are managed and valued as part of sustainable, prosperous and healthy lifestyles."

2.18 With this in mind the GISP establishes a series of objectives to guide the management of existing GI and the creation of new GI networks.

"Objective 1: Ensure the design of existing and new workplaces leads to diverse and attractive green environments..."

"Objective 2: Complement the resources of existing visitor destinations, facilitate increased tourism opportunities and enhance the visitor economy."

"Objective 3: Promote businesses and markets that provide low carbon, multifunctional and cost effective delivery of Green Infrastructure... "

"Objective 4: Conserve and enhance existing biodiversity..."

"Objective 5: Contribute to the mitigation of the impacts of growth on European sites using buffer zones, providing alternative recreation destinations and reducing the effects of coastal squeeze by providing new habitat sites."

"Objective 6: Protect and enhance the unique quality, diversity and distinctiveness of the subregion's landscape and heritage."

"Objective 7: Maintain and where necessary improve the identity and character of settlements in urban and rural locations."

"Objective 8: Create, maintain and promote a network of high quality, multifunctional, interconnected routes..."

"Objective 9: Address deficiencies in access to greenspace through creation of new or enhanced recreation sites at all scales, enabling use by all sectors of society..."

"Objective 10: Increase natural storage capacity, reduce the run-off rate of storm water and increase onsite water purification and infiltration..."

"Objective 11: Promote river corridor management to provide multifunctional benefits for flood defence, recreation, landscape and biodiversity."

"Objective 12: Maximise the GI contribution to mitigating urban temperature..."

"Objective 13: Facilitate reduced carbon emissions and contribute to the development of south Hampshire's low carbon economy."

"Objective 14: Promote the opportunity to support locally grown products such as food, biomass and construction materials."

"Objective 15: Promote, increase and raise awareness of commercial activities, such as farming and forestry..."

"Objective 16: Use GI as a resource for improving the physical and mental well-being of the population of south Hampshire."

"Objective 17: Promote the health and well being benefits of GI."

2.19 The Site falls within an area identified as The Urban Realm and its setting. (Area 4). Within this area Objectives 1-3, 12-13 and 16- 18 are noted as of particular relevance, namely conserving existing GI infrastructure, developing GI to assist in the reduction of carbon emissions and improving health and well being through GI provision. Para 5.2.4 notes the following of relevance;

"The focus of GI in this area will be generally of a local nature ensuring that existing greenspace deficits are addressed, street trees are encouraged to green the environment and combat climate change effects, and that sustainable urban drainage is widespread. The provision of allotments and maximising use of existing allotments are further key components of green infrastructure in this area."

2.20 The GISP goes on to establish sub regional initiatives. The Site falls within the Country Parks and Woodlands Initiative Area and the Greener Urban Design Initiative Area. The main aims of these areas is to focus on GI hubs identified as 'generally large, robust sites regularly used by various different visitors', to provide new woodlands as well as increasing the size and capacity of existing sites, provide for smaller scale, local green infrastructure delivery in and around the built environment and focus on increasing the level of street tree planting to adapt to climate change, enhance local neighbourhoods, improve air quality and increase biodiversity.

Supplementary Planning Documents (SPDs)

Crime Reduction Through Design (2000) (SPD)

2.21 Adopted in February 2000, this document sets out design requirements and principles for suitable crime prevention measures, encouraging creative designs which balance the need to prevent crime with safe high quality environments. The following bullets under Para 27 Page 5 of the SPD are of relevance to design and access:

Design Principles for Crime Reduction and Community Safety:

- *"The number of people using the area should be maximised through a mix of uses and activities;*
- *Building design should deter criminal and anti-social activity;*
- *Public and private spaces should have clearly defined boundaries*
- *Opportunities for the observation of criminal and anti-social behaviour should be maximised Security measures should be an integral part of the design;*
- *Footpaths and cycleways should be designed to maximise their use and prevent opportunities for concealment;*
- *Landscape design should prevent opportunities for concealment and access to property;*
- *Lighting should deter criminal and anti-social behaviour while minimising light pollution;*
- *Buildings, signs and public spaces should be designed to minimise the opportunities for vandalism and graffiti."*

Open Space (March 2002, edited 2012) (SPD)

2.22 Adopted in March 2002, updated annually on 1 April. This document outlines detailed guidance and provides a methodology concerning the provision, retention and maintenance of Open Space across the Borough.

"The Borough Council's Open Space Standard of 2.8 hectares (Ha) per 1,000 population is based upon advice from PPG17 "Sport and Recreation", C1/97, the Hampshire County Structure Plan 2000, the NPFA "Six Acre Standard" and local circumstances."(Para 13)

2.23 Based on 1100 units the Former 6 acre standard now published by Fields In Trust (FIT), requires the development to provide for a minimum of 7.08ha of open space divided as follows:

- Outdoor Sport - 4.05Ha
- Children's Playing Space - 2.02Ha
- Other Outdoor Recreational Space - 1.01Ha

FAREHAM OPEN SPACE STANDARD	2.8Ha/1,000 population split into
Outdoor Sport	1.6Ha/1,000 population split into: Pitches - 1.2Ha/1,000 population; and Other Outdoor Sports Facilities 0.4Ha/1,000 population
Children's Playing Space	0.8Ha/1,000 population split into: Equipped Children's Play space - 0.2Ha/1,000 population; and Informal Play space 0.6Ha/1,000 population.
Other Outdoor Recreational Space	0.4Ha/1,000 population

Residential Car Parking Standards (November 2009) (SPD)

2.24 Adopted in November 2009, this document sets out the expected standards and requirements for provision of parking for new residential developments as follows:

	Car Parking Spaces provided per dwelling		Cycle Parking Spaces provided per dwelling	
	On-plot/ Allocated Parking Spaces	Shared/ allocated Parking Spaces	Individual Storage	Communal Storage
1 Bed	1	0.75	1	1
2 Beds	2	1.25	2	1
3 Beds	2	1.75	2	1
4 Beds+	3	2.25	2	1

2.25 Also of relevance are the following Key Requirements identified in the SPD:

Key Requirement 2:
"Residential development that provides less than the standards set out in this document will only be considered acceptable in areas of high accessibility or for specific types of residential development that create a lower demand for parking."

Key Requirement 3;
"Residential Developments will be expected to take account of the demand for visitor parking and provide spaces accordingly. In areas where over 50% of the spaces are allocated, an extra 0.2 spaces per dwelling should be provided."

Key Requirement 4:
"10% of all parking spaces in residential developments must be suitable for disabled users. Disabled spaces must be 3.6m wide in unallocated and communal parking areas. In the case of private driveways, if a width of 3.3m is not provided from the outset, provision should be made so spaces can be enlarged at a later date."

Key Requirement 5:
"Garages will not normally count towards overall parking provision. Garages will only count towards overall parking provision where developers can demonstrate that they represent the only means of parking a car. In such cases, garages must have a clear, unobstructed internal dimension of 6m x 3m, must have entrances of an acceptable size and with sufficient space provided for the opening and closing of garage doors. Fareham Borough Council will seek to condition such garages to be retained for use as parking spaces only."

Key Requirement 7:
"All new developments must provide appropriately located and designed cycle parking..."

Key Requirement 8:
"All new developments should follow the design principles and guidance set out in the Residential Car Parking Standards SPD. Justification for parking and layout proposals should be included within a Design & Access Statement or Transport Assessment."

Design (SPD) Not yet published.

2.26 A Design SPD is being produced by Fareham Borough Council to promote and provide guidance to achieve a high quality of design within new development.

2.27 Design guidance accords with the core principle of the National Planning Policy Framework and seeks to supplement policies in the Core Strategy.

2.28 At the time of writing, a draft of the SPD has been ciculated and the consultation closed on the 19th October 2015. The final results of this consultation ae yet to be published or the guidance adopted.

2.29 The draft SPD provides guidance with respect to new houses and flats within existing streets, the layout hierarcy and connectivity of new streets, site access, on plot and on street parking, designing for high and low density areas and the layout of public spaces.

2.30 Whilst not adopted policy the design of Newlands will accord with the principles outlined within the draft guidance.

EXISTING SITUATION

The People Of South Fareham

2.31 The Vision for the Site has been informed from the earliest stage by the Census data for the locality, the Nomis Official Labour Market Profile and Mosaic UK geodemographic classification data of UK households. This has helped the team establish a clear picture of the likely lifestyles of people in the area, and a greater understanding of the people who will want to live at Newlands.

2.32 To the north west of the Site the data would suggest that the majority of households comprise of couples with young families, middle income families, professional people and to a lesser extent couples / young singles with no dependants. The majority of households are dependent upon the car for work or as a means to access facilities (often area wide) such as retail outlets, healthcare or recreation, particularly those that cater for families. Couples with young children consider access to local schools and nursery's particularly important. Similarly young couples with no dependants or young singles look for local opportunities for leisure and social interaction such as the Gym and or public houses etc.

2.33 To the north and north east of the Site there is a shift from middle income family housing and those with strong local roots, i.e. those who have lived most of their lives in the area, to social housing comprising predominantly of residents with sufficient income to afford a 'right to buy' scheme and elderly people reliant on state support. Social housing / housing for the elderly tends to be focused around the Broadlaw Walk area and further east toward Newgate Lane. These latter two groups are less reliant on car travel and more reliant on access to local facilities and bus links.

2.34 In Stubbington to the south of the Site the census data would suggest that the majority of households comprise of middle income families intermingled with professional people, those that have strong local roots and a high percentage of the active elderly.

Socio Economics

2.35 An assessment of the likely significant effects of the Proposed Development has been undertaken in relation to Socio Economic Impact. This has been informed by a review of publicly available information, such as from the Office for National Statistics, Census and NHS.

2.36 As a consequence of the proposals, the Proposed Development will provide employment during the construction phase at an average of 262 jobs per annum. The Proposed Development will help meet housing need and support the increase of economically active aged residents. This will help meet local economic growth aspirations.

2.37 The impact on existing education and healthcare facilities would be negligible and minor beneficial, respectively due to the inclusion of a 2.5 form entry primary school and healthcare facility within the Proposed Development. Furthermore beneficial effects are anticipated through the generation of employment in the healthcare facility, care home, flexible retail units, primary school and pub/family restaurant.

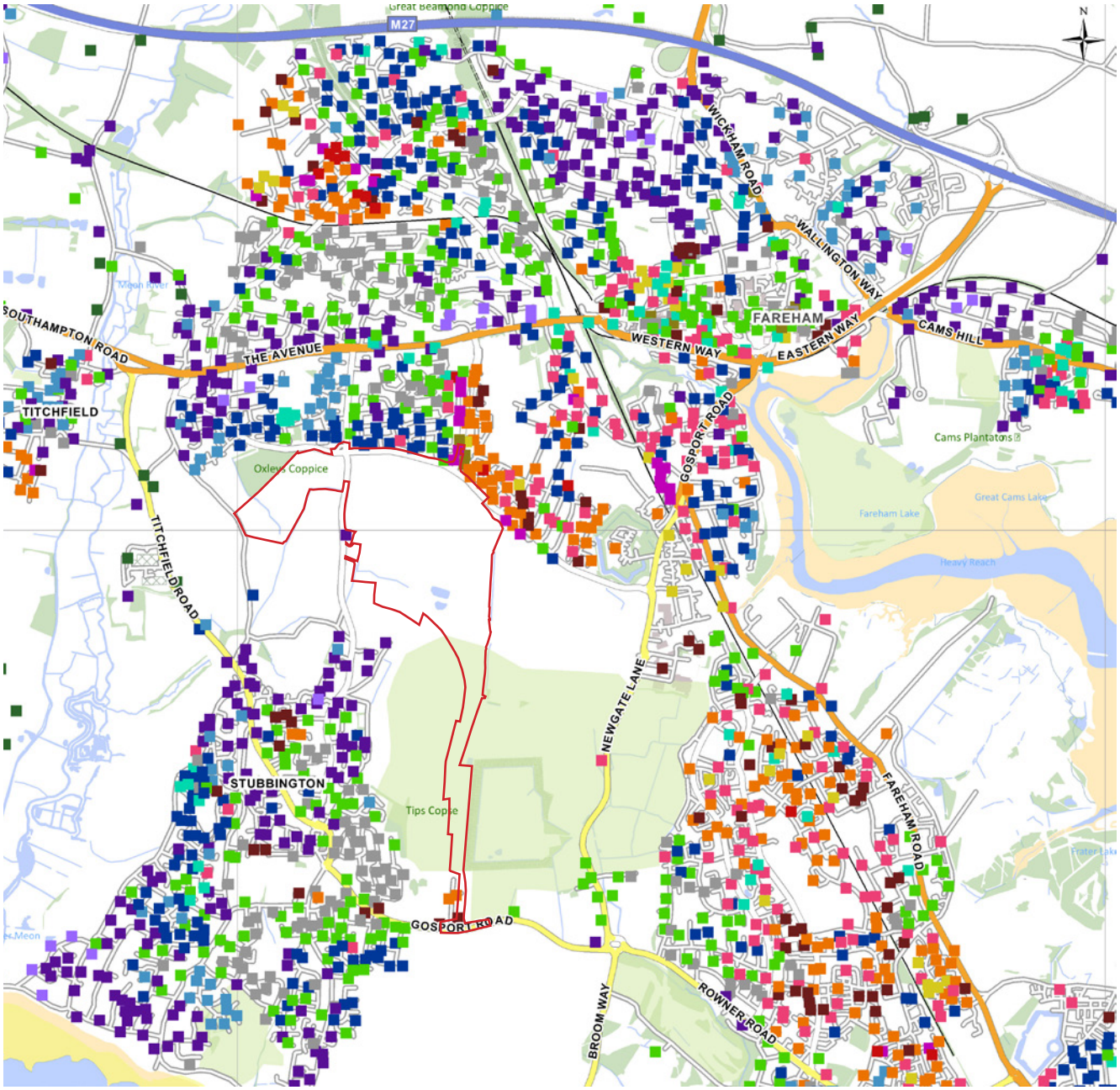


FIGURE: 02

PEOPLE OF SOUTH FAREHAM
Mosaic Public Sector Groups

KEY

- A Residents of isolated rural communities
- B Residents of small and mid-sized towns with strong local roots
- C Wealthy people living in the most sought after neighbourhoods
- D Successful professionals living in suburban or semi-rural homes
- E Middle income families living in moderate suburban semis
- F Couples with young children in comfortable modern housing
- G Young, well-educated city dwellers
- H Couples and young singles in small modern starter homes
- I Lower income workers in urban terraces in often diverse areas
- J Owner occupiers in older-style housing in ex-industrial areas
- K Residents with sufficient incomes in right-to-buy social housing
- L Active elderly people living in pleasant retirement locations
- M Elderly people reliant on state support
- N Young people renting flats in high density social housing
- O Families in low-rise social housing with high levels of benefit need

Evaluation: Who are we providing for?

2.38 Newlands will provide homes for local people, with an emphasis on family housing, housing for professionals such as business leaders / Captains of Industry, housing for the active elderly and affordable homes with a choice of size and tenure.

2.39 The adopted Core Strategy notes at paragraph 2.20 that the affordability of homes is an issue in the Borough, with the average house being 7 and a half times the average wage of full time workers in the Borough. As at June 2010 there were 1,901 people on the housing waiting list. Newlands will deliver up to 40% affordable to help cater for this need.

2.40 In addition consultation with the MOD has highlighted a growing need for family housing for MOD personnel in the area. The MOD has moved in recent years from the provision of accommodation within their base of operations or MOD owned housing towards owner occupied accommodation within the local community.

2.41 HLM will continue to explore the option of first refusal housing for MOD personnel and / or dedicated MOD housing at the Reserved Matters stage.

2.42 The proposed residential development at Newlands seeks to provide for the following groups identified in the Mosaic Map, Figure 02:

- Couples with young children (3-4 bed)
- Couples and young singles (2 bed)
- Middle income families (3-4 bed)
- Successful Professionals (4-5 bed)
- Residents with strong local roots (2-3 bed)
- Active elderly (2 bed)
- Elderly people reliant on state support (2 bed)
- Residents with sufficient income in right to buy social (2-3 bed)

2.43 As a working assumption to assist the preparation of the Parameters Plan and Illustrative Masterplan, the following housing mix is proposed for Newlands:

- 2 bed flats = 5%
  55 units
- 2 bed houses = 25%
  275 units
- 3 bed houses = 40%
  440 units
- 4 bed houses = 25%
  275 units
- 5 bed houses = 5%
  55 units

FIGURE: 03

'A DAY IN THE LIFE'
Predicted Site Use

NTS

EXISTING SITUATION

Local Facilities

2.44 A good mix of education, retail, leisure and recreation services, facilities, amenities and public transport opportunities are located within walking and cycling distance, as shown on Figure 04. Of particular significance are the selection of shops and amenities on Broadlaw Walk to the northeast of the Application Site and Fareham town centre within walking and cycling distance.

2.45 An analysis of local facilities by type indicates that:

- Newlands is well provided for in terms of local convenience shops / post offices. The closest being no more than 500m or a 6 minutes walk from the Site.
- Newlands is also situated a short bus journey from Fareham Town Centre, with bus stops available to the north on Longfield Avenue/Rowan Way and to the south on Peak Lane (Stubbington).
- A variety of both primary and secondary education providers lie within walking /cycling distance to the north and south of Newlands.
- Health care provision would appear to be lacking with only two doctor surgeries within the wider area, one to the north west in Titchfield and the other to the south in Stubbington. The closest surgery is 2400m or a 30 minute walk from the Site.
- The closest pharmacy lies to the north of the Site within 500m / 6 minute walk.
- The closest dentist lies 1300m or a 16 minute walk.

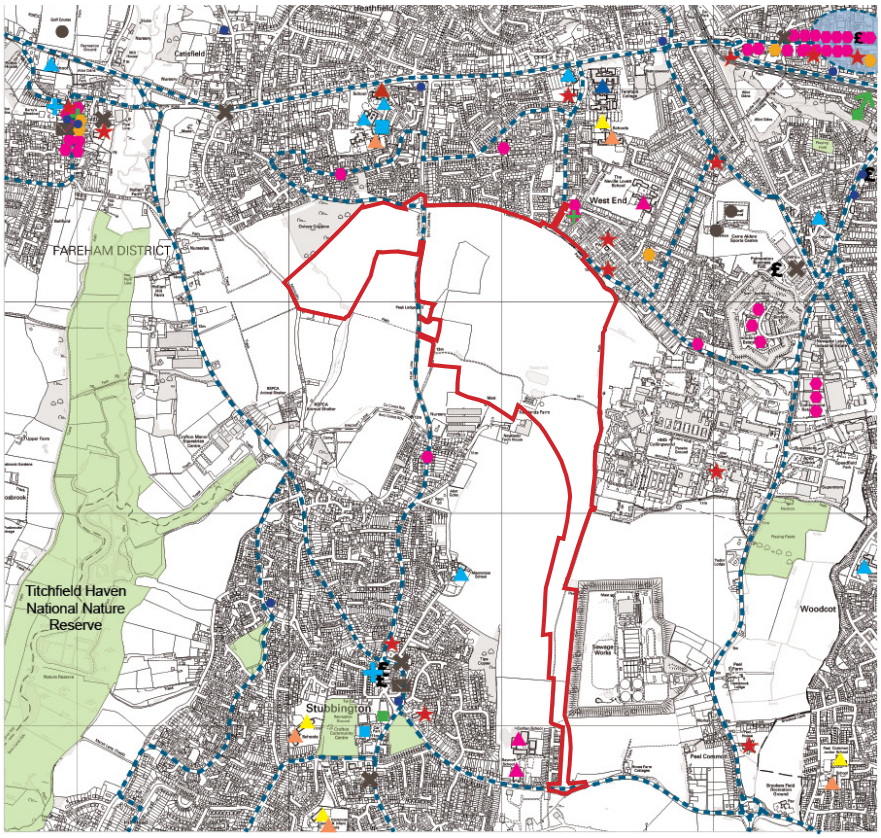


FIGURE: 04

LOCAL FACILITIES | NTS

KEY

- Application Boundary
- Doctor Surgery
- Dental Surgery
- Pharmacy
- Nursery
- Infant Schools
- Primary Schools
- Junior Schools
- Secondary Schools
- College
- Bus Route
- Fareham Town Centre
- Supermarket
- Local Convenience / Other Retail
- Post Office
- Bank
- Place of Worship
- Community Centre
- Library
- Public House
- Leisure / Recreation
- Open Space

Evaluation: A High Quality Community Core that Builds on Broadlaw Walks Existing Offer.

2.46 Newlands seeks to create a new 21st Century neighbourhood to the south of Fareham, with new housing to the east centred around 'Bishopsfield Road South' - a planned extension into the site of the existing Broadlaw Walk local shopping area to the north. 'Bishopsfield Road South' seeks to build upon the existing services available in Broadlaw Walk and provide a core of community facilities and employment opportunities in order to complement the work of First Wessex in the ongoing regeneration of the area.

2.47 At the heart of the proposals a new healthcare centre is planned, including a GP surgery and flexible consulting rooms for visiting healthcare professionals such as physiotherapists and chiropractors. A new elderly care home is also planned, alongside a small arcade of local shops, a new two form entry primary school and a pub/family restaurant.

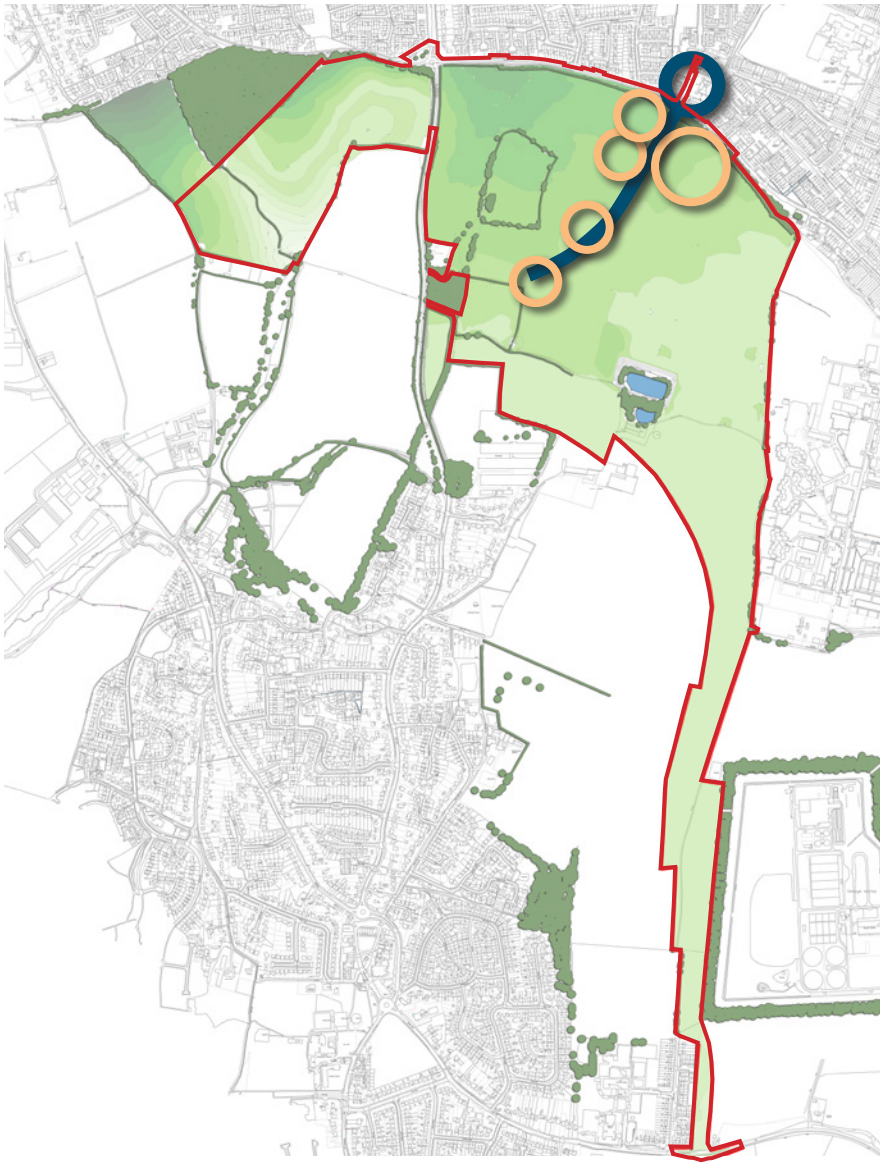


FIGURE: 05

A COMMUNITY CORE

NTS

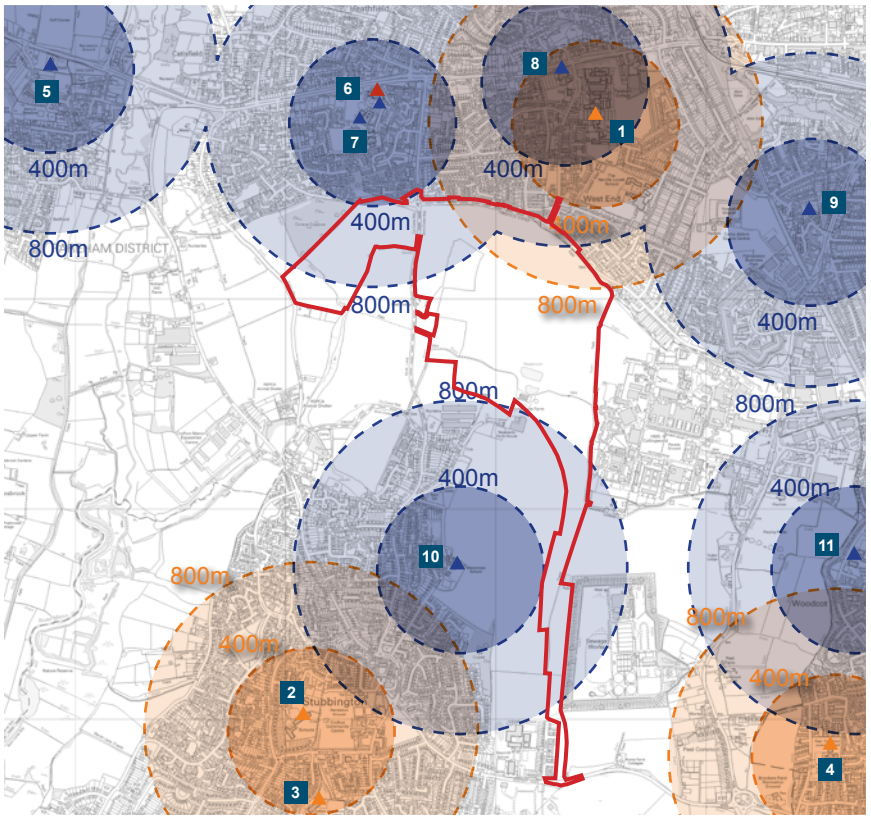
KEY

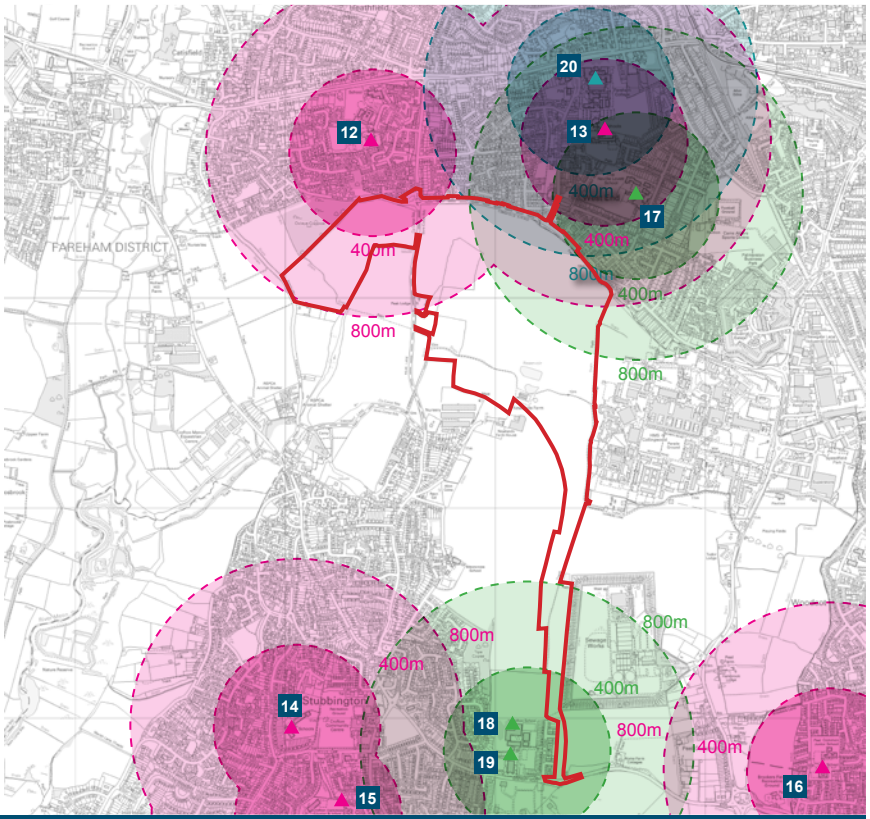
Application Boundary

Links to Broadlaw Walk - Extend High Street Into and Through The Development

Provide Additional New Facilities Including New Healthcare Centre

1. Wallisdean Infant School
2. Crofton Anne Dale Infant School
3. Crofton Hammond Infant School
4. Peel Common Infant School
5. Titchfield Primary
6. Heathfiield School
7. St Francis School
8. St Judes Catholic Aided Primary School
9. Redlands Primary School
10. Meoncross School
11. Woodcot Primary School
12. Ranvilles Junior School
13. Wallisdean Junior School
14. Crofton Anne Dale Junior School
15. Crofton Hammond Junior School
16. Peel Common Junior School
17. Fareham Academy
18. Crofton Secondary School
19. Baycroft School
20. Fareham College





FIGURES: 06 and 07

EDUCATION ISOCHRONE
NTS

KEY

- Application Boundary
- Nursery
- Infant Schools
- Primary Schools
- Junior Schools
- Secondary Schools
- College

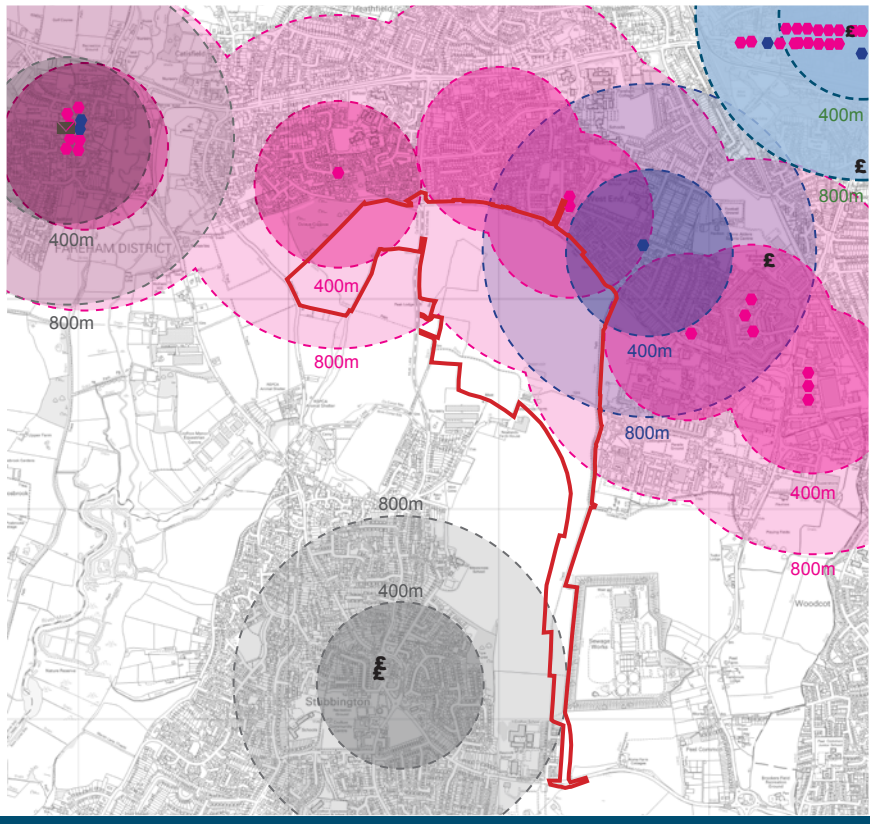
Education

FIGURE: 08

RETAIL ISOCHRONE
NTS

KEY

- Application Boundary
- Fareham Town Centre
- Supermarket
- Local Convenience / Other Retail
- Post Office
- Bank



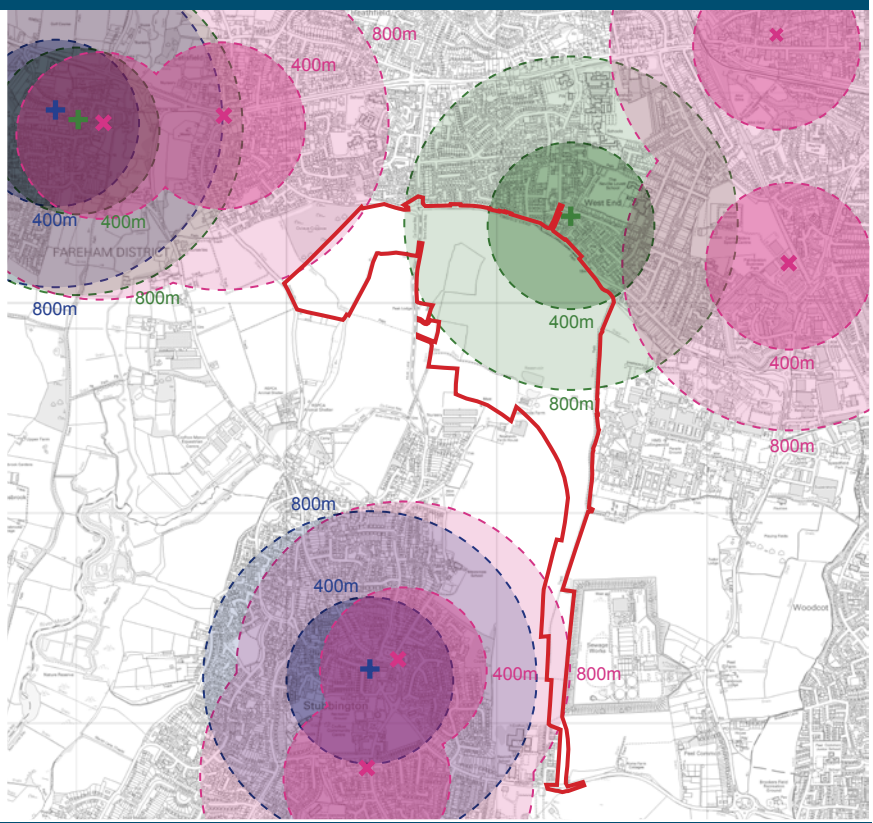
Retail

FIGURE: 09

HEALTH CARE ISOCHRONE
NTS

KEY

- Application Boundary
- Doctor Surgery
- Dental Surgery
- Pharmacy



Health Care

EXISTING SITUATION

The Site and its Wider Context

2.48 The Application Site comprises a total of 114ha of land located to the south of Longfield Avenue, Rowan Way, Templemere and Harcourt Road, south Fareham. Peak Lane cuts through the Site in a north to south orientation linking Fareham and Stubbington respectively. As a consequence the Site is divided into two distinct yet interlinked parcels.

2.49 To the west of Peak Lane the Site is predominantly flat with a gentle fall to the south from circa 10m Above Ordnance Datum (AOD) to c. 3m AOD, centred along an existing watercourse to the south, (refer to Figure 11).

2.50 The Site comprises of three field compartments, the northern most fields wrap around Oxleys Coppice, a small ancient and semi-natural woodland locally protected as a Site of Interest for Nature Conservation (SINC). To the west the Site borders Ranvilles Lane, a former through route between Stubbington and south west Fareham, now closed to vehicular traffic. To the south the Site is defined by existing hedge field boundaries and the line of an existing public right of way linking Peak Lane with Ranvilles Lane.

2.51 To the east of Peak Lane the Site roughly comprises of 4 field compartments with sections of an additional three fields to the south and south east.

2.52 As with land to the west of Peak Lane the Site appears predominantly flat with a gentle fall south from circa 10m AOD to 6m AOD, (refer to Figure 11).

FIGURE: 10

AERIAL PHOTOGRAPH

NTS

Application Boundary

2.53 To the north the Site is defined by intermittent hedge and mature tree planting along Longfield Avenue. To the east the Site is defined by the existing security fencing associated with HMS Collingwood, the headquarters for the Royal Navy's largest training establishment. Boundary fencing is visually permeable and as such views through fencing to residential and administrative buildings are possible. In the interests of security HLM have been advised that a minimum stand off from HMS Collingwood of 30m will be required.

2.54 To the south the Site does not follow an existing boundary given that the landscape is largely open and undefined. The boundary instead flanks the existing buildings which make up Newlands Farm and passes to the north of existing glasshouses on the edge of Stubbington before tying into existing hedge planting to the east of Peak Lane.

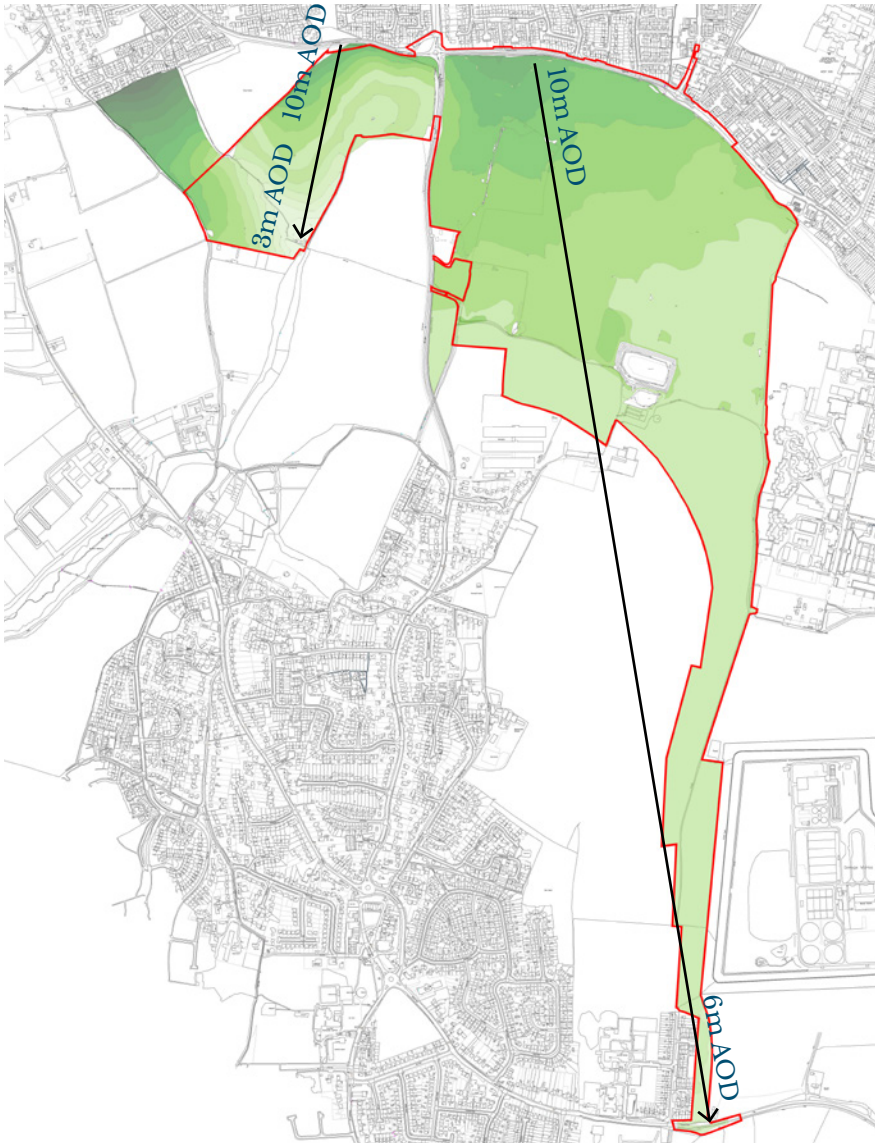


FIGURE: 11

TOPOGRAPHY

NTS

KEY

14m - 16m AOD

11m - 13m AOD

8m - 10m AOD

5m - 7m AOD

2m - 4m AOD

AOD = Above Ordnance Datum

2.55 Further to the south east the site boundary extends south of HMS Collingwood between the Peel Common Waste Water Treatment Works (SWTW) and Crofton Secondary School. Boundaries along this section of the Site are either open and contiguous with adjacent field areas or are defined by the tree and shrub planting and / or fencing of the SWTW, Crofton School and housing along Marks Road and Spencer Court respectively.

2.56 Besides boundary hedge and tree planting there are few other features of note within the Site. Two small artificial fishing ponds are located to the south east in the vicinity of Newlands Farm, the larger of which is raised behind a planted bund. To the west of Peak Lane a small watercourse passes through the Site from the southernmost tip of Oxleys Coppice in a south easterly direction to meet an existing field ditch flanking boundary hedge planting before continuing south towards Stubbington and a second field ditch follows the line of an existing track providing access to Newlands Farm to the immediate east of Peak Lane.

2.57 A large derelict pig shed between Newlands Farm and the existing fishing ponds is of note. Given this building's scale, lack of screening and poor state of repair it appears incongruous within the landscape and visually detracts from the wider area.

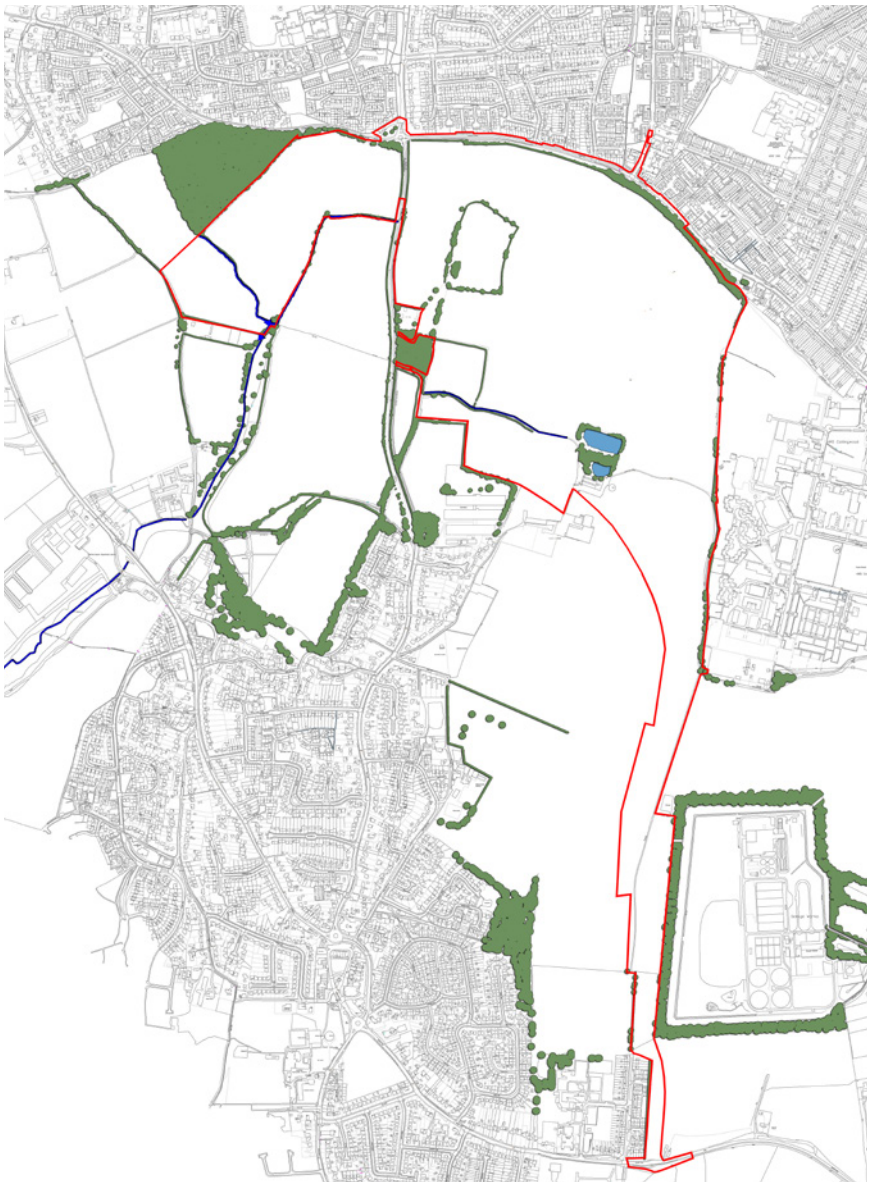


FIGURE: 12

VEGETATION AND WATERCOURSES

NTS

KEY

- Application Boundary
- Existing Trees and Hedgerows
- 15m Standoff from Oxleys Coppice - SINC / Ancient Woodland
- Existing Fishing Ponds
- Existing Watercourses and Ditches

EXISTING SITUATION - GREEN INFRASTRUCTURE

Water Environment

2.58 Brookbanks Consulting Engineers have undertaken a Flood Risk Assessment (FRA) to establish the likely significant effects of the Development in terms of flood risk, water quality and water resources. This has been informed by desk studies, site surveys and consultation with statutory bodies including the Environment Agency and Southern Water.

2.59 In terms of flood risk from surface water, the Site lies within Flood Zone 1; being an area of Low Probability of flooding, outside both the 1 in 100 and 1 in 1,000 year flood events on the River Meon. The Site does however suffer from periodic water logging due to poor infiltration.

2.60 Assessments completed within the FRA also find the land to lie in an area that has a Low Probability of flooding from most other sources from mechanisms such ground water, sewer and artificial water bodies. It is concluded that the Application Site is suitable for development from a flood risk viewpoint.

2.61 As noted at Paragraph 2.56 the Site has very few watercourses. To the west a small watercourse flows from Oxleys Coppice in a south westerly direction towards the River Meon. Besides this a small number of field ditches collect and convey surface water runoff towards this river system.

2.62 The drainage proposals for the Site contained within the FRA outline the viability of the Site to employ and manage storm water by way of a Sustainable Drainage System (Suds)management train and ensure peak discharges from the developed land are reduced to circa 68% below the appraised baseline rates.

Vegetation and Open Space

2.63 FPCR Environment and Design Ltd have undertaken a full ecological assessment and arboricultural assessment to assess the effects of Development on the Site and surrounding area. The assessment has been informed by a comprehensive desk study and suite of ecological surveys.

2.64 At the time of writing the majority of the Site was under arable cultivation consisting of large monoculture compartments, with narrow field margins around the Site's perimeter comprising of common and wide spread species. To the west of Peak Lane an area of uncultivated 'set aside' land was of note albeit dominated by common grassland species.

2.65 Oxleys Coppice to the north west is designated as a Site of Importance for Nature Conservation (SINC) and an Ancient Semi Natural Woodland (ASNW). This woodland coppice, assessed as being of County Level conservation value, comprises of a mixture of semi mature and young tree species with a good understorey.

2.66 Twenty three hedgerows were present within the Site. These were considered to be relatively diverse, with the majority scoring between moderate to moderate to high value in accordance with Hedgerow Evaluation Grading (HEGS). As such the Site's hedgerows comprise Habitats of Principal Importance under Natural Environment and Rural Communities Act (NERC) and were assessed as being of local conservation value.

2.67 A total of one hundred and twenty eight individual trees, twenty one groups of trees, three woodlands and twenty three hedgerows were surveyed as part of the arboricultural assessment. The majority of the individual trees and tree groups were found along the northern boundary with the highest number being along Longfield Avenue. Remaining trees tend to cluster around internal hedgerows with the southern boundary containing the smallest number of individual trees. Trees comprised predominantly of mature English oak and common ash. The positioning of new built development within the existing field parcels will result in minimal tree loss. Furthermore sympathetic routing of new roads and paths will result in minimal loses, albeit some tree loss would be inevitable in order to facilitate access to the Site. Overall tree losses for a scheme of such size are low. A total of six individual trees and a single tree group will need to be removed as part of the proposed layout.

2.68 Due to the dominance of arable land within the Site, wildlife was restricted largely to the Site's boundaries. A good population of common lizards and slow worms, protected under the Wildlife & Countryside Act 1981 (as amended) were recorded within narrow field margins, with the majority identified to the Site's north eastern boundary.

2.69 Five common species of bat were recorded within the Site. Areas of higher activity included around Oxleys Coppice, tree groups/ linear features along the Site's northern boundary and around the fishing lakes to the south. Breeding birds species recorded were abundant, common or numerous breeding species within the county and none were recorded in exceptional numbers.

Ground Conditions

2.70 Brookbanks Consulting Engineers have undertaken an assessment of the likely significant effects of the Proposed Development in relation to ground conditions and contamination.

2.71 No land uses have been identified from the historical site mapping that are either significant or significantly close to the Site to pose a potential contaminative threat.

2.72 A review of readily available environmental data, including historical mapping and statutory registers does not identify any former land uses that are potentially contaminative or likely to be prohibitive to the Proposed Development.

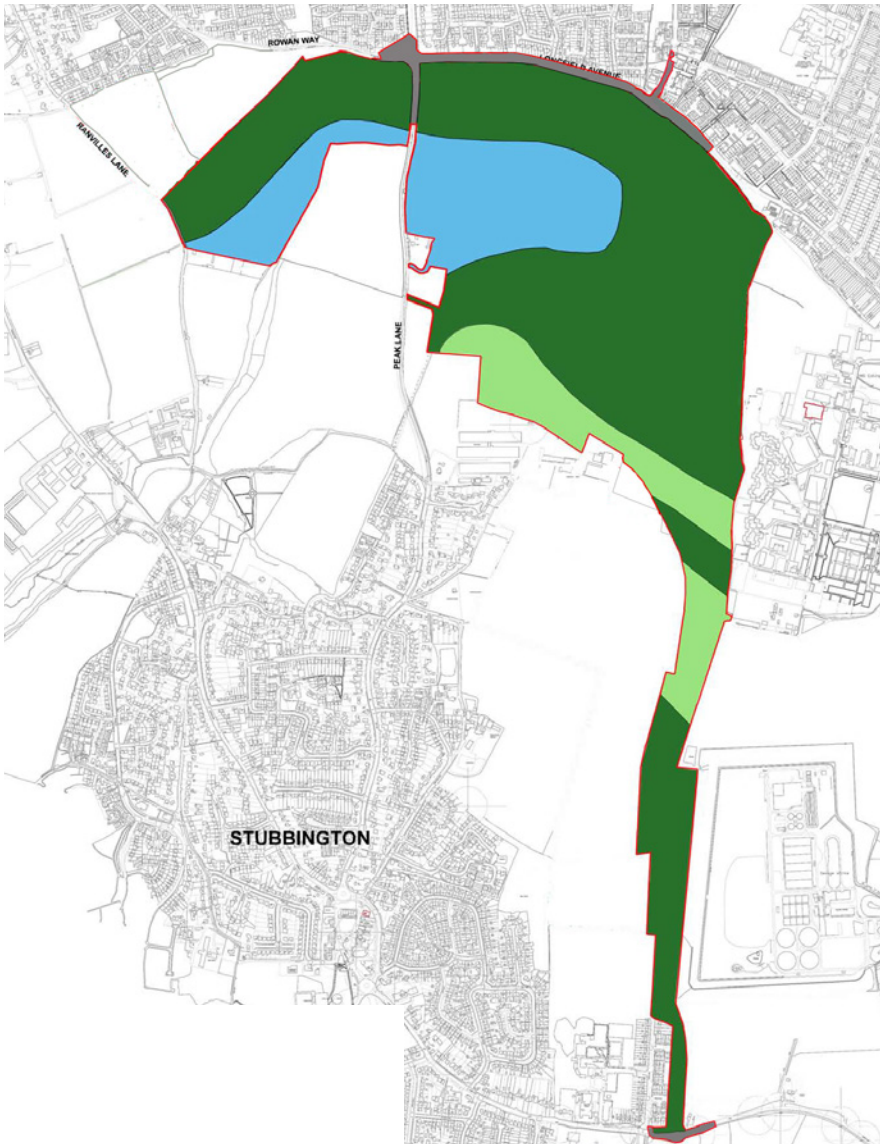


FIGURE: 13

AGRICULTURE AND SOIL RESOURCES

NTS

- Study Area
- Grade 2
- Grade 3a
- Grade 3b

Agriculture and Soil Resources

2.73 Reading Agricultural Consultants have undertaken an assessment of the likely significant effects of the Proposed Development in relation to soil resources and agricultural land. This has been informed by existing Agricultural Land Classification data and by a survey which was restricted due to the abnormally dry conditions at the Application Site.

2.74 The majority of the Site is likely to be classified as best and most versatile agricultural land in Grades 2 and 3a. This agricultural land will be permanently lost, with no scope to mitigate this loss.

2.75 Soils in areas of the Application Site not proposed for built development will remain in-situ and the adoption of a Soil Resources Plan and good practice guidance will protect those soils which are to be displaced. A Soil Resources Plan would include the most appropriate and sustainable after uses for displaced soils on-site.

2.76 The Proposed Development will be well contained within existing development and open space and its construction will not affect the continued operation of adjacent agricultural land holdings. The continuation of agriculture within the Site during the construction of the Proposed Development may be feasible using normal good practice environmental management.

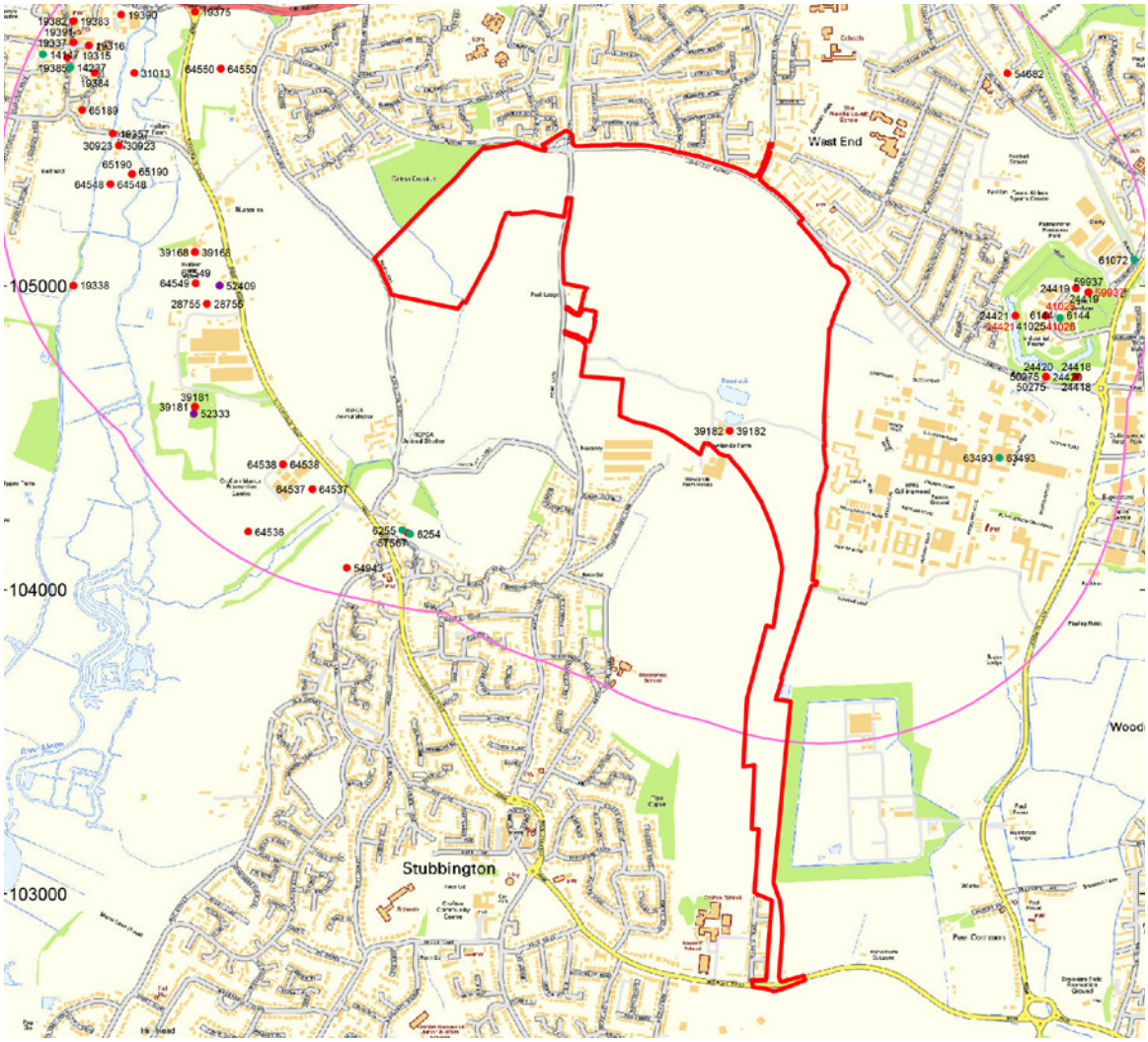


FIGURE: 14

HERITAGE ASSETS
NTS

Study Area

Designated Assets

Scheduled Monument

Conservation Area

Listed Building

Non-Designated Assets

Monument

Find Spot

Historic Building

Historic Park and Garden

Historic Rural Settlement

Heritage

2.77 CgMS have undertaken a desk based assessment to establish the likely significant historic environmental effects of the proposed development on the Site and wider area.

2.78 The assessment has established that the western edge of the Site has some potential to have Bronze Age remains and that the remaining majority of the Site has little archaeological potential. The Site is located on the coastal plain, which is known to have been occupied in prehistoric and Roman times, the presence of remains from these periods cannot therefore be entirely ruled out.

2.79 Should archaeological remains be present, they may be impacted by earthmoving operations such as topsoil stripping, cutting foundations, and the construction of infrastructure. However, on the present evidence, it is considered unlikely that such remains, if present would be of more than low sensitivity. A programme of archaeological works is proposed as mitigation of this potential impact.

2.80 Newlands will have no direct or indirect impacts on any designated heritage assets, such as listed buildings, or their settings.

EXISTING SITUATION - CHARACTER

Landscape Resources and Visual Amenity

Landscape Character

2.81 Newlands sits within the flat open coastal plain landscape, interspersed by occasional hedgerows, trees and woodland. By merit of its location adjacent to the edge of Fareham the Site's character is heavily influenced by the adjoining settlement including views towards built development on the edge of Fareham, HMS Collingwood to the east, Peak Lane which passes through the Application Site and passing traffic along Longfield Avenue and Rowan Way to the north. As a consequence the landscape is considered to have a lower sensitivity to development than farmland further to the south and west and capacity to successfully absorb and contain well designed new development with sensitive screening and structural planting.

2.82 Although the land subject to development will change in character, the key landscape features that contribute to it's landscape's value will be retained and enhanced. Further beneficial landscape change will be apparent including improvements in landscape quality and associated improvements in Green Infrastructure across the Site, including the creation of a multifunctional network of recreation and habitat opportunities linking the existing settlement edge and Proposed Development with the wider countryside. In this context, the change in character from semi-rural farmland landscape on the edge of settlement, to a more urban character as a result of development is considered appropriate.

Views

2.83 Although Newlands lies within an open farmland landscape, the Site is generally well contained, to the north and east, by settlement along the edge of Fareham and development at HMS Collingwood, respectively. From these localities partial and open views are solely obtained from close proximity. Views from the west are filtered by vegetation along the western boundary, and as a result of the area's flat topography, are limited to close distance views or partial middle distance views from the B3334, Titchfield Road and properties scattered along this road.

2.84 The south is more open, with open and partial views obtained across longer distances. However the village of Stubbington, and surrounding vegetation restricts views from further afield, with the longest views obtained from the south-east from local footpaths, and restricted to the eastern part of the Application Site. Views from the edge of Stubbington are possible towards the eastern part of the Application Site however views are partially screened by existing glasshouses to the north of Stubbington, Newlands Farm and intervening boundary vegetation.

2.85 The Newlands Site is often viewed in the context of surrounding built development, such as Fareham, HMS Collingwood and scattered properties, farm buildings and horticultural glasshouses; particularly from the south, where views are more open in character and stretch over longer distances. This results in an urbanising influence on the character of the Application Site.

2.86 Those areas which will experience the greatest visual effects as a result of the Proposed Development comprise:

- residential receptors and road users;
- residential receptors to the east within HMS Collingwood;
- individual residential receptors close to the Application Site, including Newlands Farm to the south, and Peak Lodge, which is enclosed by the Proposed Development;
- users of the existing public right of way network which passes through the Proposed Development; and
- road users which lie adjacent to the Application Site and which are directly affected by the planned Stubbington bypass.

2.87 Landscape proposals such as strategic woodland planting, the provision of open space through the west and south of the Application Site and alongside the planned Stubbington Bypass, as well as the careful design of the development, will significantly reduce the effect on these receptors.

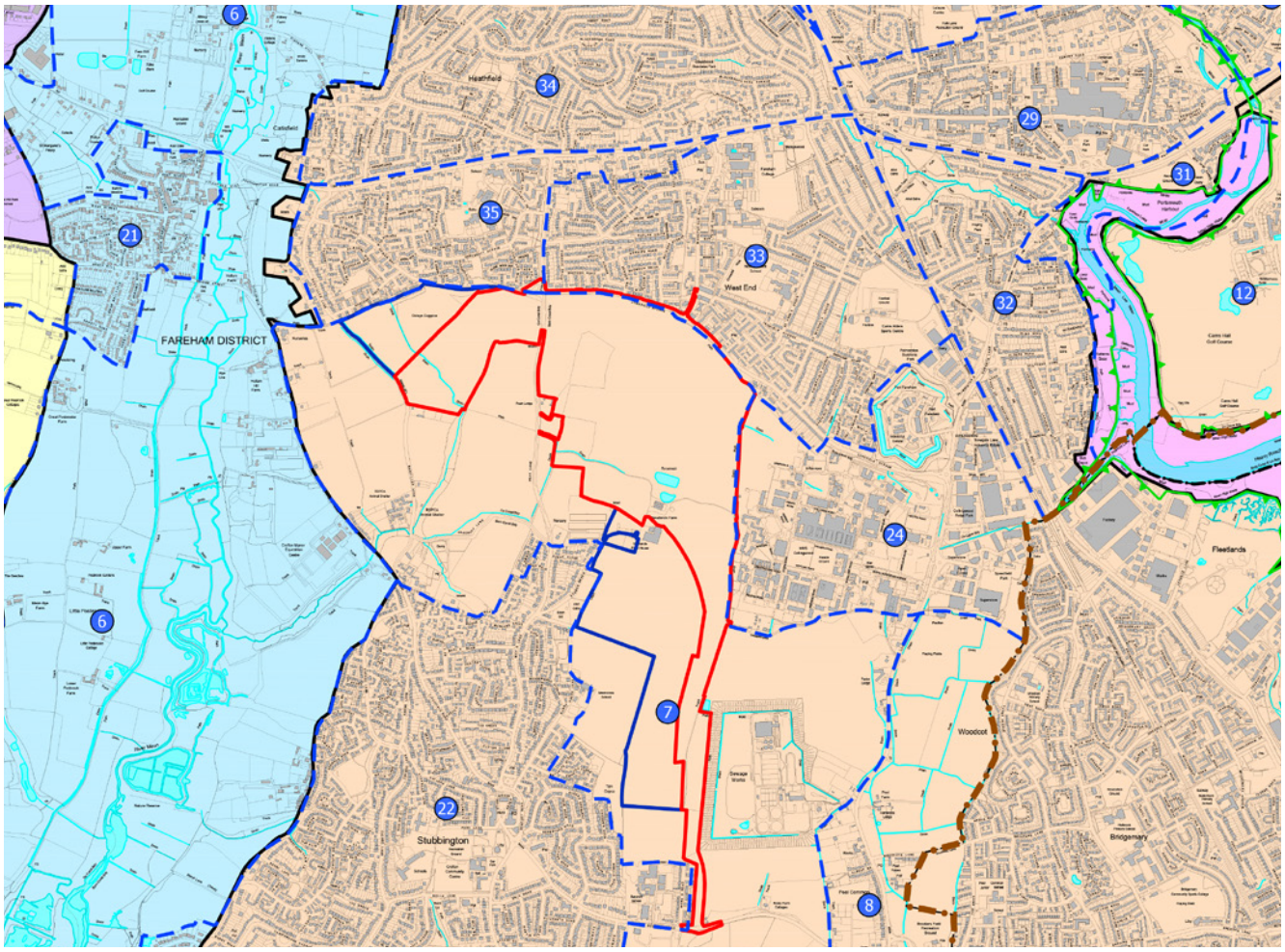


FIGURE: 15

EXTRACT FROM LANDSCAPE ASSESSMENT - LANDSCAPE CHARACTER

NTS

Application Boundary

County Landscape Character

- Area 9F: Gosport and Fareham Coastal Plain
- Area 3E: Meon Valley
- Area 9E: Chilling Bronwich and Locks Heath Coastal Plain
- Area 2E: Forest of Bere East
- Area 8I: Portsdown Hill Open Downs

Borough Landscape Character

- Site = Area 7: Fareham/ Stubbington Gap.

Sources:
County Landscape Character
Hampshire County Character Assessment - Interactive Map (2012)

Fareham Borough Character Assessment (1996)

VIEW FROM PROW 75 ON THE EASTERN BOUNDARY OF THE APPLICATION SITE, LOOKING WEST

VIEW FROM THE JUNCTION OF RANVILLES LANE AND PROW 67, ON THE WESTERN BOUNDARY OF THE APPLICATION SITE, LOOKING NORTH-EAST

VIEW FROM PROW 68, LOOKING NORTH ACROSS THE APPLICATION SITE

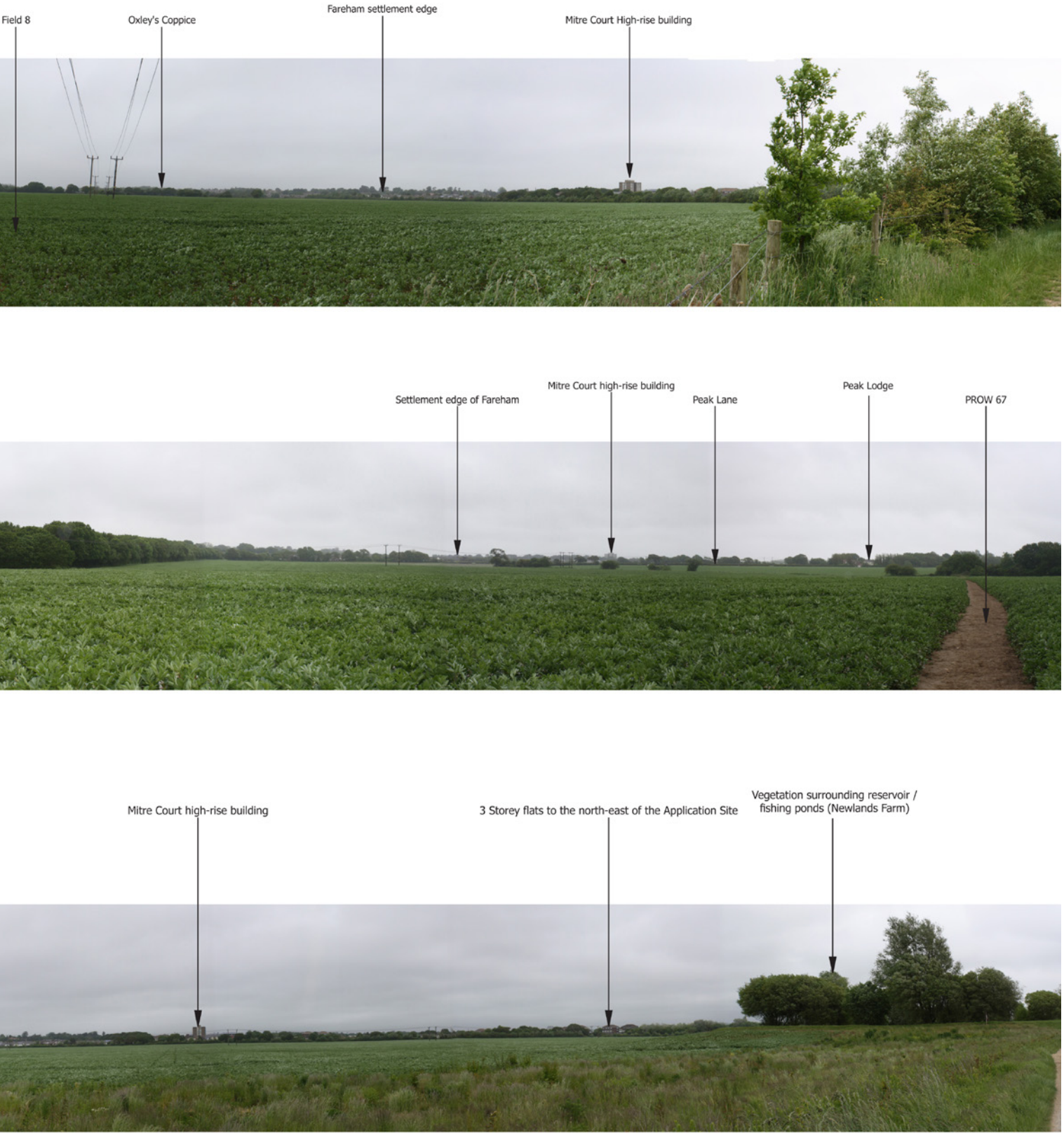


FIGURE: 16

SELECTED VIEWPOINTS

NTS

Strategic Gap

2.88 The land subject to proposed development is currently defined within the Fareham Local Development Framework, (August 2011) as forming part of the Meon Strategic Gap (Policy CS22). As such the Site makes a contribution towards the Gap function i.e. the physical and visual separation of settlements, on land between Fareham and Stubbington.

2.89 The provision of green infrastructure throughout the Site, including the creation of a multifunctional network of recreation and habitat opportunities linking the proposed development with the wider surroundings, will improve the condition and quality of the landscape between Fareham and Stubbington, enhancing local landscape character.

2.90 Furthermore the Meon Gap will continue to perform its key function of physically separating Fareham and Stubbington. Through the sensitive introduction of structural woodland planting and areas of open space through the south of the Application Site, placed in trust and maintained as such in perpetuity by HLM, the visual and physical separation between Fareham and Stubbington can be maintained. By creating a permanent attractive settlement edge to Fareham the separate identities and character of Fareham and Stubbington will be enhanced and a robust definitive boundary will be formed that minimises the risk of future coalescence between the two settlements.

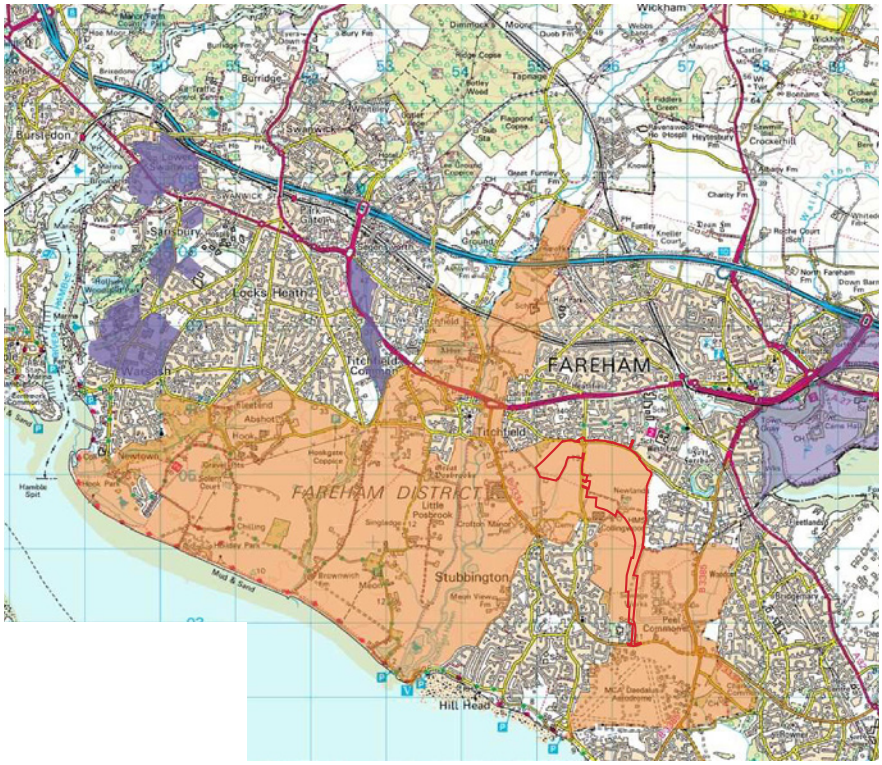


FIGURE: 17

STRATEGIC GAP
Source:
Illustration 1: Fareham Borough Gap Review (October 2012)

NTS KEY

Application Boundary

Strategic Gap

Local Gap

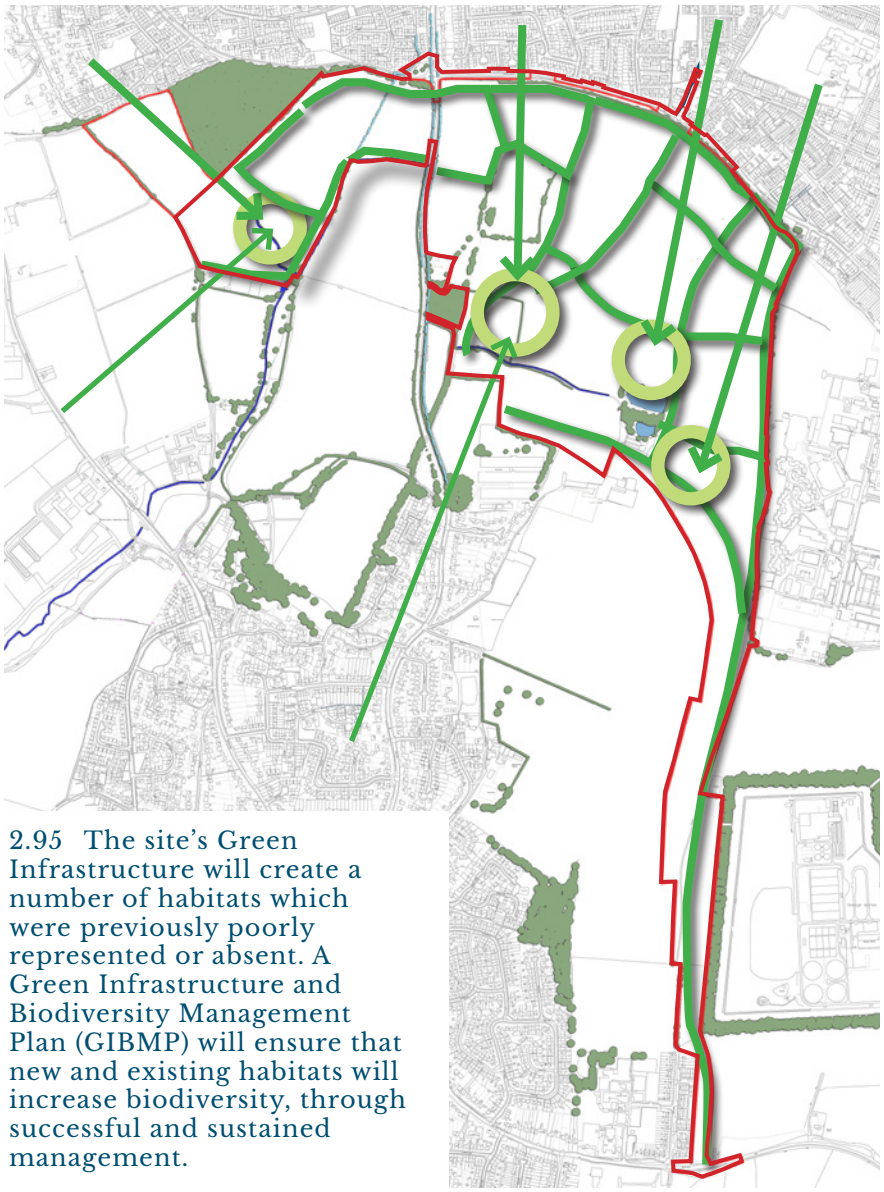
Evaluation: Green Infrastructure Led Design

2.91 The Site's existing landscape structure of trees, hedgerows and ditches have been degraded over the years through intensive farming practices and neglect. These now appear gappy or in places have been completely denuded. In turn habitats are fragmented and isolated and the landscape feels bland and exposed. The masterplan seeks to retain and enhance existing landscape features and to supplement these with a framework of additional new planting to help restore the landscape's former grain and quality. These assets will be used as the basis for Newlands Green Infrastructure and will help to define the extents of development.

2.92 The Site's Green Infrastructure will ensure that Newlands is able to create an open, accessible and engaging environment which not only helps to manage the transition between urban and rural areas but which also develops wildlife corridors, creates a network through which people can move freely, increases opportunities for recreation and contributes to carbon offsetting.

2.93 Structural woodland planting will be introduced to the south in order to increase tree coverage across the area, screen development and break up views between Fareham and Stubbington. Large green fingers will also be introduced through the development in a north to south orientation to help break up the development and maximize connectivity between Fareham and open countryside to the south.

2.94 Open spaces will be planned to ensure that space is readily accessible to all parts of the development as well as for existing residents in both Fareham and Stubbington.



2.95 The site's Green Infrastructure will create a number of habitats which were previously poorly represented or absent. A Green Infrastructure and Biodiversity Management Plan (GIBMP) will ensure that new and existing habitats will increase biodiversity, through successful and sustained management.

2.96 The mitigation and enhancement measures proposed within the development will ensure that existing fauna such as reptiles, have habitats to sustain a favourable conservation status into the future, but also that the variety of habitats will encourage a wider range of wildlife species which are currently absent.

2.97 The Green Infrastructure will substantially increase linear features, woodland compartments, species rich grassland and aquatic habitats, this variety of habitats will attract a wider range of wildlife species.

FIGURE: 18

GREEN INFRASTRUCTURE

NTS | KEY

- Application Boundary
- Extend Existing Vegetation to Create a new Network of Green Infrastructure
- Provide New Accessible Public Open Space (Arrow Denotes Provision to Help Meet Local Deficit
- Links to Green Infrastructure for existing residents

EXISTING SITUATION

Townscape Character

Wider Context

2.98 Originally known by the name of Ferneham the town is documented as far back as the late 11 Century and the Norman invasion.

"Fareham's location was determined by the ford of Fareham Creek at the top of Portsmouth Harbour. The ford was also the location of the Bishop of Winchester's mills; the foundations of these mills were subsumed in the A27 near the railway viaduct."

(Wikipedia Nov 2013)

2.99 The town grew slowly up to the mid 20th Century, however during the 1960's and 1970's Fareham saw a rapid expansion both west and south in response to allocated development within the South Hampshire Structure Plan.

2.100 Housing within Fareham's historic core typically comprises of 2 storey terraced, large detached villas and semi-detached properties in rusty red brick with slate roofing. Many of these buildings include prominent yellow stone corner stone work and banding across the principal building frontage. Gardens tend to be small and are clearly defined with a mix of low walling (some with flint detailing) and hedge planting.

2.101 Properties within areas constructed in the 1960's and 70's tend to be laid out in a pattern typical of the period, comprising predominantly of semi-detached brick built properties set back from the street behind modest front gardens. A higher proportion of these properties utilise mixed building materials such as hanging tile and brown pantile roofing.

2.102 Buildings within these areas tend to be laid out in either a perimeter block / distorted grid pattern or arranged around cul-de sacs. Many of the streets within this period such as Arundel Drive or Nicholas Crescent for example curve and arc whereas older development to the east tends to be more rectilinear in arrangement.

2.103 In more recent years the town has experienced successive small infill developments such as Furzehall Avenue for example which comprise a wide mix of housing styles and materials. including brown brick, white render, faux timber and render.

2.104 An urban renewal initiative began in 1999, renovating the town centre and historic buildings to include a new entertainment and shopping complex.

2.105 Figures 19 to 21 illustrate the existing townscape character surrounding the Site along with typical building to street relationships, storey heights, boundary treatments and development densities.

Density

2.106 Figure 19 illustrates a representative sample of different development densities from around the proposed Newlands site. As one can see from this figure existing development to the north of the Site tends to average at between 32- 35 dwellings per hectare (dph) whereas development to the south within Stubbington tends to be of a lower overall density of around 20dph.

FIGURE: 19

EXISTING DENSITY
NTS

KEY

1 Circa 28 dwellings per hectare (dph)

2 Circa 35 dph

3 Circa 31 dph

4 Circa 34 dph

5 Circa 16 dph

6 Circa 20 dph

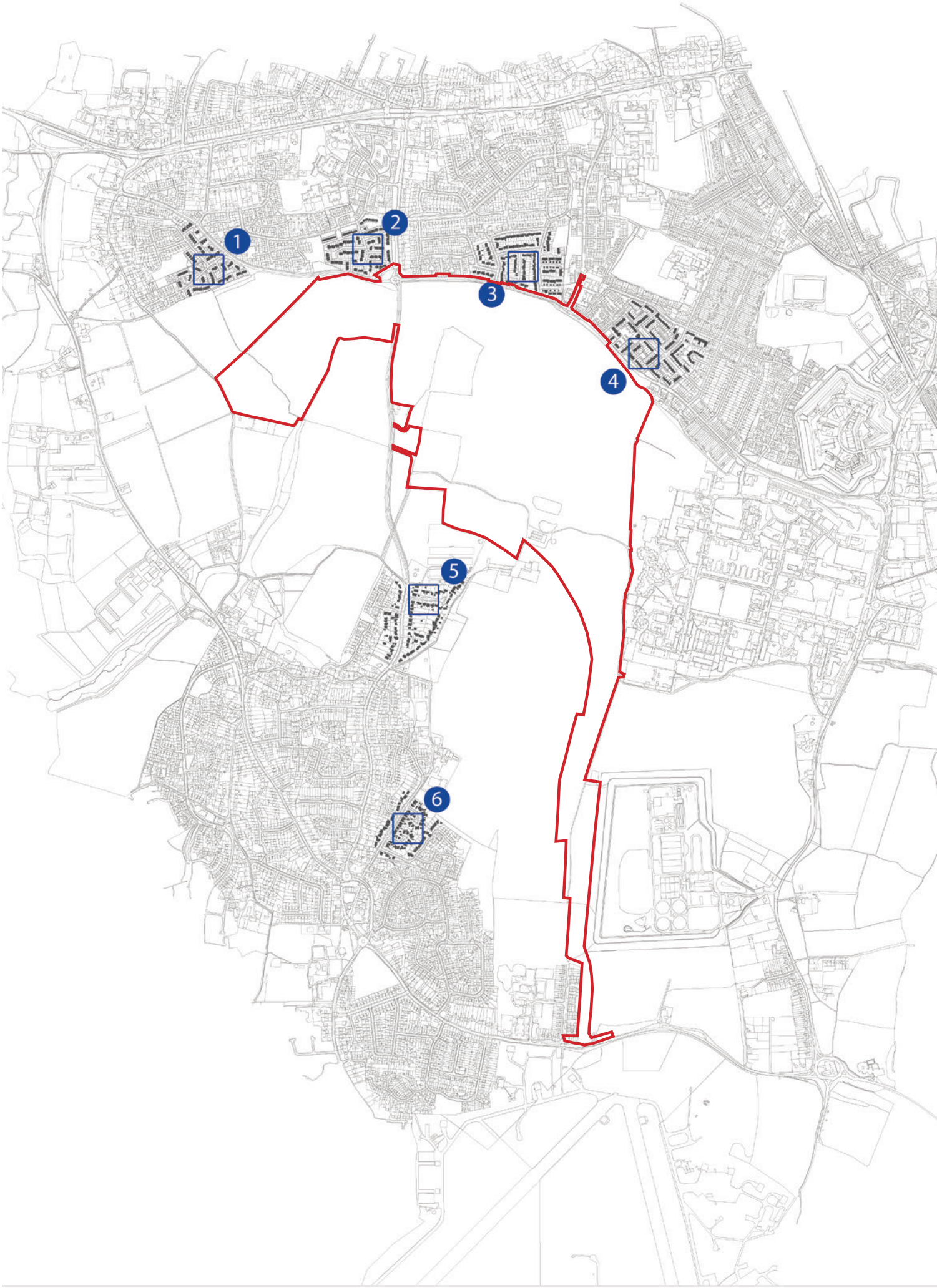

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FIGURE: 20

TOWNSCAPE CHARACTER NTS

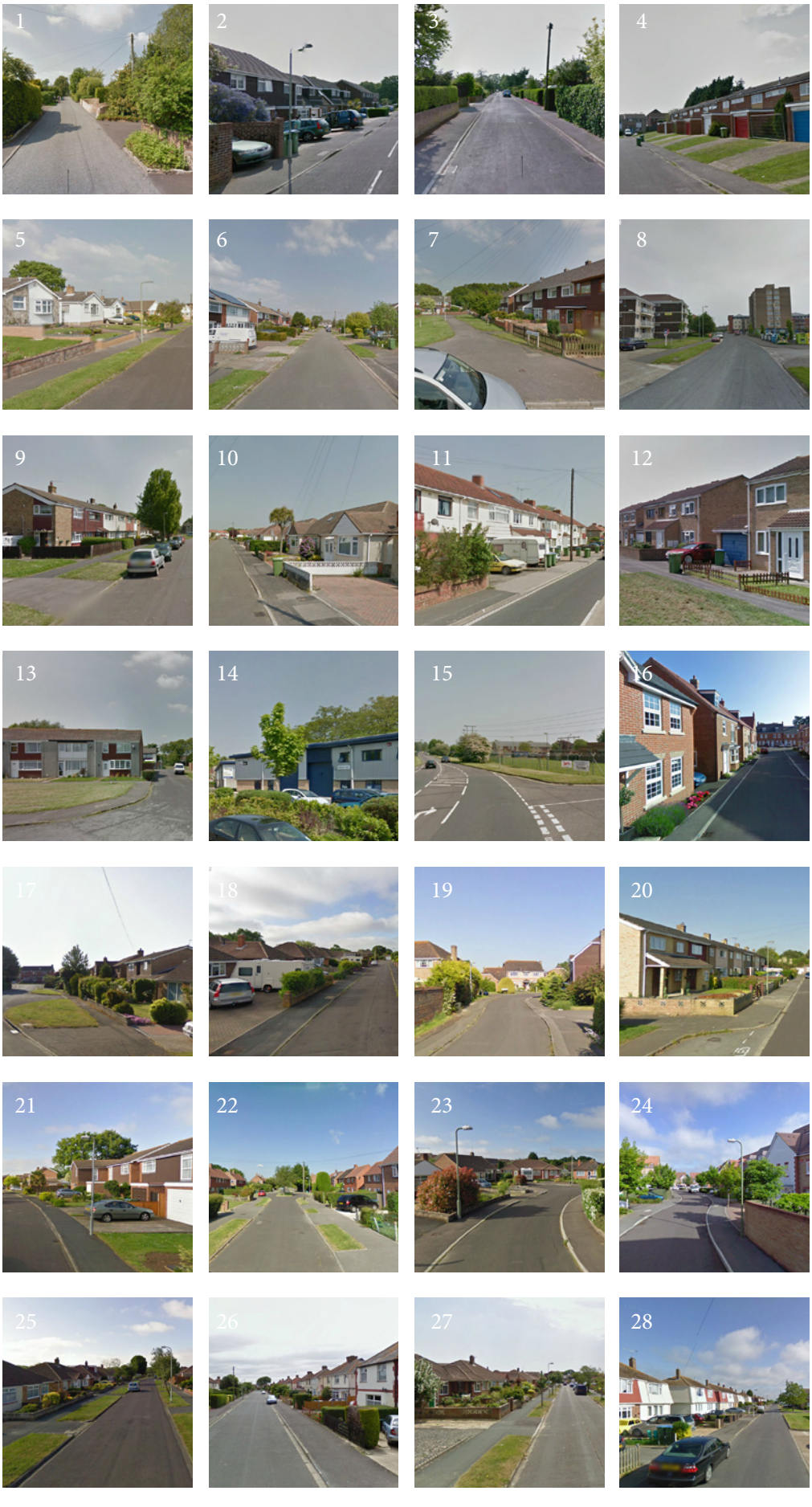
KEY

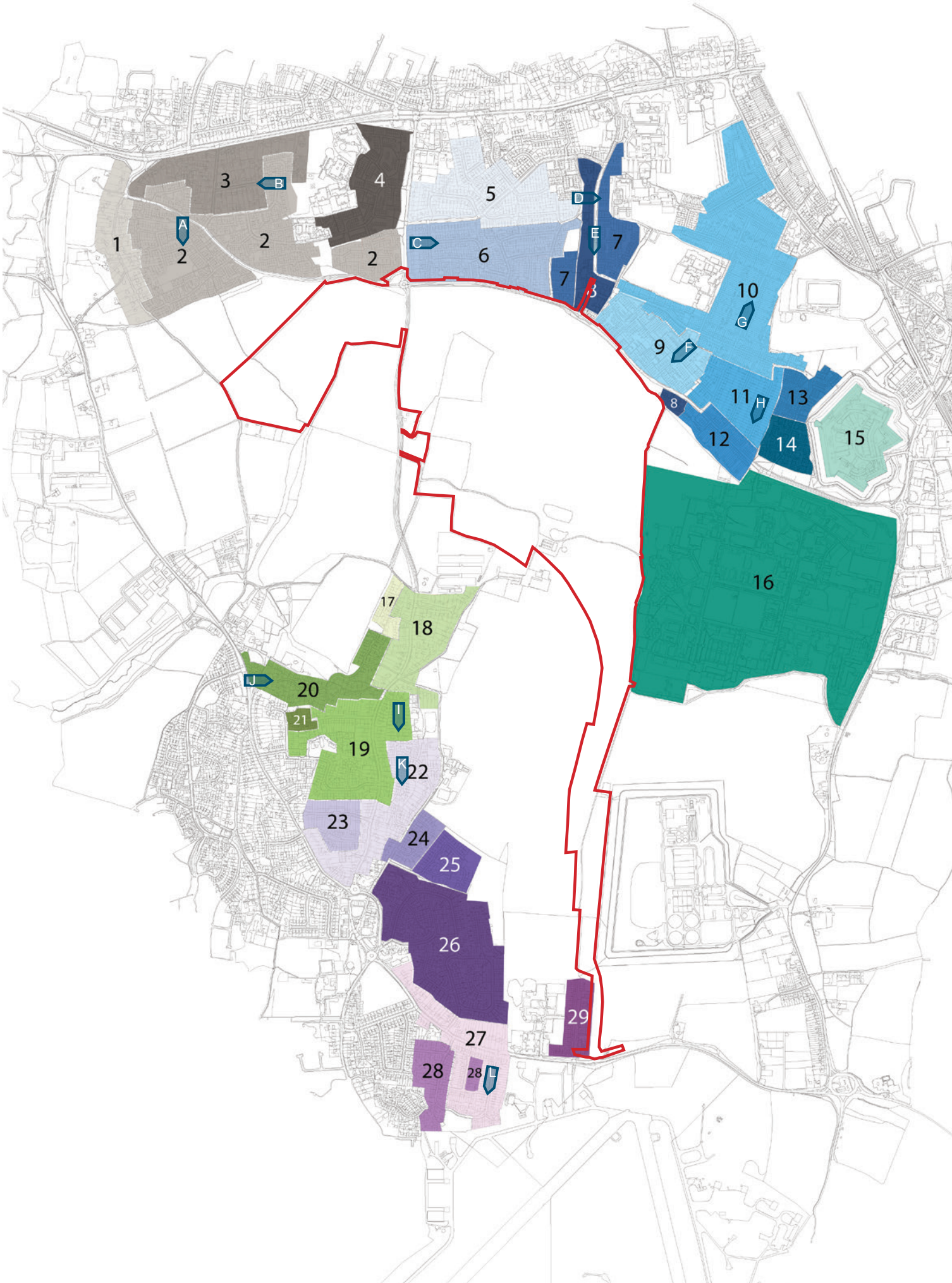
- Fareham South Western Suburbs
- Fareham South Terraces, Court and Former Council Housing
- Fareham South Military and Industry
- Stubbington North Suburbs
- Stubbington Central Suburbs

Picture Index:

Pictures have been selected to depict the typical character of each area. Local variations are evident within each given area and the boundaries between areas tend not to be definitive.

1. Ranvilles Lane
2. Glenbrook Walk
3. Sandringham Close
4. Sharpness Close
5. Clee Avenue
6. Scafell Avenue
7. Helsby Close
8. Bishopsfield Road
9. Fairfield Road
10. Holmesfield Avenue
11. Longfield Avenue
12. Fort Fareham Road
13. Nelson Court
14. Fort Fareham Industrial Estate
15. HMS Collingwood
16. Summerleigh Walk
17. Sumar Close
18. Pembury Road
19. Mark Tey Road
20. St Marys Road
21. Ennerdale Road
22. The Croft
23. Pinewood Close
24. Metcalfe Avenue
25. Queens Crescent
26. Southways
27. East House Avenue
28. Marks Road

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AREA 2
DUNCANS DRIVE LOOKING WEST

- 2 storey semi-detached housing;
- Buildings in red brick with white/brown timber panel cladding features;
- Roofs are concrete tiles;
- Driveways and/or front gardens to front of housing at 5-9m deep;
- 2m footpath to carriageway;
- Occasional parking on street;
- Boundary predominantly low/medium - fencing or hedgerows.

Area 2: Duncans Drive, looking west at Middle Mead.

AREA 3
SANDRINGHAM ROAD LOOKING NORTH

- 1-2.5 storey detached buildings;
- Buildings predominantly brown brick or white rendered;
- Roofs vary;
- Gravelled front yards with parking at 5-11m deep;
- No parking on street;
- 2m footpath with 2-3m grass verge to carriageway;
- Boundary tall - hedgerows or brick wall with hedgerow.

Area 3: Sandringham Road, looking north at A27.

AREA 6
SCAFELL AVENUE LOOKING EAST

- 2 storey semi-detached housing;
- Buildings in red brick with timber panel cladding features;
- Roofs are concrete tiles;
- Driveway and lawns to front of house at 6m deep;
- 2m footpath with 2-3m grass verge to carriageway;
- Occasional parking on street;
- Boundary low/medium - various including precast concrete walls, hedgerows and post and rail.

FIGURE: 21a
TYPICAL TOWNSCAPE CHARACTER
all figures are estimates only.

Area 6: Scafell Avenue, looking east.

AREA 7
BLAVEN WALK LOOKING EAST

- 2 storey terraced housing;
- Buildings in yellow bricks with timber panel cladding features;
- Roofs are concrete tiles;
- Front gardens are 6m deep;
- 3m footpath as only front access;
- Parking/garages at back;
- 4m grass verge to side of terrace;
- Boundary low - picket fencing, post and rail and hedgerows.

Area 7: Blaven Walk, looking east at Barnfield Court.

AREA 8
BISHOPSFIELD ROAD LOOKING SOUTH

- 2-4 storey terraced housing and apartment blocks;
- Buildings predominantly brown brick with timber panel cladding features;
- Roofs are concrete tiles;
- Front gardens at 5-6m deep;
- Bay parking on street;
- 2m footpath to carriageway with occasional 2-3m grass verge;
- Boundary medium/tall - hedgerow, timber board fence and brick wall.

Area 8: Bishopsfield Road, looking south at A27.

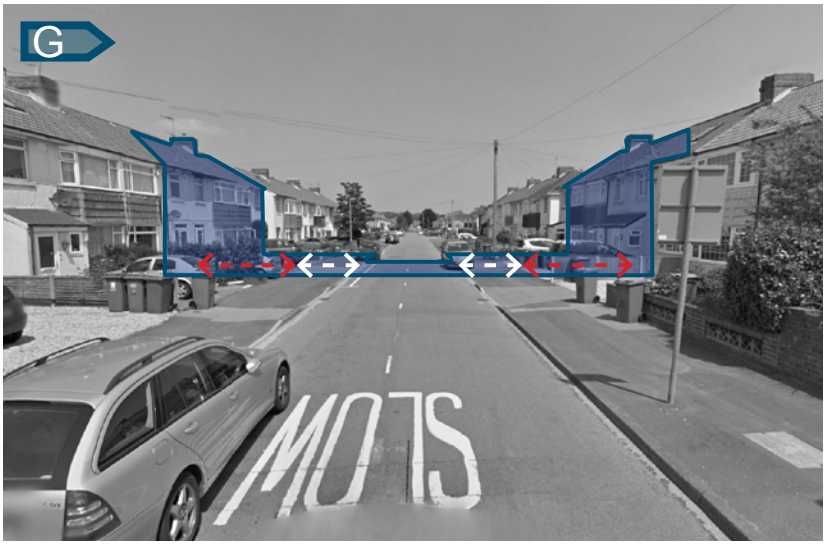
AREA 9
CAMBRIAN WALK LOOKING SOUTH

- 2 storey terraced housing;
- Buildings in yellow brick with render or timber panel cladding features;
- Roofs are concrete tiles;
- Front gardens at 4m deep;
- Parallel 2m footpaths as only front access;
- Centred lawn between footpaths as communal space;
- Housing groups centred around communal courts to back with garages;
- Frequent parking on street;
- Boundary low/medium - various including precast concrete walls, hedgerows and post and rail.

Area 9: Cambrian Walk looking south at Longfield Avenue.

AREA 10
ST MICHAELS GROVE
LOOKING NORTH

- 2 storey semi-detached housing;
- Buildings in rendered brick in varying colours with ceramic tile cladding features;
- Roofs are concrete tiles;
- Predominantly driveways to front of house at 4m deep;
- Frequent parking on street;
- 2-3m footpath to carriageway;
- Boundary low - brick wall or timber panel fencing.



Area 11: St Michaels Grove, looking north at Highfield Ave.

AREA 11
EASTFIELD AVENUE LOOKING
NORTH

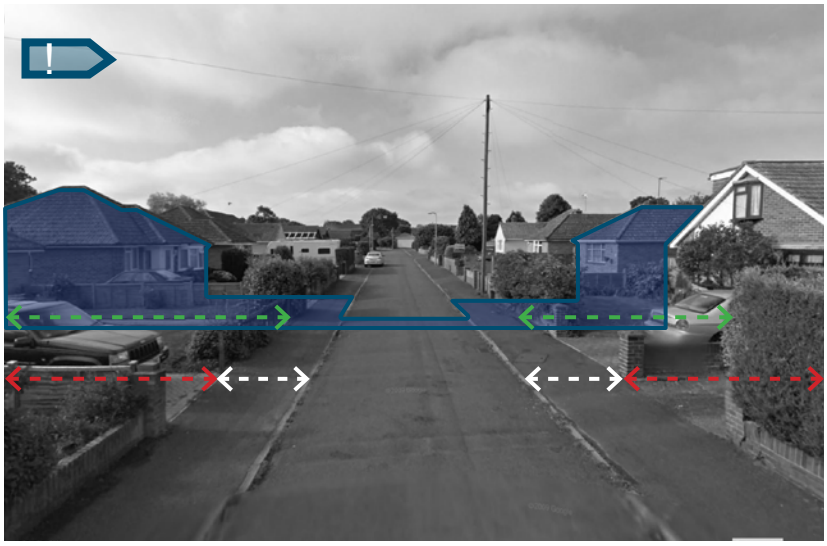
- 1 storey detached bungalows;
- Buildings in rendered brick;
- Roofs and gables are concrete tiles;
- Driveway and/or garden to front of house at 4m deep;
- 2m footpath to carriageway;
- Occasional parking on street;
- Boundary low - brick wall or hedgerows.

Area 10: Eastfield Avenue, looking north at Fairfield Ave.

AREA 19
PEMBURY ROAD LOOKING
SOUTH

- 1-1.5 storey detached housing;
- Buildings in red brick with white/brown timber horizontal panelling to front;
- Roofs are concrete tiles;
- Driveway and front gardens at 8m deep;
- 2m footpath to carriageway;
- Occasional parking on street;
- Boundary varies, low to tall - brick walls, timber board fencing and hedgerows.

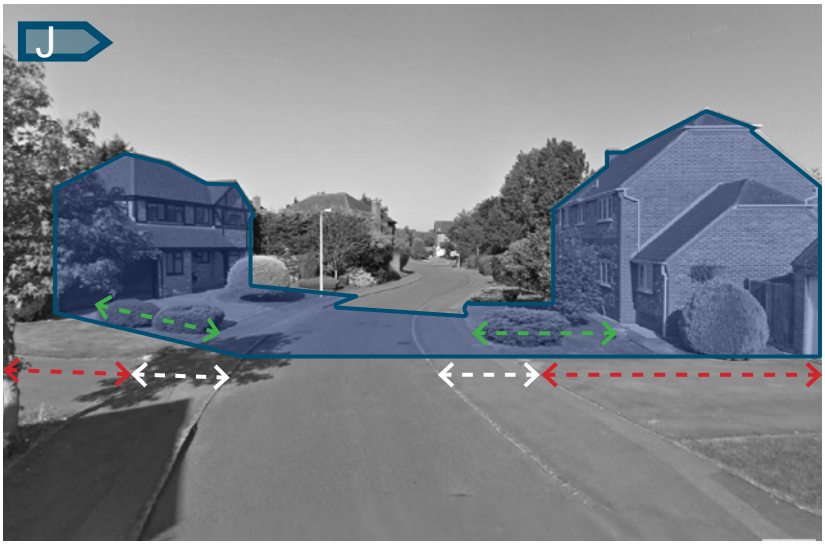
FIGURE: 21b
TYPICAL TOWNSCAPE
CHARACTER
all figures are estimates only.



Area 19: Pembury Road, looking south at Windermere Avenue.

AREA 20
MARKS TEY ROAD LOOKING EAST

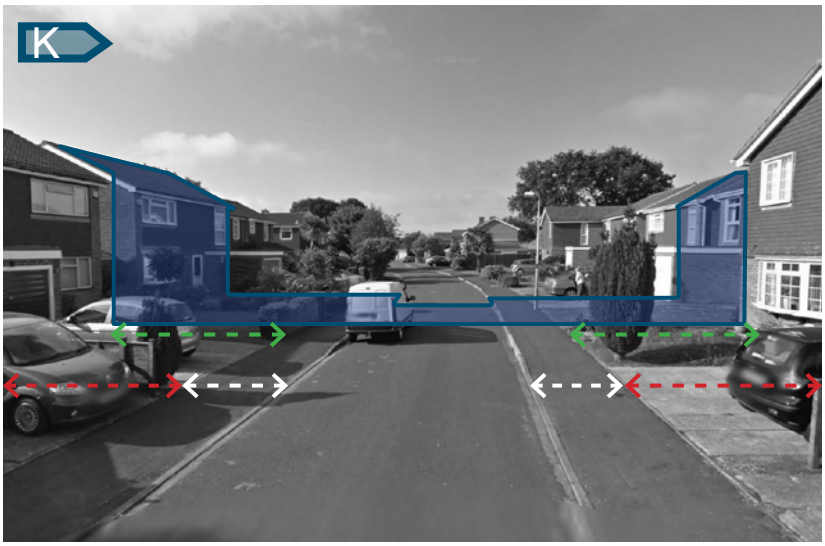
- 2-2.5 storey detached housing;
- Buildings in brown brick with high quality detail - exposed timber beams and stone cladding with brick corners;
- Roofs are concrete tiles;
- Driveways are 5m deep with garages to side of buildings;
- High quality front gardens at 7m deep;
- 2-3m footpath to carriageway;
- Boundary soft and low - shrubs and planting beds.



Area 20: Marks Tey Road, looking east at Titchfield Road.

AREA 22
ENNERDALE ROAD LOOKING SOUTH

- 2 storey semi-detached buildings;
- Buildings in brown brown brick with timber panel cladding features;
- Roofs are concrete tiles;
- Driveways at 9m deep with garages to side of buildings;
- Front lawns at 13m deep;
- 2m footpath to carriageway;
- Occasional parking on street;
- Boundary predominantly none, occasional medium height hedgerows.



Area 22: Ennerdale Road, looking south at Darren Close

AREA 27
SOUTHWAYS LOOKING SOUTH

- 2 storey semi-detached housing;
- Buildings in rendered brick with feature corners;
- Roofs are concrete tiles;
- Driveways and front gardens at 10m deep;
- 2m footpath to carriageway;
- Occasional parking on street;
- Boundary low/medium - various including brick walls, picket fence, timber board, post and rail and hedgerows.

Area 27: Southways, looking south at E House Avenue.

Townscape Character -

Local Context

2.107 To the north of the Site in Fareham the townscape character of the area broadly splits into two distinct areas. For the purposes of this Design and Access Statement these areas have been termed the Fareham South Western Suburbs and the Fareham South Terraces and Courts Area.

2.108 The First of these areas - The Fareham South Western Suburbs (areas 1 to 3 on Figure 20) typically comprises 2 to 2.5 storey, with buildings in brown and red brick, white/brown timber weatherboarding and concrete roof tiles. Housing is typically detached and semi-detached with modest driveways and / or front gardens to a depth of 5-11m. Housing typically fronts the street and is arranged around a distorted grid with some cul-de-sac areas around the periphery. Occasional parking on street and varied boundary treatments, typically comprising of low/medium fencing or hedgerows help to give this area an intimate character.

2.109 The Fareham South Terraces and Courts Area (areas 4-13 on Figure 20) tends to display a much greater spectrum of house types, style and densities. Much of the housing across these areas comprise former council housing arranged in terraces or linked courts. Buildings are predominantly 2 storeys in height although some 3 storey properties are evident across the areas as are flatted development around Bishopsfield Road which provide notable examples.

2.110 Buildings are typically constructed in yellow bricks with timber weatherboarding and concrete roof tiles. Front gardens are nominally 6m deep with many sharing garages to the rear. Boundaries tend to be low, picket style fencing, post and rail and / or hedgerows. Given the broadly uniform appearance of streets and spaces across this area the townscape is generally unremarkable and in places blank gables and long extents of rear garden fencing result in bland frontages.

2.111 To the south of the Site in Stubbington the area broadly splits into two distinct areas. These areas have been termed the Stubbington North Suburbs and the Stubbington Central Suburbs.

2.112 The Stubbington North Suburbs (areas 14 to 20 on Figure 20) comprise 1-2.5 storey typically detached housing, with a high percentage of these properties built as bungalows. Buildings are predominantly red brick with white/brown timber horizontal panelling to the front of some. The majority of housing have driveways and front gardens at around 8m in depth and occasional parking on street is of note. Boundaries vary considerably from low to tall brick walls, timber fencing and hedgerows.

2.113 The Stubbington Central Suburbs (areas 20 to 28 on Figure 20) are similar in many respects to housing to the north however densities tend to be slightly higher, there are a greater proportion of semi-detached houses and buildings tend to be 2 storey in height. Most have driveways at around 9m in depth with garages to the side of buildings.

Evaluation: Creating a Sense of Place

2.114 The masterplanning of Newlands is based upon a thorough and sensitive design response to the site's landscape and townscape context, in particular its relationship between the existing urban edge of Fareham to the north and the more open countryside to the south.

2.115 Maintaining the physical and visual separation of the two settlements is of paramount importance and as such the design of Newlands has sought to respond by focusing development to the north and east whilst buffering development to the south and west with extensive new green infrastructure, including structural woodland planting and a mosaic of both formal and informal open spaces. It is the team's firm belief that this approach not only acts to integrate the development into its setting but as new planting matures will strengthen the visual separation of Fareham and Stubbington, thereby helping to preserve their respective identities.

2.116 To the north the development has been designed to physically and visually link with the existing urban edge of Fareham. The design includes new tree and hedge planting to soften views toward new built development, townscape enhancements along Longfield Avenue, Bishopsfield Road, Peak Lane and new junction improvements to readdress their priority by helping pedestrians and cyclists move more freely north to south and east to west, without significant detriment to traffic flows.

2.117 New development will be designed to reflect building heights and densities with housing up to 3 storeys close to Bishopsfield Road / Broadlaw Walk reducing in height south and west reflecting housing in areas 1-3 and 14-20.

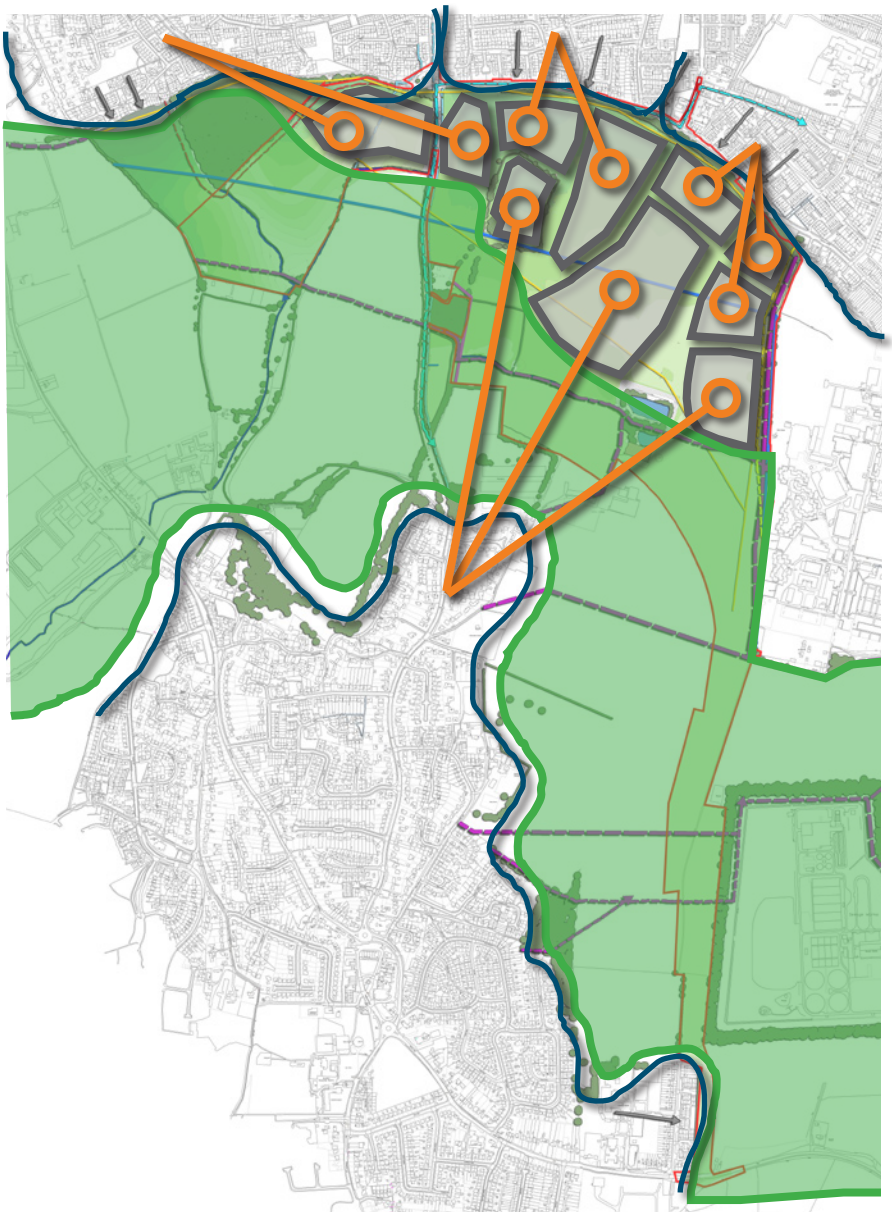


FIGURE: 22

SENSE OF PLACE

NTS | Key

Application Boundary

Development to Reflect Local Townscape Character

Potential Area to Accommodate Development.

Strengthen and Preserve the Strategic Gap in Perpetuity

2.118 New development will also reflect the local street pattern utilising a distorted grid with some clusters around more private cul-de-sac's or a more modern interpretation thereof.

2.119 Buildings will also be designed to reflect local materials with red and brown brick, tile, weatherboarding etc. Buildings will not however mirror local housing style as many of the areas surrounding the Site now appear dated. Housing will instead be designed for the 21st Century with energy efficiency and lifetime home standards in mind.

EXISTING SITUATION - ENVIRONMENTAL / SERVICES

Air Quality

2.120 An Air Quality Assessment has been prepared by Acoustic Air Consultants to assess the effects of development on the Site and on the surrounding area.

2.121 The baseline conditions over the Site are suitable for residential development since all current national and local air quality standards criteria are met on the Application Site.

2.122 There would be the potential for some temporary effects due to dust emissions during the initial construction phases, most particularly for existing dwellings located towards the northeast boundary of the Site, but such effects would be mitigated through appropriate controls such as dampening down of areas to suppress dust. All such measures will be agreed with Fareham Borough Council (FBC).

2.123 Traffic generated by the Proposed Development would have a minor adverse impact upon the local air quality of existing people adjacent to Rowan Way and Peak Lane. The same effects arise in conjunction with other cumulative developments, however in every case relevant air quality criteria continue to be met at all existing and proposed dwellings.

Noise and Vibration

2.124 A Noise Assessment has been prepared by Acoustic Air Consultants to assess the effects of Development on the Site and on the surrounding area.

2.125 The baseline noise conditions over the Site are suitable for residential development and relevant noise standards for new residential development would be readily achieved by way of routine design measures.

2.126 There would be temporary minor noise effects for some existing dwellings located around the Site during the construction phase, but such effects would be mitigated through appropriate controls agreed with FBC. Controls are anticipated to include measures such as the selection of quiet plant, sensitive location and screening of any noisy plant and limiting of any noisy activities to daytime hours.

2.127 Traffic generated by the Proposed Development would have a minor noise impact upon existing receptors adjacent to Bishopsfield Road, Peak Lane and Rowan Way, although these changes would lie below the 3 decibel noise threshold typically used to define a perceptible noise change.

Services

2.128 A utilities assessment has been prepared by Brookbanks Consulting Engineers to assess the potential impact of development on existing service provision in the area and to identify any factors limiting or restricting development within the Site.

2.129 With respect to potable water and sewage, Portsmouth Water operates a network of water supply mains that provide supplies to the wider areas of Fareham. Along Rowan Way and Longfield Avenue to the north there are numerous water supply mains present. A mains sewer bisects the Site from the north west to the south east. This connection will need to be retained in situ and incorporated into the Site's infrastructure.

2.130 Portsmouth Water are currently completing their assessment of the existing network within the vicinity of the Site, this will confirm whether the existing network has sufficient capacity to supply the development and if there is a requirement for any reinforcements. It is likely that a number of points of connection will be taken from the 8" and 12" mains along Rowan Way and Longfield Avenue respectively. The water supply mains within the existing highways may require some protection works, subject to the final site access proposals.

2.131 With respect to electricity supply Scottish and Southern Electric (SSE) operate a network of low and high voltage electricity that provides a service to the residential properties in the vicinity of the Site. Within the proposed development area, there are 33kV overhead cables bisecting the site and along the eastern boundary, as well as 11kV overhead cables to the south of the site. Supply assessments predict an electrical demand of circa 3,400 kW being required for the site. It is anticipated that connections will be taken from the existing 33kV network within the Site.

2.132 These connections will provide a supply to a number of onsite substations which will distribute low voltage supplies to the proposed development parcels. A total of 6 new substations will be required onsite to distribute supplies to the individual properties. Discussions with SSE confirm that existing 33Kv Cables within the Site will be diverted underground through the development once onsite proposals have been finalised.

2.133 With respect to gas mains Southern Gas Networks (SGN) have been consulted regarding the location and capacity of their existing network in the vicinity of the site. Supply assessments predict a peak gas load of circa 3308m3/hr will be required for the site. It is anticipated that a number of points of connection will be taken from the existing low pressure mains along Longfield Avenue to the north of the Site and that some protection works may be required, subject to the final site access proposals.

2.134 The incumbent telecommunications provider is British Telecom (BT). The primary routes for telecommunication cables within the vicinity of the Site are along Peak Lane and Longfield Avenue. As BT has network infrastructure running within the existing highways adjacent to the site, it will be a straight forward task of providing onsite communication ducts distributing services into the development from the existing infrastructure.

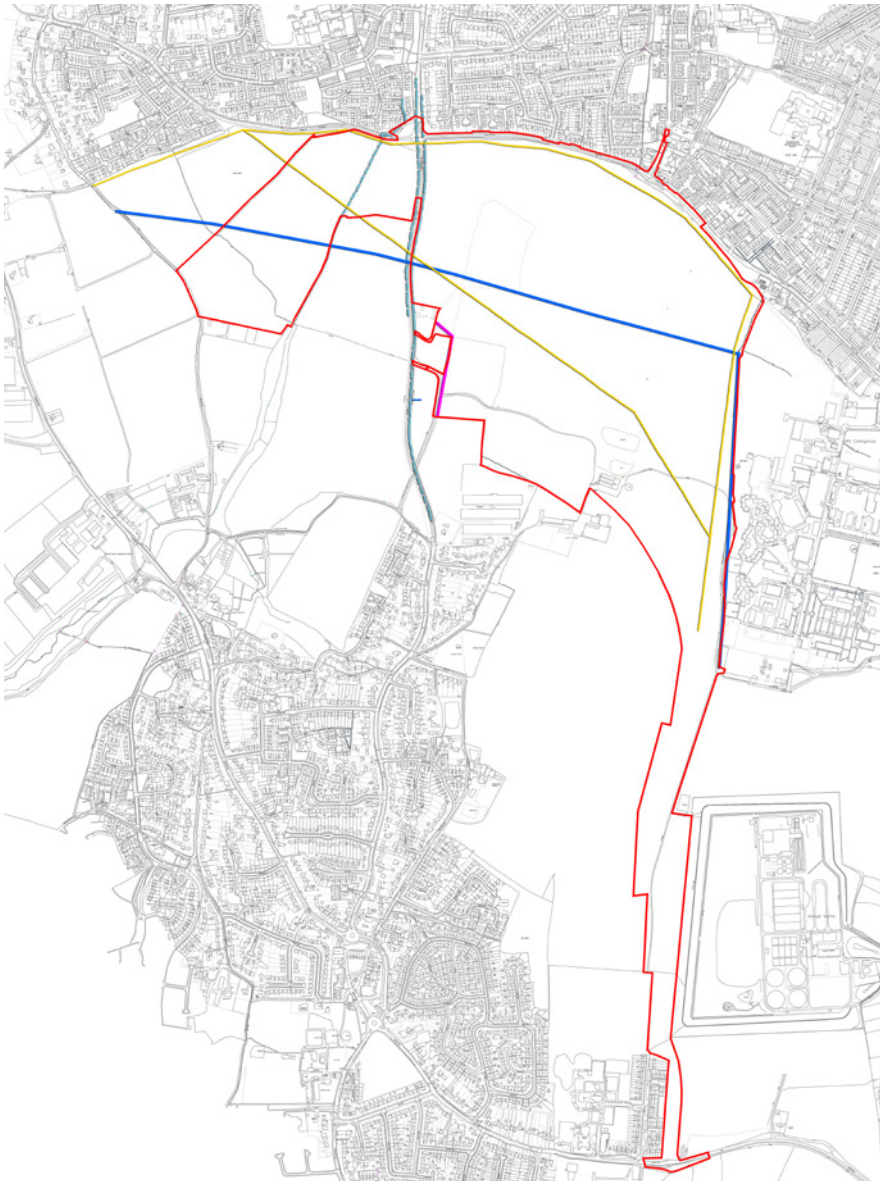


FIGURE: 23

KEY SERVICES WITHIN THE SITE
NTS

KEY

- Application Boundary
- 33Kv Overhead Power Lines
- 11Kv Overhead Power Lines
- Southern Water Foul Sewer
- Southern Surface Water Sewer

EXISTING SITUATION

Access and Movement

2.135 A Transport Assessment (TA) has been prepared by Transport Planning Associates (TPA) as part of the planning application. The TA concludes that there are no valid highway or transport reasons, which should prevent the delivery of Newlands and that the Site is suitable for the uses proposed and provides a number of benefits and opportunities to improve the existing transport infrastructure and promote sustainable travel within the area as a whole.

Vehicular Access / Junctions

2.136 Longfield Avenue borders the northern boundary of the Site. To the west Longfield Avenue terminates in a roundabout junction with Peak Lane / Rowan Way and to the east it provides access to Newgate Lane (B3385) and Davis Way, which subsequently provides access to the Newgate Lane retail and industrial estate to the east.

2.137 Longfield Avenue provides access to the residential areas to the north of Longfield Avenue and to the Broadlaw Walk local shopping area via a junction with Bishopsfield Road. In addition Longfield Avenue provides access to the HMS Collingwood barracks to the north east of the Site.

2.138 Longfield Avenue comprises a single carriageway that is approximately 7 metres wide in the vicinity of the Site. It is illuminated, is subject to a 30 mph speed limit, is not currently used for on street parking and is used as a bus route.

2.139 Two access points are sought between the Site and Longfield Avenue. The first to form a new junction with Bishopsfield Road and the second between Bishopsfield Road and Peak Lane.

2.140 The Site is located on both sides of Peak Lane. Peak Lane runs on an approximate north-south orientation providing a local access between Stubbington and Fareham. Peak Lane is approximately 7.3 metres wide in the vicinity of the Site, it is unlit and has an unrestricted speed limit. Peak Lane is also used as a bus route.

2.141 A combined footway/ cycleway is provided along the eastern side of Peak Lane in the vicinity of the Site, separated from traffic via a grass verge. No footway currently exists on the western side of the carriageway.

2.142 Two access points are sought between the Site and Peak Lane via a new roundabout junction enabling access both east and west into the proposed development.

2.143 Rowan Way leads from Peak Lane in the east to Ranvilles Lane in the west via Hollam Drive. It is approximately 7 metres wide, illuminated and subject to a 40mph speed limit. A single emergency only / footpath and cycle link is proposed. between Rowan Way and Newlands.

2.144 To the north between Hollam Drive and Harcourt Road, Ranvilles Lane comprises of an illuminated residential road, between 4 and 5 metres in width. To the south of Harcourt Road, alongside the Site, Ranvilles Lane becomes an unlit narrow rural lane (3-4m wide) which connects to Stubbington further to the south. A gate across the carriageway on the edge of Fareham prevents traffic passing between Fareham and Stubbington along this route. Consequently the section of Ranvilles Lane that passes the Site is predominantly used by walkers and cyclists.

2.145 A new permissive footpath and cycle link between the development and Ranvilles Lane is proposed.

Pedestrians and Cyclists

2.146 Footways / cycleways are currently provided on both sides of the carriageway of Longfield Avenue in the vicinity of the Site, separated from the road by grass verges. The combined footway and cycleway to the south of Longfield Avenue continues south along the eastern side of Peak Lane. This cycleway forms part of the local SUSTRANS network.

2.147 A continuous footway / cycleway is located on the northern side of Rowan Way / Hollam Drive / Ranvilles Lane between Peak Lane and the A27 with connections into the residential areas to the north west of Peak Lane.

2.148 Existing pedestrian and cyclist links are available from the development site to the Enterprise Zone. The routes on Gosport Road to the south of the Site comprise pedestrian and cyclist shared links separated from traffic via a grass verge. A toucan crossing is also available to the south of Mark's Road which would link the development site to the Enterprise Zone.

2.149 Situated to the north of the development site within the existing residential areas, is a good pedestrian and cycle network. This network is generally characterised by housing estate footways and also segregated off-road pedestrian and cycle paths, which are generally illuminated, adequately signposted, and considered to be secure.

2.150 Situated approximately 4.3 kilometres to the south of the Site is National Cycle Network 2 (NCR2). This can be accessed via the pedestrian and cycle network in Stubbington. The wider route links Dover with Cornwall, connecting major towns and cities including Portsmouth, Southampton, Brighton, Folkstone, Bournemouth, Dorchester and Plymouth.

2.151 The existing track access between Peak Lane and Newlands Farm and the boundary of HMS Collingwood is classed as a Public Right Of Way (PROW) on the public record. This surfaced track gives way to an unsurfaced PROW running parallel with the eastern boundary to meet Longfield Avenue to the north. A second unsurfaced PROW passes from Peak Lane to Ranvilles Lane to the south of the Site.

Existing Public Transport

2.152 Bus services provide the principal form of public transport in the vicinity of Site, of which the primary bus service operator is 'First in Hampshire'.

2.153 The closest existing bus stops for north and southbound travel are located on both sides of the carriageway on Bishopsfield Road, to the immediate north of the Site (approximately 415 metres from the centre of the Site). There are also bus stops located at the following locations:

- Rowan Way (approximately 470 metres from the centre of the Site);
- Longmynd Drive (approximately 680 metres from the centre of the Site);
- Longfield Avenue (approximately 780m from the centre of the Site); and
- The A27 (approximately one kilometre from the centre of the Site).

2.154 Fareham Railway Station is located approximately 1.9 kilometres to the northeast of the Site. Rail services from Fareham connect to regional destinations including Southampton and Portsmouth.

2.155 The service frequency between these destinations is considered good with weekly half hourly services during the day and evening periods, plus half hourly services on Saturdays, and approximately every three hours on Sundays.

2.156 The Bus Rapid Transit (BRT) scheme between Fareham and Gosport opened in 2012. It is located to the east of the Site and comprises Phase 1 of the proposed South East Hampshire wide BRT scheme. The BRT scheme provides a more efficient and comfortable service via low-emission buses. The scheme has brought back into use a disused public transport route as a new, dedicated bus and cycle only corridor for reliable and frequent bus travel for the area.

2.157 Using the new busway, buses are able to avoid congested parts of the highway network including the A32 so that passengers can benefit from reliable journey times and can plan their onward travel connections.

Highway Safety

2.158 The TA notes that the majority of the accidents recorded in the vicinity of the Site over a three year period, occurred as a result of driver error or temporary misjudgement for example when overtaking. Based on the analysis there does not appear to be a particular area or location which shows a particular highway safety problem or pattern as the incidents occurred at a variety of times, were caused by a variety of reasons and over a three year period do not show that any one particular area is of concern.

2.159 It is considered that the levels of vehicle trips and the proposed junction arrangements will not have a material impact on local highway safety, but that the arrangements will be beneficial with modern junctions and measures to reduce vehicle speeds and enhance pedestrian and cycle journeys.

2.160 As noted above it is proposed that the development site will be accessed from several junctions on Longfield Avenue, Peak Lane and the Stubbington Bypass. The TA confirms that the junctions have been assessed as being appropriate to accommodate the levels of vehicular traffic and pedestrian and cyclist movements associated with the development.

2.161 The TA also considers that the forecast traffic trips associated with the proposed development will not have a severe impact on the operation or safety of the existing local highway network.

Travel Plan

2.162 A Travel Plan (TP) for the proposed uses on the site has also been prepared by TPA. The TP has the key objective of minimising the proportion of journeys made to the site by car, particularly single occupancy trips. The TP contains preliminary targets for travel to the site by all modes of transport and identifies a comprehensive set of measures will be implemented for the various land uses, with monitoring and remedial actions as appropriate to encourage an emphasis in sustainable travel behaviour.

FIGURE: 24

EXISTING HIGHWAYS

Image Top: Longfield Avenue
Image Centre: Peak Lane
Image Bottom: Junction of Rowan Way with Peak Lane and Longfield Avenue.

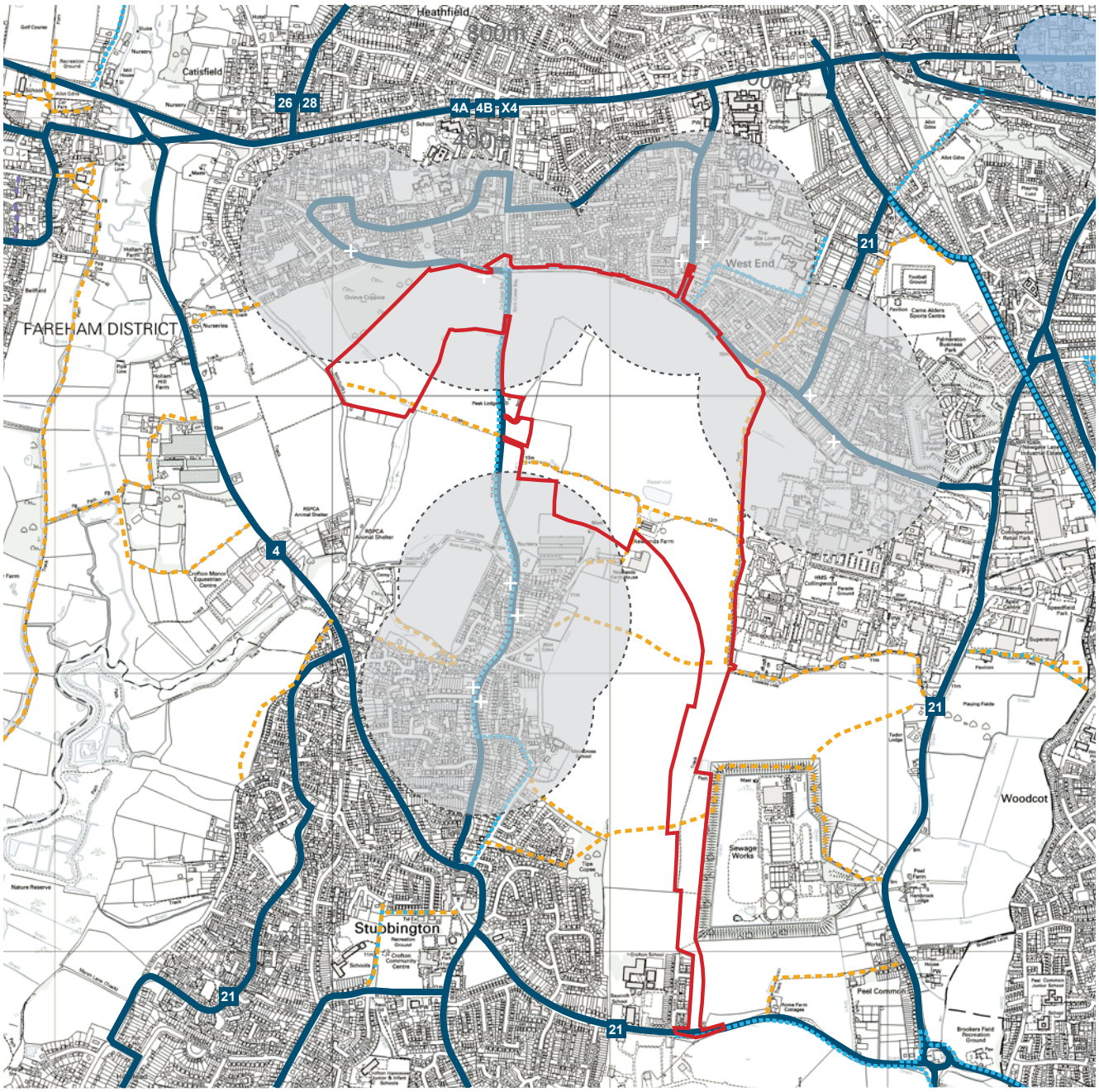


FIGURE: 25

EXISTING ACCESS AND CIRCULATION

NTS | KEY

- Application Boundary
- Bus route (4)
- Bus stops within 400m of the site
- Public Right of Way
- SUSTRANS - Cycle Route
- Fareham Town Centre

A Bypass for Stubbington

2.163 At present, access to Daedalus and Gosport from the west is constrained, which results in the Gosport peninsula, including Stubbington village, being subjected to significant traffic movements, a sizeable proportion of which are from HGV's. These movements, and their resultant delays to journey times, are not only unsafe, but they are unsustainable.

2.164 A bypass for Stubbington has been on the drawing board for some 20 years. Following recent public engagement, an application for the construction of a new bypass, between Gosport Road and Titchfield Road, was submitted to Fareham Borough Council by Hampshire County Council and was subsequently approved in October 2015.

2.165 Newlands has been carefully planned to ensure that the approved Bypass is fully accommodated within the layout. HLM propose to provide some of the necessary land (i.e. within the application boundary) for the Bypass and as appropriate through private funding secured through the development, to build a section of this important link within land they control.

2.166 The Stubbington Bypass will be of clear benefit to Stubbington, Gosport and the Local Enterprise Zone. This will result in wider benefits to local residents, pedestrians, cyclists and public transport users within the Stubbington area which could include:

- a clear and legible route to the Enterprise Zone and Gosport;
- relief on existing roads, such as Longfield Avenue which would enhance the pedestrian and cyclist environment; and
- a more direct link for bus services, pedestrians and cyclists.

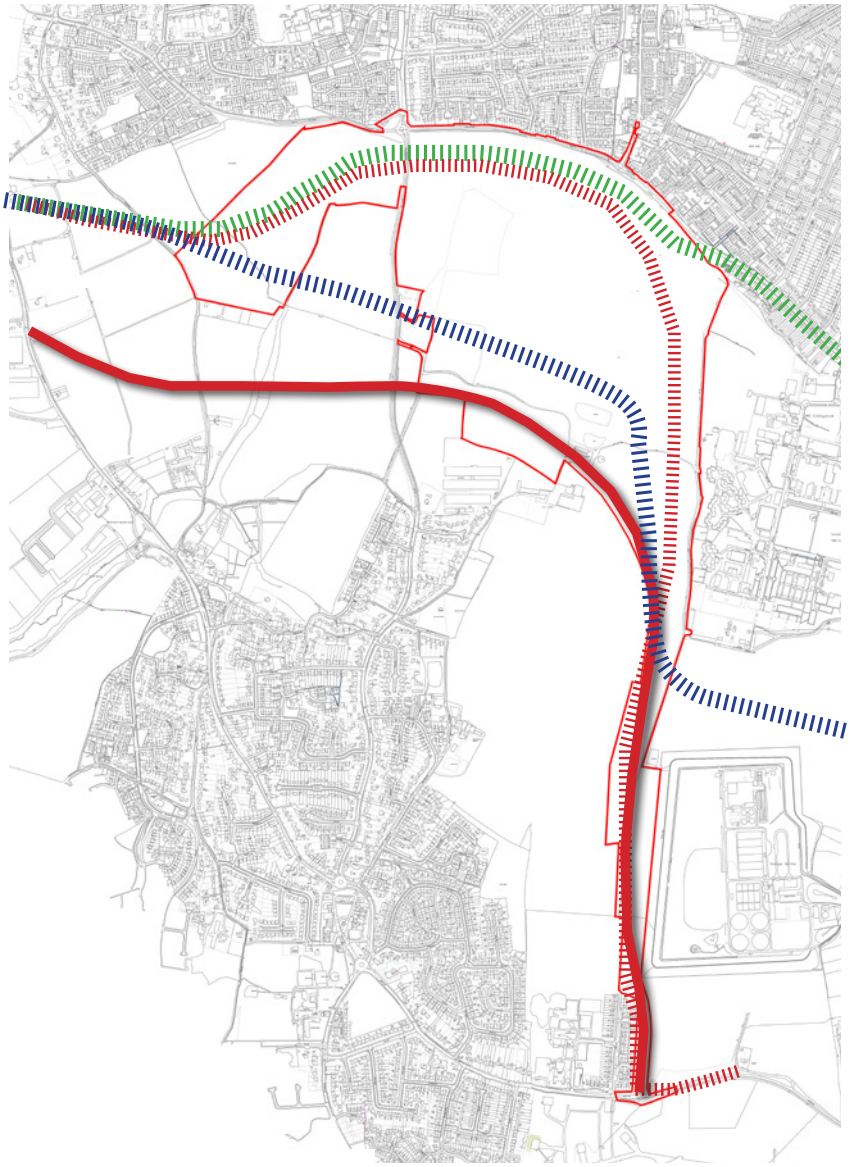


FIGURE: 26

STUBBINGTON BYPASS OPTIONS

NTS | KEY

- Hampshire County Council (HCC) Option 1 (Blue)
- HCC Option 2 (Green)
- HCC Option 3 (Red)
- HCC Approved Alignment

2.167 HLM propose to construct a section of the Bypass between Gosport Road and Peak Lane in the north, linking through the development, until such time as HCC secure funding to construct a link between Peak Lane and Titchfield Road, thereby completing the Bypass.

2.168 By assisting the delivery of the Stubbington Bypass, Newlands offers a real opportunity to bring forward the Bypass in a timely fashion, and in doing so to help ease congestion through Stubbington and provide improved access between the Solent Enterprise Zone and Gosport to the south and the A27 and areas to the north and west of Fareham.

Evaluation: Connectivity is Key

2.169 Physical links between Newlands and the surrounding area are an important component of the schemes design. Road and footpath links need to be designed to ensure that people may freely move where they need to without coming into conflict and / or resulting in undue disruption to the existing network. The design will ensure that movement between Newlands and both Fareham and Stubbington is made as easy and as safe as possible.

2.170 New road junctions will link Newlands with Longfield Avenue and Peak Lane to the north and the Stubbington Bypass to the south. Similarly new pedestrian and cycle links crossing Longfield Avenue, Peak Lane and the Stubbington Bypass are proposed. Crossings will be carefully located and well signed to ensure their safety.

2.171 Existing Public Rights of Way will be retained and enhanced. Wherever practicable existing routes will be extended with further permissive routes.

2.172 To the north proposed new townscape enhancements around Longfield Avenue and Bishopsfield Road seek to improve links between Newlands and Fareham and to create a new urban square, adjacent to the site access, which physically and visually links the Site with the Broadlaw Walk local shopping area.

2.173 The proposed layout of the development will be designed sympathetically to include public transport improvements thereby ensuring a good level of accessibility to and from the Site for non-car modes of transport.

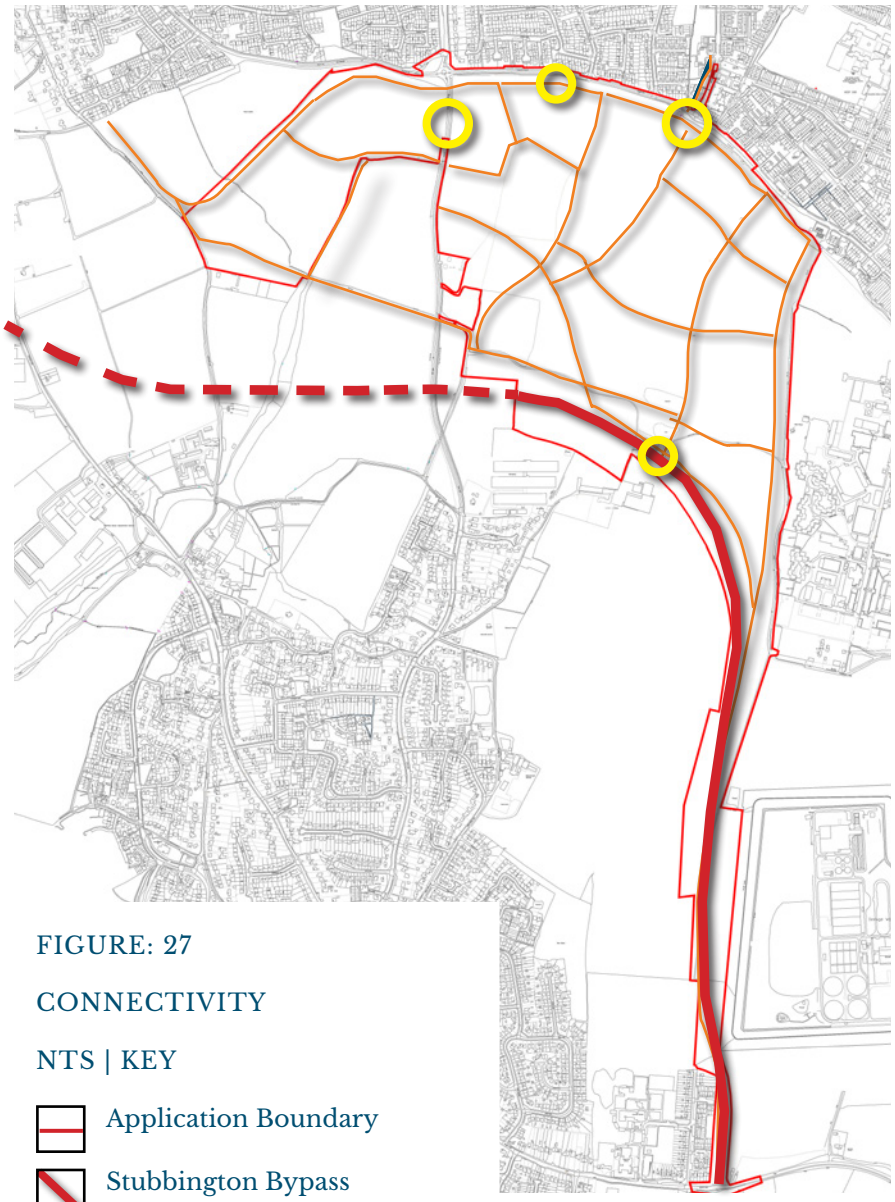


FIGURE: 27

CONNECTIVITY

NTS | KEY

- Application Boundary
- Stubbington Bypass
- Potential For a Future Link to Titchfield Road
- Proposed New Access Points Between the Site and Adjacent Highways
- Extend Existing Public Rights of Way With New Network of Permissive Footpaths and Cycleways

2.174 Measures proposed as part of the development, including a Travel Plan, pedestrian crossings and Green Corridors for pedestrian and cycle use, will ensure the Site, the local community and local facilities and amenities are accessible by non-car modes of transport.

Evaluation: Creating a 21st Century Neighbourhood

2.175 The development will comprise of high quality housing, catering for an increasingly ageing population and those that work from home (i.e. buildings for life). As such the development seeks to respond to current conditions and future needs, with the overall aim of providing a high quality environment in which to live and play.

2.176 Rather than attempt to imitate existing built development within its immediate context, the design will be informed and inspired by the character and detail found within the wider town and through reference to exemplar schemes such as Hanham Hall in Bristol or Temple Avenue by Richards Partington Architects (refer to Figure 28).

2.177 Newlands will not seek to recreate, or generate a pastiche of what has gone before, but instead will look towards contemporary sustainable design solutions which effectively integrate into the existing fabric of Fareham by way of referencing common building materials, layout and street hierarchy.

2.178 Housing will be designed to the current standard or higher and all commercial/social buildings will be designed to a minimum standard of BREEAM Very Good.

2.179 Housing should include, at a minimum, on plot micro power generation and there will be a commitment to ongoing exploration of appropriate sustainable technologies throughout the detailed design of the development.

2.180 The scheme will be developed to embrace the twelve Building for Life 12 criteria developed by CABE and the Home Builders Federation. These criteria embody the vision of what new housing developments should be: attractive, functional and sustainable. The Building for Life criteria are used to evaluate the quality of schemes against this vision.

FIGURE: 28

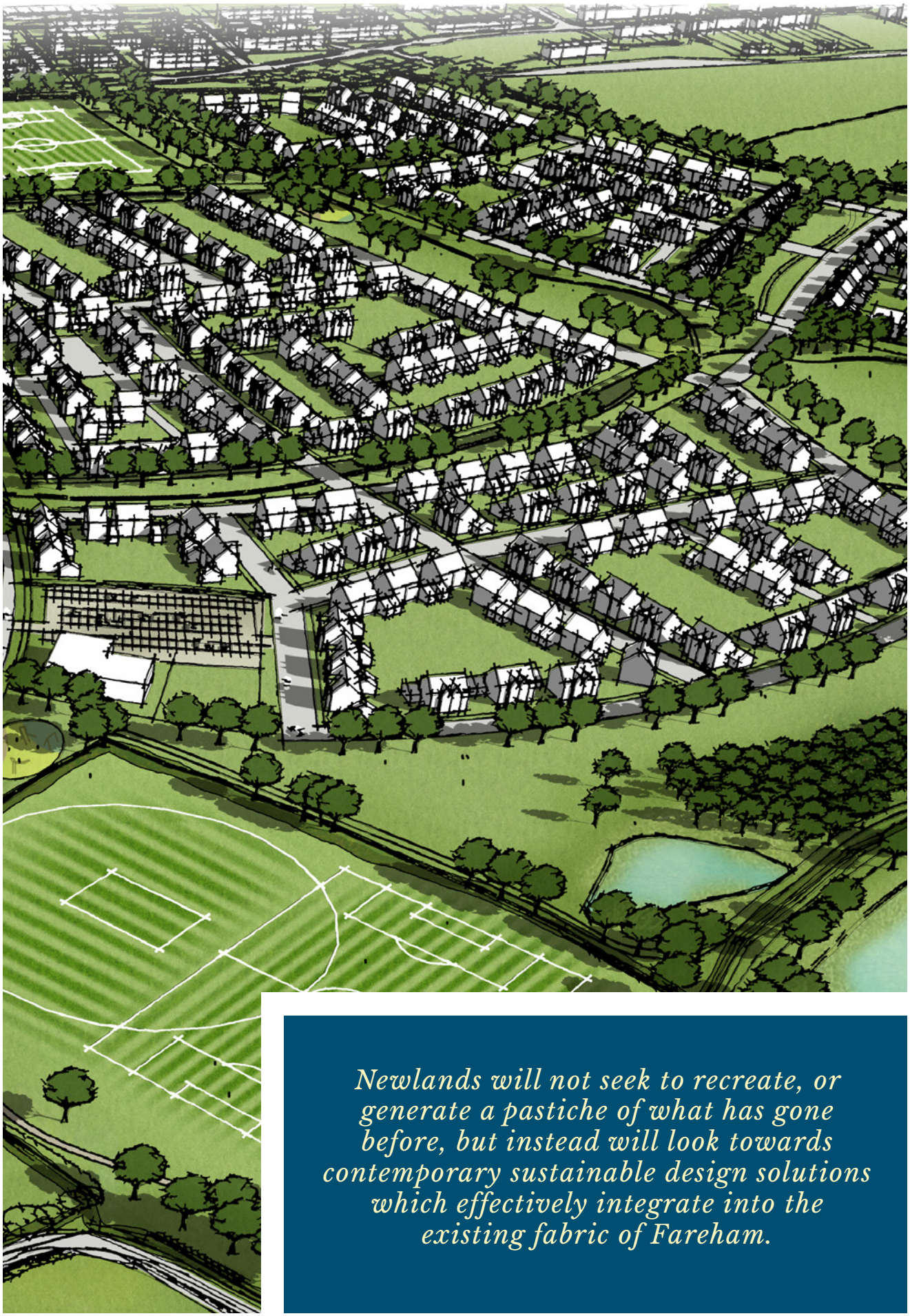
HIGH QUALITY SUSTAINABLE HOUSING

NTS

Image Top: Hanham Hall - Bristol by Barratt Homes

Image Centre: Temple Avenue by Richards Partington Architects

Image Bottom: Building by W3 Architects illustrating the use of low emissivity glazing.



Newlands will not seek to recreate, or generate a pastiche of what has gone before, but instead will look towards contemporary sustainable design solutions which effectively integrate into the existing fabric of Fareham.

-3-

Evaluation

The evaluation of the site and its context has identified key on-site and off-site features which have helped to inform the decision making process and the continuing evolution of the development proposals.

In summary the site has very few physical constraints to development of the type proposed, those tha t do exert an influence are as follows:

Physical and Environmental Considerations

Topography

3.1 The Site has a gentle fall from north to south of between 16m AOD to c3m AOD.

Agriculture

3.2 The Site comprises Best and Most Versatile farmland ranging from Grade 2 in the centre to 3a to the north, east, west and south and 3b to the south and south east. Farmland will inevitably be lost as a consequence of development however soils may be retained and reused across the Site's Green Infrastructure.

Landscape

3.3 Although the land subject to development will change in character, the key landscape features that contribute to this landscape's value will be retained and enhanced.

3.4 To the south the site does not follow an existing boundary given that the landscape is largely open and undefined. New boundary planting is an essential component to define the extent of development and soften views from the south.

3.5 The Site is currently defined within the Fareham Local Development Framework, (August 2011) as forming part of the Meon Strategic Gap (Policy CS22). Proposals will maintain the physical and visual separation of Fareham and Stubbington through a mosaic of open spaces and structural woodland planting.

Hydrology

3.6 The Application Site lies within Flood Zone 1; being an area of Low Probability of flooding. Poor infiltration does result in a tendency for fields to become waterlogged. A Sustainable Drainage System (SuDS) is proposed to manage and mitigate surface water flows. It is predicted that new drainage across the Site will result in a 68% reduction in overland flows and as a consequence significantly reduce the risk of flash flooding.

3.7 Existing fishing ponds within the Site will be retained.

Ecology

3.8 Oxleys Coppice is designated as a Site of Importance for Nature Conservation (SINC) and as an Ancient Semi Natural Woodland (ASNW). A minimum standoff of 15m will be implemented between the Coppice and any development.

3.9 In addition new fencing and additional tree and shrub planting will act to buffer the woodland and restrict access.

3.10 A total of 128 individual trees, 21 groups of trees, 3 woodlands and 23 hedgerows are present within the site. Where practicable these will be retained and enhanced to form the basis of the Site's Green Infrastructure Network.

Existing Development

3.11 A large derelict pig shed between Newlands Farm and the existing fishing ponds is of note. Given this building's scale, lack of screening and poor state of repair it appears incongruous within the landscape and visually detracts from the wider area. This building is to be demolished as part of the proposals.

Contamination

3.12 No land uses have been identified from the historical site mapping that are either significant or significantly close to the Site to pose a potential contaminative threat.

Services

3.13 There are no limiting factors with respect to connections to the existing network. A foul sewer crosses the site from north west to south east. This sewer and it's easement are to be incorporated into the Site's infrastructure. Existing overhead cables are to be undergrounded and / or diverted as appropriate.

Heritage

3.14 In terms of archaeology the western edge of the Site has some potential to have Bronze Age remains, however the remainder of the Site has little archaeological potential.

Townscape - Density

3.15 Existing development to the north of the Site averages a density of between 32-35dph, whereas development to the south within Stubbington tends to be of a lower overall density of around 20dph. Newlands will respect this reduction in density from north to south.

Townscape - Character

3.16 To the north the townscape character of the area broadly splits into two distinct areas. Buildings to the north typically comprise between 2 to 3 storey, detached and semi-detached properties, with some taller flatted blocks. Buildings are typically in brown, red and yellow brick and arranged around a distorted grid with some cul-de-sac areas.

3.17 Given the broadly uniform appearance of streets and spaces across this area the townscape is generally unremarkable and in places blank gables and long extents of rear garden fencing result in bland frontages.

3.18 To the south of the site in Stubbington the area broadly splits into two distinct areas. These areas typically comprise a range from 1 to 2.5 storey detached housing, with a high percentage of these properties built as bungalows.

3.19 New development will be designed to reflect building heights, densities and the local street pattern utilising a distorted grid. Buildings will also be designed to reflect local materials but will not however mirror local housing style as many of the areas surrounding the site now appear dated.

Air Quality and Noise

3.20 Baseline conditions indicate that the Site is suitable for development.

Access Considerations

3.21 The TA concludes that there are no valid highway or transport reasons, which should prevent the delivery of Newlands and that the site is suitable for the uses proposed.

3.22 Two access points are sought between the Site and Longfield Avenue. The first to form a new junction with Bishopsfield Road and the second junction between Bishopsfield Road and Peak Lane.

3.23 One access point is sought between the Site and Peak Lane which will provide access to both the east and to the west via a new roundabout junction.

3.24 One access is proposed to the development via the planned new Stubbington Bypass.

3.25 Existing Public Rights of Way will be retained and enhanced. New permissive footpath and cycle links are proposed across the development, north to south and east to west.

Social and Neighbourhood Considerations

3.26 A good mix of education, retail, leisure and recreation services, facilities, amenities and public transport opportunities are located within walking and cycling distance, however access to local healthcare provision would appear to be lacking.

3.27 There is a local need for family housing, affordable housing, executive housing and housing to cater for an ageing population.

3.28 Development will involve a change of use from open fields to an urban environment.

3.29 The public footpaths around the site are currently used informally by walkers such as dog walkers and as a consequence there may be a perceived loss of amenity associated with the development of the site.

3.30 Although partially screened views across the site from existing residential properties adjacent to the Site are possible and as such there may be a perceived loss of amenity associated with the development of the site.

3.31 There is a recorded lack of accessible open space to the south west of Fareham.

Evaluation

3.32 The site provides an excellent opportunity for development which integrates well with the existing area. The site has no overriding environmental or physical constraints and provides the opportunity to establish a sustainable development which is both physically and visually well contained. The following objectives are a direct result of the evaluation of baseline data, the site's context, constraints and opportunities and as a result of consultation responses:

Objectives

ONE:
Who are we providing for?

3.33 Newlands will provide a choice of high quality, flexible accommodation to meet the needs of the local population, including provision of up to 40% affordable housing.

3.34 Newlands will provide homes for local people, with an emphasis on family housing, housing for professionals such as business leaders, housing for the active elderly and affordable homes with a choice of size and tenure. Furthermore the opportunity of dedicated housing for MOD personnel will be explored.

TWO:
Green Infrastructure Led Design

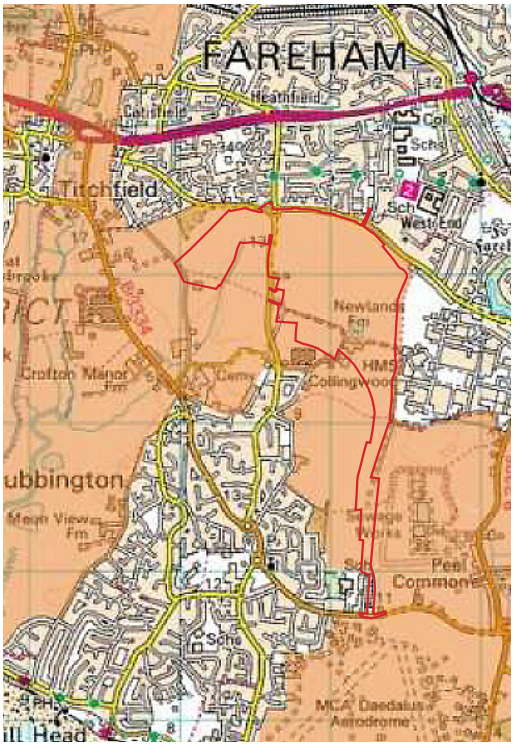
3.35 Newlands will make the most efficient and effective use of land which is well related to its surroundings and which does not compromise the amenity of existing residents or the integrity of surrounding sites with local designations. Existing landscape features will be retained, enhanced and supplemented with a framework of additional new planting to help restore the landscape's former grain and quality.

FIGURE: 29

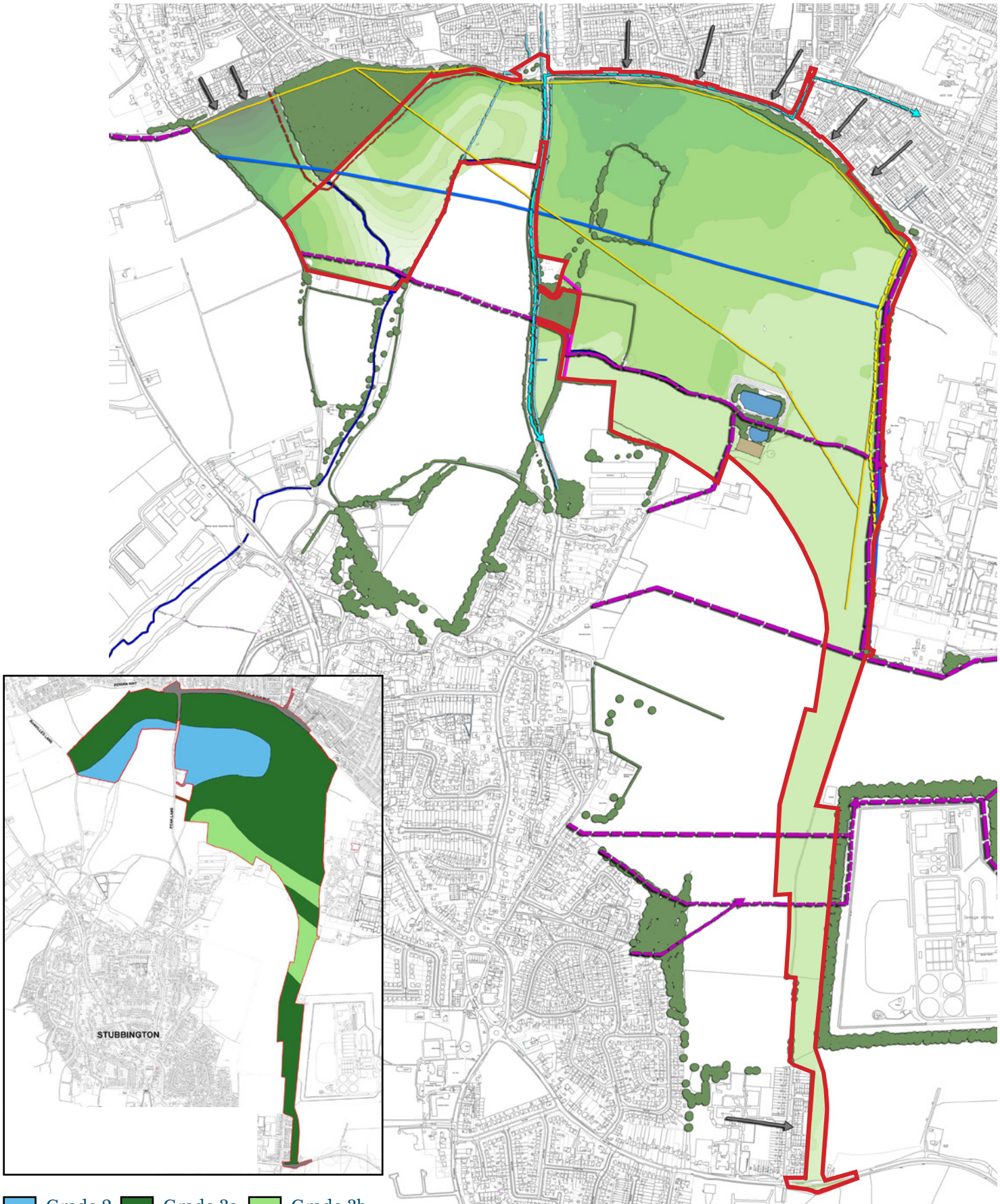
ENVIRONMENTAL CONSIDERATIONS
NTS

KEY

- Application Boundary
- Topography - slight fall from north to south 16m AOD to 3m AOD.
- Existing Trees and Hedgerows
- 15m Standoff from Oxleys Coppice - SINC / Ancient Woodland
- Existing Fishing Ponds
- Existing Watercourses and Ditches
- 33Kv Overhead Power Lines
- 11Kv Overhead Power Lines
- Southern Water Foul Sewer
- Southern Surface Water Sewer



- Strategic Gap


STUBBINGTON
Grade 2
Grade 3a
Grade 3b

3.36 The Site's Green Infrastructure will ensure that Newlands is able to create an open, accessible and engaging environment which helps to manage the transition between urban and rural areas, develops wildlife corridors, creates a network through which people can move freely, increases opportunities for recreation and which strengthens the Strategic Gap between Fareham and Stubbington in perpetuity.

THREE:
A High Quality Community Core that Builds on and Complements Broadlaw Walk's Existing Offer.

3.37 Newlands seeks to create a new 21st Century neighbourhood, with new housing to the east centred around 'Bishopsfield Road South' - a planned extension into the site of the existing Broadlaw Walk local shopping area. 'Bishopsfield Road South' seeks to build upon the existing services available in Broadlaw Walk and provide a core of community facilities and employment opportunities in order to assist the work of First Wessex in the ongoing regeneration of the area. At the heart of the proposals Newlands creates the opportunity to provide a new healthcare centre, a new primary school, local shops and a pub/family restaurant.

FOUR:
Creating a Sense of Place

3.38 Newlands has been designed to physically and visually link with the existing urban edge of Fareham. The design includes new tree and hedge planting, townscape enhancements along Longfield Avenue and Peak Lane and new junction improvements.

3.39 Newlands will be designed to reflect building heights and densities from the surrounding area. Newlands will also reflect the local street pattern.

3.40 Buildings will be designed to reflect local materials but will not mirror local housing style as many of the areas surrounding the site now appear dated. Housing will instead be designed for the 21st Century with energy efficiency and lifetime home standards in mind.

FIVE:
Connectivity is Key

3.41 Newlands will provide safe pedestrian / cycle links to the wider network, and will encourage the use of public transport links in order to support non-car transport.

3.42 Newlands will adopt shared surface design strategies to enable all road users to access the development safely, whilst creating an attractive, peaceful and pedestrian priority environment for residents

3.43 Newlands will ensure access for all is considered at every level of design.

3.44 New road junctions will link Newlands with Longfield Avenue and Peak Lane to the north and the planned Stubbington Bypass to the south. New pedestrian and cycle links crossing Longfield Avenue, Peak Lane and the planned Stubbington Bypass are proposed. Crossings will be carefully located and well signed to ensure their safety.

3.45 Existing Public Rights of Way will be retained and enhanced and wherever practicable these will be extended with further permissive routes.

SIX:
Sustainable Design – Creating a 21st Century Neighbourhood.

3.46 Newlands will promote the highest quality sustainable design, creating a 'place' which is both safe and attractive and which establishes a desirable setting, enhancing the quality of life, health and social well-being.

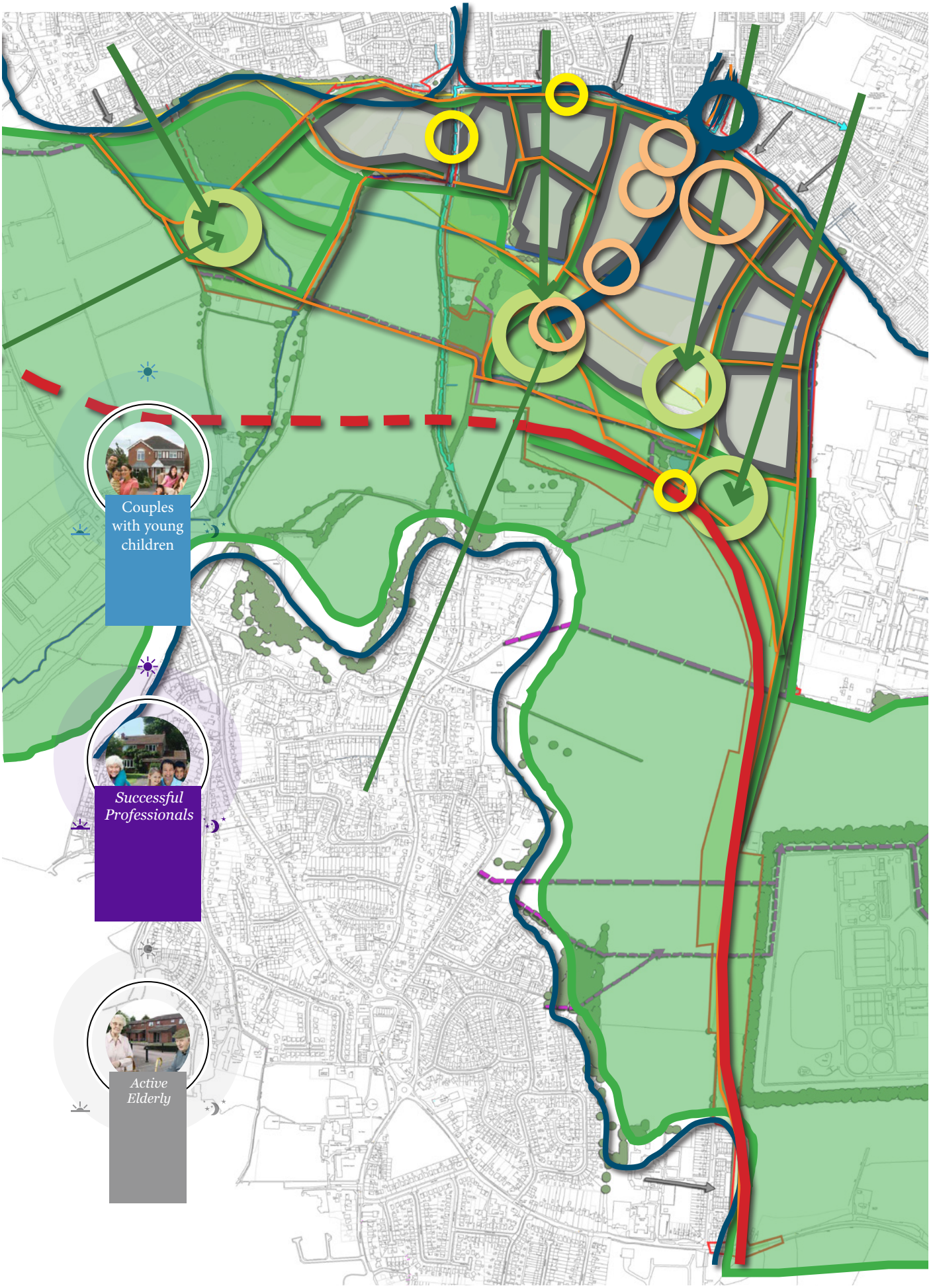
FIGURE: 30

OPPORTUNITIES
NTS

KEY

- Application Boundary
- Links to Broadlaw Walk - Extend the High Street Into and Through The Development
- Provide Additional New Facilities Including New Healthcare Centre
- Extend Existing Vegetation to Create a new Network of Green Infrastructure
- Provide New Accessible Public Open Space (Arrow Denotes Provision to Help Meet Local Deficit
- Development to Reflect Local Townscape Character
- Potential Area to Accommodate Development.
- Strengthen and Preserve the Strategic Gap in Perpetuity
- Stubbington Bypass
- Potential For a Future Link to Titchfield Road
- Proposed New Access Points Between the Site and Adjacent Highways
- Extend Existing Public Rights of Way With New Network of Permissive Footpaths and Cycleways

High Quality Sustainable Housing


Couples with young children
Successful Professionals
Active Elderly

-4-

Consultation

Hallam Land Management have sought to maintain a dialogue with the local authority, stakeholder groups and the public in the development of proposals for Newlands and are committed to continuing consultation as the scheme develops.

4.1 In May 2007, First Wessex (previously known as Portsmouth Housing Association) held a public consultation into proposals for development at Broadlaw Walk. Key issues raised by the community included a lack of facilities for young people, a need for more family houses, a lack of community facilities, a clear demand for play areas including a toddlers area, a kick about space and a teen shelter. Other issues included concerns over the limited bus service to the town centre at weekends, no direct cycle link to the centre and a lack of doctor and dentist surgeries.

4.2 Whilst the development at Broadlaw Walk is making a significant contribution to improving the area, the size and nature of this development, means it is simply not possible to meet all of those requirements identified by the community, particularly new areas of open space, kick about areas, a teen shelter and new health facilities.

4.3 In response to the issues identified by First Wessex, HLM hosted a community consultation event held on the 8th February 2012 at the Wallisdean Junior School. HLM sought to continue the debate, discuss the issues and determine whether there was an opportunity to work together with the local community to generate further investment in this part of Fareham. Development proposals sought to deliver a mixed use scheme including affordable, family and retirement housing, new employment opportunities, a new doctor's surgery, open space and allotments on land to the north east of the Site. The exhibition displayed 8 exhibition boards providing background information and visuals outlining development opportunities, see Figure 31.

4.4 Following feedback HLM reviewed their proposals culminating in a second two day public consultation event held on the 10-11th October 2013 at the Fareham Leisure Centre.

4.5 Building on the ideas developed in 2012 with respect to development that meets local need and assists in the regeneration of the Broadlaw Walk local shopping area, HLM sought to outline their emerging development proposals including the provision of a bypass for Stubbington and extensive open space provision.

4.6 The event included presentations to key stakeholder groups including local Councillors, the County Highways Authority, representatives of Wallisdean Junior and Wallisdean Primary School and the M.O.D. as well as open sessions with the wider public.

4.7 The exhibition displayed 9 exhibition boards providing background information and visuals showing the emerging proposals for the Newlands development, see Figure 32. Both consultation events were attended by representatives of the client and consultant team who were on hand to answer questions.

4.8 HLM submitted a planning application for development at Newlands in February 2014. Following post application consultation with Fareham Borough Council, Hampshire County Council and the wider public, HLM have undertaken a futher review of their proposals and as a result have amended the proposals, encapsualted within a new application and which are reflected in this Design and Access Statement.

4.9 Further discussion concerning post application discussions with Fareham Borough Council and Hampshire County Council are provided within Paragraph 4.13 and are included within the Statement of Community Engagement (SCE) accompanying the application.

4.10 As part of our ongoing engagement with the public a dedicated website was created in order to explain the current proposals for Newlands and to invite people to comment via an online comments form or by post or email. The opportunity to comment online ran for a period of 1 month during September 2015.

The website address is:
www.newlandsfareham.com

4.11 An analysis of the comments recieved from the public via the website or my mail is set out within the SCE that accompanies the application.

4.12 It is anticipated that if the application is granted outline consent, then a further round of public and stakeholder consultation will be undertaken via a series of workshops and / or meetings in order to develop a Design Code aimed at steering the detailed design of the development and ensuring that Newlands delivers a high quality environment for all. It will be essential that the development of a Design Code for Newlands has both public and local authority 'buy in' to realise this ambition.

FIGURE: 31

PUBLIC CONSULTATION BOARDS FEBRUARY 2012 -NTS

NEWLANDS

LAND SOUTH OF LONGFIELD AVENUE, FAREHAM

WELCOME

Hallam Land Management (HLM) would like to welcome you to their public consultation event outlining proposals to develop the site known as Newlands: Land South of Longfield Avenue, Fareham.

HLM are proposing development of the site for up to:

- 1,550 residential units
- A new health centre
- New two form entry primary school
- Public house
- Green Infrastructure including SuDS (sustainable urban drainage systems)
- Adventure play area
- Allotments
- Structural woodland planting.
- Playing fields
- Meadows
- New footpaths and cycleways
- Provision of significant new road infrastructure in the form of a new Stubbington Bypass

YOUR VIEWS ARE IMPORTANT TO US

This is an important opportunity for you to view the emerging proposals and to provide us with your thoughts and opinions. Your comments will be fed back into the design process. Feedback forms have been provided and we would be grateful for any thoughts that you have on the proposals. Once you have completed a form, please drop it in the box provided. The project team will take these forms away and review them in detail and make amendments as appropriate.

NEWLANDS

LAND SOUTH OF LONGFIELD AVENUE, FAREHAM

WELCOME

Website

The scheme has its own dedicated website:

www.newlandsfareham.com

Following closure of the exhibition, you will be able to review the proposals at your leisure on the website and there will be a facility to submit any further comments electronically.

Who we are

HLM specialises in the promotion of strategic land and is part of the Henry Boot Group of Companies.

HLM has been acquiring, promoting and developing in strategic land since 1990. More information about the Henry Boot Group of Companies can be found at **www.henryboot.co.uk**.

The project team is comprised of: Hallam Land Management, tpc, Barton Willmore, Brookbanks Consulting, tpa

NEWLANDS

LAND SOUTH OF LONGFIELD AVENUE, FAREHAM

WHY ARE WE PROPOSING TO DEVELOP THIS SITE?

There is a demonstrable need for new housing over and above that already planned for Welborne

Fareham Borough Council (FBC) has a responsibility to plan to meet its "objectively assessed housing needs" in accordance with the National Planning Policy Framework (NPPF). The current adopted Core Strategy has not been tested against this more recent guidance and falls short of what is now required. In addition recent proposals confirm that the capacity at Welbourne is less than initially anticipated and delivery rates much slower. The cumulative effect is a shortfall in the number of houses being delivered within the Plan period which, in part, will be addressed through the Newlands development proposals.

There is a need to provide affordable housing.

There is notable shortfall of affordable housing in the area and this development will make a significant contribution.

The proposal will facilitate the delivery of the long aspired Stubbington Bypass.

The proposal will facilitate, through private funds, the delivery of the Stubbington Bypass which will improve the flow of traffic on and off the Gosport Peninsula and ease congestion.

Government funding for the Stubbington Bypass is not guaranteed and there is no certainty that it will be delivered by the public sector. Development would enable delivery in a timely fashion to the benefit of both new and existing communities.

The proposal will assist in unlocking the Daedalus employment site and Gosport: 'the insular peninsular'

The provision of a Stubbington Bypass will assist in unlocking the Daedalus employment site and Gosport via the delivery of this much needed new road infrastructure and new housing.

The proposal will enhance and complement the existing Broadlaw Walk development through the delivery of a new health centre and primary school.

The scheme will sustain and support the current regeneration initiatives in Broadlaw Walk through the delivery of a new health centre and primary school.

The proposal will provide extensive areas of publicly accessible open space. This provision will make a valuable contribution towards making up identified deficiency in the area.

The proposal will provide approximately 88 ha of useable open space and will make a significant contribution towards meeting the identified deficiency in the area, to the benefit of residents of both Stubbington and Fareham.

NEWLANDS

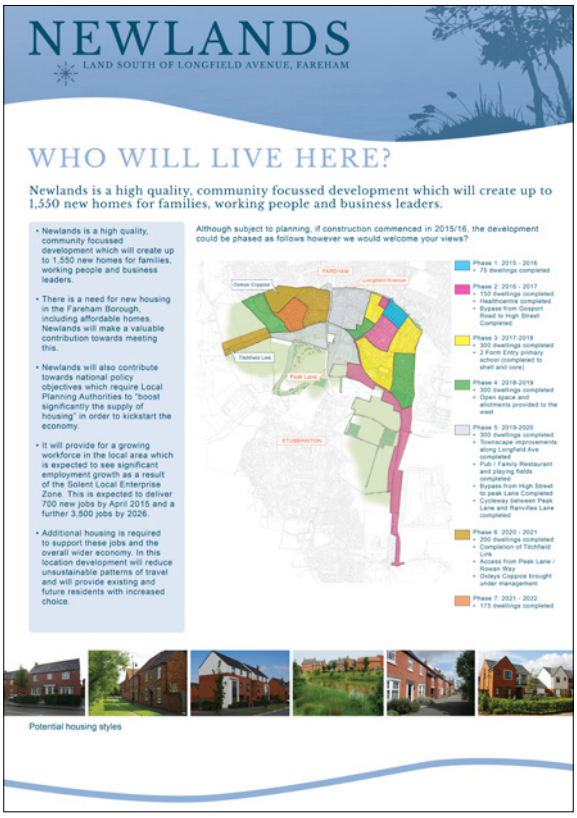
LAND SOUTH OF LONGFIELD AVENUE, FAREHAM

WHAT ARE THE BENEFITS?

The draft proposals for Newlands would bring about a range of key benefits for both the new and existing community.

Such benefits include:

- **Certainty for the delivery of the Stubbington Bypass** through private funding.
- **New homes to meet local needs** - Fareham Borough Council is not planning for sufficient new housing across the plan period – the proposals will make a significant contribution towards meeting this deficit.
- **Protecting the integrity of the Strategic Gap** and the strengthening of the separate identities of Stubbington and Fareham through the introduction of a permanent, attractive edge to Fareham.
- **Provision of more useable open space facilities** for residents of both Stubbington and Fareham, which will also assist in addressing the notable shortfall of open space provision in the area.
- **Provision of new community facilities**, including a health centre and new primary school, to ease pressure on existing infrastructure.
- **Improved connectivity between the site** and the wider landscape, physically through footpaths and roads, as well as through landscape proposals.
- **Public transport improvements** - creating new bus links through the development and increasing the frequency of local services.
- **Townscape improvements** to enhance the visual amenity of Longfield Avenue, as well as potential improvements to the existing SusTrans routes.
- **Provision of 154 – 225 construction jobs per annum.**
- **New Homes Bonus** – a grant, of approximately £11m and £12m (over a six year period) paid by central government to local councils for increasing the number of homes and their use.



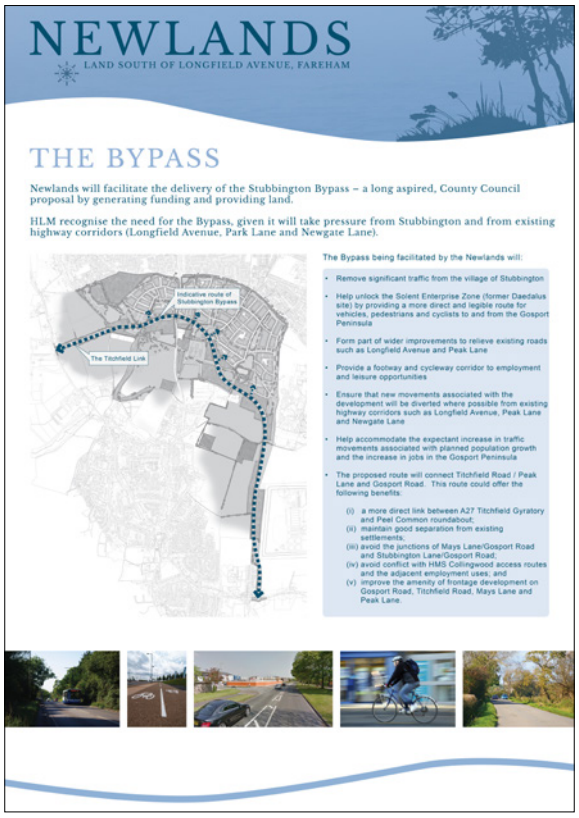


FIGURE: 32

PUBLIC CONSULTATION BOARDS
OCTOBER 2013

NTS

Post Application Consultation

4.13 As noted in Section 4.8 above HLM submitted a planning application for development at Newlands in February 2014. Following constructive post application consultation with Fareham Borough Council, Hampshire County Council, and the wider public was undertaken as follows:

- Meetings took place in June 2014 and December 2014 with planning and design officers at Fareham Borough Council to discuss the principle of the development in terms of its location and its integration with the existing settlement, ecological considerations and viability.
- Further meetings took place in November 2014 and January 2015 with HCC to discuss the routing and configuration of the bypass, internal road alignments, proposed junctions and streetscape enhancements along Longfield Avenue, Bishopsfield Avenue and Peak Lane and highway capacity and modelling.

Fareham Borough Council Urban Design Officer

4.14 Consultation with the Urban Design Officer at FBC raised two fundamental concerns with the proposals submitted in February 2014, these are quoted as follows:

"The absence of a true heart to the settlement, which would help to create a better sense of place. Whilst attempting to link with Broadlaw Walk is appropriate in the context of seeking to create a 'High Street', it will in reality result in a fractured linear run of uses lacking the cohesiveness of a normal centre. I would advocate that the school and health centre be 'anchored' by a new public park that could be shared with residents on the north side of Longfield Avenue, and that the restaurant is moved north to the other community services"

"The placement of two significant, open space and sports pitches at the periphery of the site and in part on the south side of the bypass. This results in isolated spaces that are hidden from sufficient natural surveillance, further from residents and dangerous for many users to cross the bypass.(assuming free flow is required for strategic traffic movements)."

4.14 In order to address these issues HLM have redesigned the 'High Street' to include a larger civic square at the junction of Longfield Avenue and Bishopsfield Road and have relocated the primary school opposite the health centre in order to anchor this space. In addition the High Street has been modified to include a linear 'Ribbon Park' linking the civic square in the north to a broader area of open space including playing fields and adventure play to the south.

4.15 HLM have also responded by including a small arcade of local shops and a care home along the High Street to increase its functionality as a visitor destination.

4.16 Open spaces and the pub / family restaurant originally proposed to the south of the bypass have been brought to the north as a consequence of the approved Bypass alignement further to the south. Newlands has been redesigned to reflect the alignment of the approved Bypass and indeed includes further woodland planting along the bypass for enhanced screening and integration of this road into the landscape.

4.17 Minor comments raised by the Urban Design officer including street cross sections, depth of private frontages, concerns over parking for terraced housing etc have all been addressed within the current proposals.

FIGURE: 33

POST APPLICATION DESIGN AND ACCESS ISSUES

KEY

Fareham Borough Council

A The need for a "true heart to the settlement" necessitating the redesign of the High Street, the inclusion of additional facilities and the relocation of the primary school.

B The need to relocate open space and the pub / family restaurant to the north of the proposed Bypass and link this more effectively with the High Street.

Hampshire County Council

C The need to realign the proposed Bypass to accord with HCCs preferred alignment.

D The need to realign the internal road layout to limit the number of proposed crossroads and provide a more direct link to Peak Lane.

E The need to reposition playing fields to the west and include some parking for their wider use.

E The need for greater clarity regarding proposed streetscape enhancements along Longfield Avenue and Bishopsfield Road.

Hampshire County Council Highways

4.18 HLM have undertaken a series of meetings with representatives from HCC in order to discuss

- the alignment and extent of the proposed Stubbington Bypass;
- the number of access points proposed onto the Bypass;
- Newlands proposed internal road configuration;
- a set of agreed parameters for strategic highway modelling in order to predict the impact of the proposals with and without the Bypass; and
- the conceptual design of streetscape enhancements along Longfield Avenue and Bishopsfield Road.

4.19 Consultation with HCC Highways raised two primary concerns with the proposals submitted in February 2014, these are quoted as follows:

"*The study area assessed within the Transport Assessment (dated January 2014) is considered too narrow and does not present the necessary information with regards wider traffic impact.*"

"The vehicular trip distribution methodology is not considered robust in terms of potential reassignment changes that could occur with the proposed partial and full bypass options and committed developments within the area."

4.20 Following a number of meetings and associated Technical Notes to agree the trip rates for the proposed land uses an agreement was reached with HCC that the amended proposals were to be assessed using the area wide Transport for South Hampshire's Sub-Regional Transport Model (SRTM) and that the Transport ASsessment would be updated accordingly.

4.21 The use of the SRTM also resulted in agreement with HCC that the proposed distribution methodology would be a robust base on which to suitably assess the developments impact on future years. Further meetings were then held to confirm the model methodology and the future years that were required by HCC to be tested.

4.22 Other points raised by HCC alongside their primary concerns include the following:

- The accident analysis should be extended to 5 years;
- The junctions requested as part of the wider highway assessment should be reviewed in terms of Personal Injury Accidents;
- Non-motorised user routes to Fareham town centre and Stubbington should be assessed further; and
- HLM has not submitted an appropriate public transport strategy which identifies how residents of the proposed development will be appropriately served by public transport and secures its long term viability. -

4.23 Further to these points A Non-Motorised User Audit has now been undertaken and submitted to HCC for agreement. In addition an updated Bus Strategy report has also now been undertaken

4.24 Further discussions with HCC have also led to the development of Streetscape enhancements along Longfield Avenue and Bishopsfield Road. Current proposals include a reduction in the carriageway width, a wider combined footway and cycleway adjacent the carriageway to the south of Longfield Avenue, the inclusion of courtesy pedestrian crossings, enhanced road and footway materials and street tree planting.

4.25 A list of key meetings between HLM and JCC is includeded below:

28th October 2014 - Highways and Transportation meeting regarding key issues.

- 13th November 2014 - Highways and Transportation meeting regarding strategic modelling.
- 2nd December 2014 - Highways and Transportation meeting regarding key issues.
- 17th December 2014 - workshop regarding streetscape enhancements to Longfield Avenue and Bishopsfield Road.
- 8th January 2015 - Highways and Transportation meeting regarding strategic modelling.
- 15th May 2015 - Highways and Transportation meeting regarding key issues.
- 8th July 2015 - Fareham DC meeting to discuss progress.
- 16th October 2015 - Highways and Transportation meeting regarding key issues.

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-5-

Design Principles

"The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people."
(NPPF Para 56)

Our Proposals

5.1 This section sets out the rationale which has informed the design of the masterplan. It considers the inherent and underlying characteristics of the site and how these should shape and structure the development. Overlying this, the process considers the location and extent of the built development and Green Infrastructure.

Design Objectives

5.2 The vision responds to current conditions and future needs, with the overall aim of providing a high quality environment. There are a number of key design objectives which inform the Illustrative Masterplan and which are explained in detail in the DAS:

- To deliver a high quality "place" which is sustainable, safe, and attractive; The layout illustrated on the masterplan and described in further detail within this DAS provides a high quality built and landscaped design that incorporates Best Practice principles. Using as a reference the core design texts of the NPPG and "Manual for Streets I and II".
- To deliver a mix of housing (including affordable housing) - up to 1100 new dwellings, offering 2-5 bedroom properties, comprising of a range of house types from linked terrace houses to detached properties.
- To assist with the provision of the approved Bypass for Stubbington.
- To provide an integrated network of public open spaces and new play facilities which meet the needs of the development and help provide for a deficit of open spaces in south Fareham.
- To strengthen the physical and visual integrity of the gap between Fareham and Stubbington
- To enhance site wide biodiversity.
- To establish a legible environment, with a choice of interconnecting attractive streets and pedestrian routes which provide excellent connectivity through and around the site.
- To ensure well designed pedestrian / cycle links with Fareham to the north, Stubbington and the Solent Enterprise Zone to the south and to the wider countryside.
- To enhance the townscape along Longfield Avenue and Bishopsfield Road with an emphasis on regulating traffic speeds and improving pedestrian linkage north to the south in order to help integrate Newlands into the existing settlement edge.
- To adopt inclusive design, by making the place accessible for all.
- To promote sustainability and reduce energy consumption.

Design Evolution

5.3 Having gained a good understanding of the existing site and place, through the various environmental and technical studies, it is possible to formulate an appropriate masterplan response.

5.4 The Masterplan process seeks to achieve an optimum solution that minimises potential adverse effects on the environment whilst delivering a responsive layout, which maximises environmental, social and community benefits. The development proposals have evolved over time through a series of iterations. This process seeks to minimise any adverse environmental impacts whilst maximising economic, social and sustainability benefits. The following plans illustrate the schemes evolution and development;

Original Concept Plan

5.5 HLM originally engaged with the public and various stakeholder groups such as First Wessex, the Princes Trust and the leadership of Wallisdean Junior School etc in (February 2012). At this time the plans sought to respond to the regeneration proposals for the Broadlaw Walk local shopping area, led by First Wessex, which were ongoing at the time. Proposals were limited in scale and scope to 350 residential units, a care home, an Enterprise Hub, a new healthcare centre, allotments and associated green infrastructure to the east of Peak Lane.

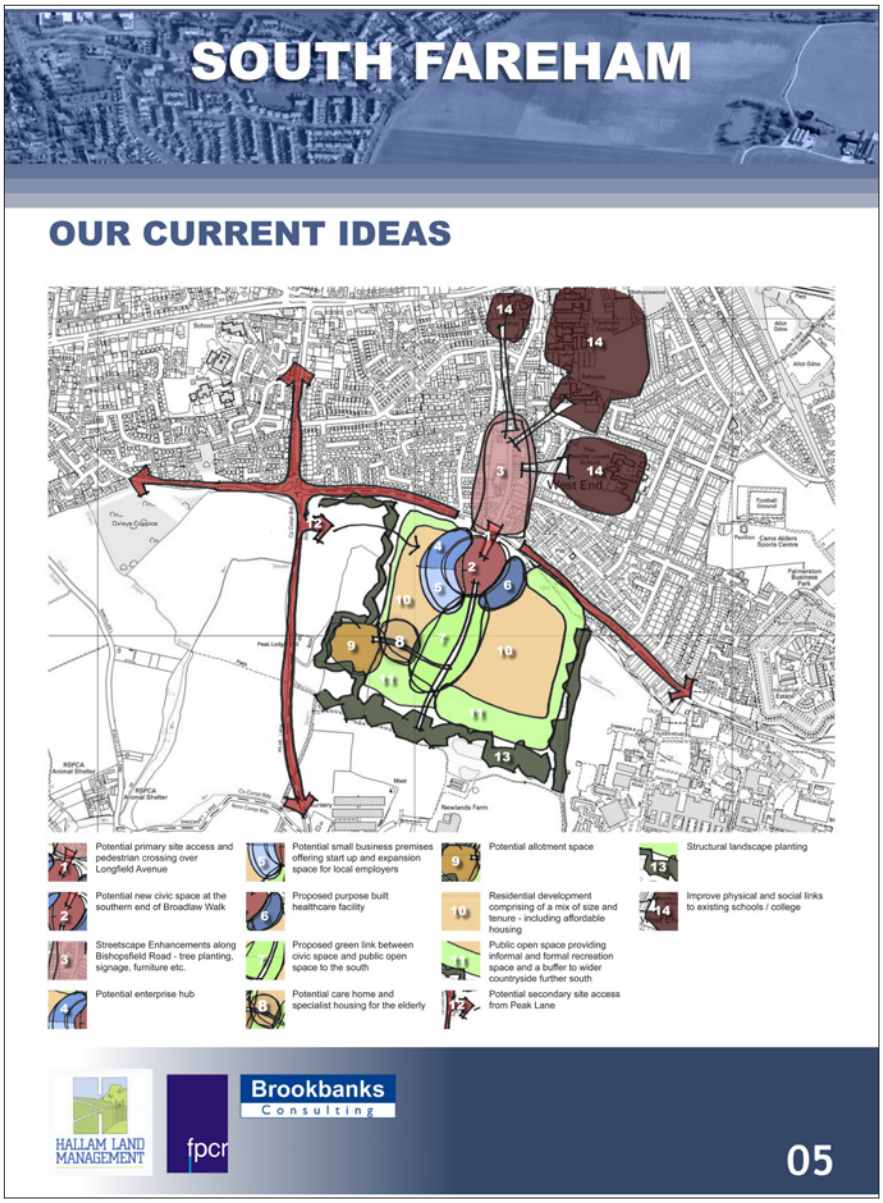


FIGURE: 34

ORIGINAL CONCEPT PLAN

First Masterplan

5.6 Feedback from our original consultation event was mixed. Underlying all responses was surprise that further development would be required in the Borough over and above development at Welbourne.

5.7 Clear messages highlighted the local need for a healthcare centre but concerns were raised in relation to the delivery of additional shops and/or community facilities given potential competition between the development and Broadlaw Walk. Furthermore there were concerns that an Enterprise Hub would compete with the Solent Enterprise Zone to the south and additional new housing would increase pressure on local roads already perceived to be heavily congested.

5.8 HLM determined to undertake further technical work in relation to economic testing, transport and objectively assessed housing needs in order to determine whether the proposals should be developed further. These studies indicated that Fareham Borough Council's strategic development area to the north of the town at Welbourne was failing to deliver for planned growth and that the delivery of the Solent Enterprise Zone was being held back as a result of restrictions within the existing highway network. Moreover, consultation with the leadership at Wallisdean School concluded that the student role was in decline and the school's sustainability was in question.

FIGURE: 35 - FIRST MASTERPLAN

5.9 As a consequence HLM developed proposals, for up to 1550 houses, a healthcare centre, primary school, pub/ family restaurant, Stubbington Bypass, allotments and associated green infrastructure on land to the east and west of Peak Lane. Proposals sought to continue to support the regeneration of Broadlaw Walk whilst helping to deliver a Bypass for Stubbington, and assisting Wallisdean school with a planned influx of new family housing.

5.10 During the development of this Masterplan a number of different Bypass scenarios were explored, examining alternative alignments for this route. The team selected an alignment which they considered balanced housing need against environmental considerations such as the preservation of the gap between Fareham and Stubbington and impact on landscape features etc.

Second Masterplan

5.11 In response to consultation with Fareham Borough Council and the wider public the scheme was changed as follows:

1. The pub was relocated to the north of the bypass so as to ensure new residents can access the pub without the need to cross the bypass.

2. An additional playing field was been added to the north of the existing ponds and the open space modified in this vicinity to provide additional open space to the north east. This was to ensure that a playing field is accessible for both existing and proposed residents to both the east and west of Peak Lane without the need to cross the bypass.

3. The allotments were moved south from their existing position and the buffer along the western edge of Oxleys Coppice strengthened. The allotments were moved in response to questions about access and concerns that local roads to the north would have been used for parking. A new dedicated area for allotment parking was also indicated on the masterplan.

4. A dedicated new access to Newlands Farm was provided as the existing track was severed by the bypass.

5. Existing public rights of way have been more clearly defined.

6. Additional ponds were added to provide dedicated drainage to the Bypass.

7. The number of access points between the bypass and the development was reduced from 5 to 3 in order to address concerns regarding road safety and conflicts between Bypass users and resident traffic.

8. Additional hedge / tree planting was included to the east of Stubbington in the vicinity of the Gosport Road Link to address concerns regarding views of the Bypass in this area.

9. Play areas were slightly adjusted to ensure that all parts of the development fall within 400m of an equipped site. – The play area closest to Oxleys Coppice was relocated in consultation with the teams ecologist given concerns regarding noise disturbance etc.

5.12 In Febrary 2015 these amendments were formally submitted to Fareham Borough Council as an outline application with all matters reserved except for access (refer to Figure 36).

FIGURE: 36

SECOND MASTERPLAN

NTS | KEY

Final Masterplan

5.13 In response to consultation received from Fareham Borough Council and Hampshire County Council, during the application process for the scheme submitted in February 2015, HLM undertook to further amend the proposals. The amended scheme has been updated as follows:

1. The alignment of the bypass has been changed to reflect Hampshire County Councils (HCC) approved alignment. As a consequence the playing fields previously proposed to the south of the bypass have been brought to the north and now feature as a destination at the end of the High Street.

2. The High Street has been redesigned in order to promote pedestrian priority and to extend the public square against Longfield Avenue south into the development.

3. Additional uses are proposed along the High Street to include a small arcade of shops and a care home.

4. The proposed school has been relocated further to the north opposite the health centre and adjacent to Longfield Avenue. The school and health centre are to be configured in order to frame the public square proposed between them.

5. To the east of Peak Lane the internal highway network has been reconfigured to eliminate multiple crossroads and to create a more direct link to Peak Lane.

6. The number of access points proposed between the development and the bypass have been reduced from 3 to 1.

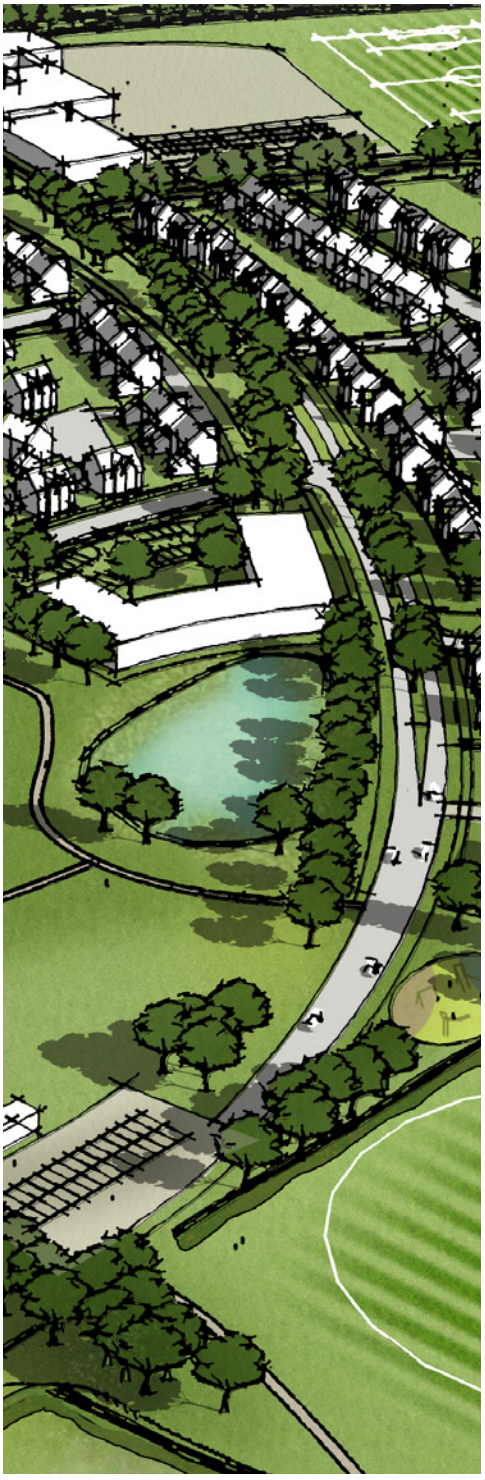
7. Additional playing fields have been added to the south east to include a small dedicated car park.

8. The allotments have been relocated to the east of Peak Lane in order to bring these closer to the heart of the development.

9. Development either side of Peak Lane has been scaled back resulting in an overall reduction in proposed housing from 1550 to 1100 units.

10. Playing fields to the west of Peak Lane have been relocated closer to proposed housing and are to include a small dedicated car park.

11. Streetscape enhancements along Longfield Avenue and Bishopsfield Road have been developed and consultation with Hampshire County Council. Current proposals include a reduction in the carriageway width, a wider combined footway and cycleway adjacent the carriageway to the south of Longfield Avenue, the inclusion of courtesy pedestrian crossings, enhanced road and footway materials and street tree planting.



The Proposed Scheme

Parameters Plan and Illustrative Masterplan

5.14 The development proposals are illustrated by the Parameters Plan (Figure 37) which identifies the amount of built development, and the distribution of land uses.

5.15 In accordance with DCLG publication "Guidance on Local Information Requirements and Validation" (2010) an Illustrative Masterplan (Figure 38), has also been prepared, the purpose of which is to demonstrate the general design principles that could be adopted for the new residential development, and how the development could be laid out within the parameters illustrated on the Development Masterplan.

5.16 The Illustrative Masterplan indicates the principles of urban structure and urban grain, i.e. the framework and the layout of streets and routes, the location, arrangement and design of the development blocks, plot arrangement, and green infrastructure. The plan provides an approximate location of buildings across the site, and how the built form could relate to the streets/ public realm.

Quantum of Development and Mix of uses

5.17 In summary the amount of development proposed on the Site is up to 1100 dwellings, with a mix of dwelling types from 2 bed apartments to 2-5 bedroom houses, with up to 40% being affordable. This mix is further complemented by a care home on 0.5ha.

5.18 Alongside new housing, the proposed development includes a new primary school on 2.8ha, a new healthcare centre on 0.4ha, flexible retail space on 0.18ha, and a pub / family restaurant on 0.5ha.

5.19 At this stage, the final mix of market and affordable homes has not been fixed. The final mix will be subject of further discussion with the Local Authority and will therefore be subject of a reserved matters application. The form and layout of the development will reflect the principles established in this Design and Access Statement.

5.20 As a working assumption to assist the preparation of the Illustrative Masterplan and Parameters Plan, the following mix of dwelling types has been adopted:

Dwelling Type	Floor Area (m2)	Average Number
2 Bedroom Flat	82	55 (5%)
2 Bedroom Houses	80	275 (25%)
3 Bedroom Houses	96	440 (40%)
4 Bedroom Houses	125	275 (25%)
5 Bedroom Houses	167	55 (5%)
Total		1100 (100%)

Quantum of Development

5.21 The development will comprise a variety of dwelling types from detached and semi-detached housing to small groups of terrace accommodation, apartments and cottages. The main objective is for the development to offer a range of accommodation with a choice of houses to provide for single occupancy and family accommodation. This will foster a wide demographic and a mixed community.

5.22 An average density of 32.5 dwellings per hectare reflects Government guidance and the need to use land efficiently and are comparable to existing densities across the urban edge of south Fareham. Housing will be designed to maintain good permeability ensuring that all residents have easy access to Bishopsfield Road South, internal Estate Roads, the public right of way network and to accessible public open space.

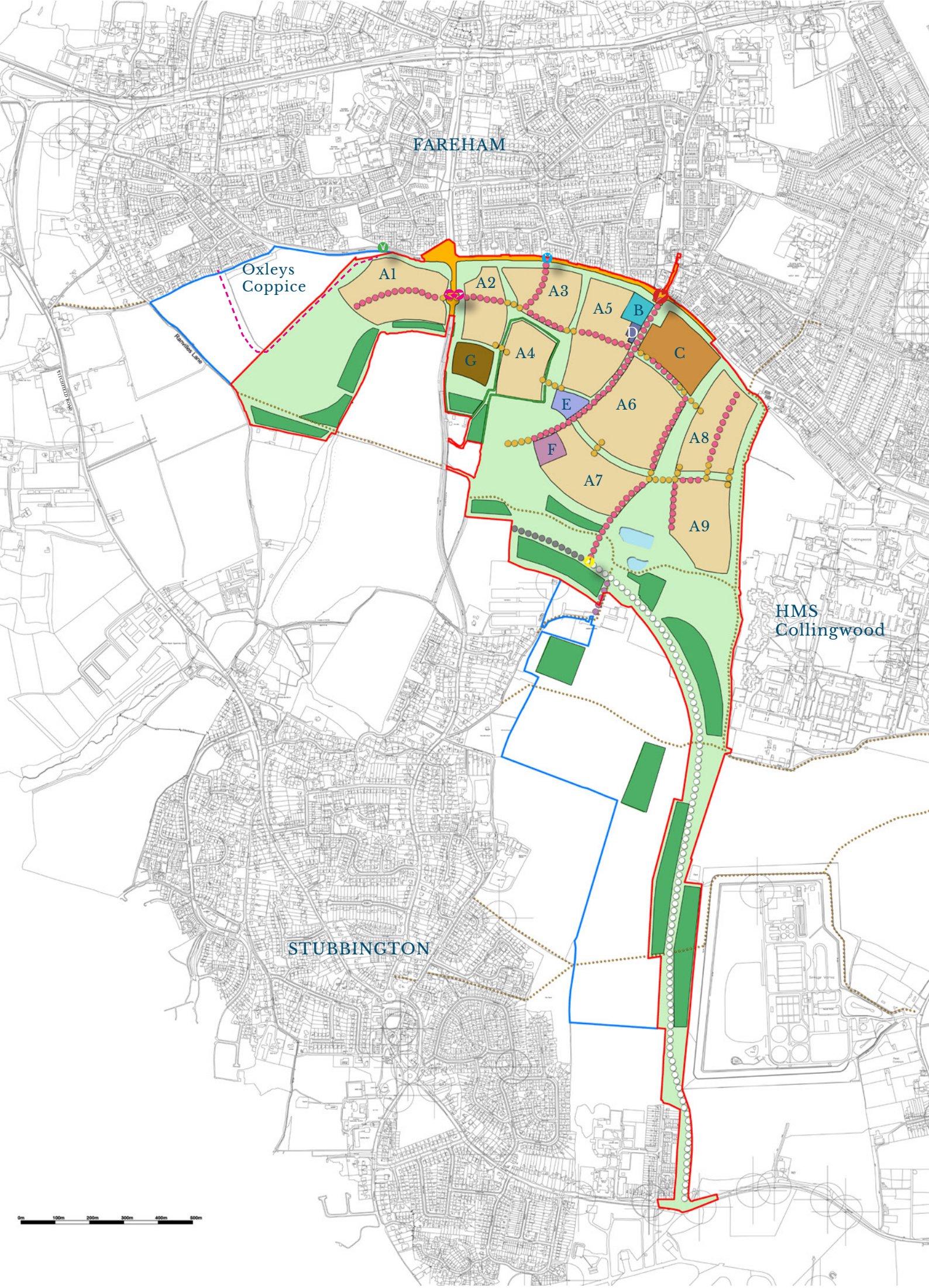

FAREHAM
Oxleys
Coppice
A1
A2
A3
A4
A5
A6
A7
A8
A9
B
C
D
E
F
G
HMS
Collingwood
STUBBINGTON
Ranvilles Lane
Titchfield Road
0m
100m
200m
300m
400m
500m

FIGURE: 37

PARAMETERS PLAN

NTS | KEY

Application redline - total area = 110ha (including Stubbington Bypass and access junctions).

Land within the applicants control

A1 Zone for proposed residential development A1-A9, including internal road infrastructure and incidental green spaces = c34.1ha - up to 1100 dwellings @ an average density of 32.5 dwellings per hectare (dph).

B Zone for proposed healthcare facility = 0.4ha.

C Zone for proposed 2.5FE primary school = 2.8ha.

D Zone for proposed flexible retail units / apartments = up to 6 no. occupying 0.18ha.

E Zone for Care Home = 0.5ha.

F Zone for proposed Pub / Restaurant = 0.5ha

Zone for proposed Green Infrastructure. Includes Public Open Space, equipped childrens play areas, Sustainable Drainage (SuDS), tree, hedge and shrub planting, meadow creation, wetland, permissive paths and cycleways (c68.52ha).

Zone for proposed structural woodland planting.

G Zone for proposed allotment gardens (c1.0ha).

Existing hedgerows and ditches retained where practicable.

Streetscape enhancements along Longfield Avenue / Bishopsfield Road (c.2.0ha)

Existing woodland retained and protected with 15m buffer.

Existing ponds retained.

Proposed Primary Vehicular Access from Longfield Avenue / Junction with Bishopsfield Road.

Proposed Secondary Access from Longfield Avenue.

Proposed Primary Access from Peak Lane.

Proposed Access from Stubbington Bypass.

Proposed Emergency Access from Rowan Way.

Alignment of Proposed Stubbington Bypass - assumes alignment follows the Councils preferred route.

Indicative route for primary road infrastructure - exact routing of internal infrastructure subject to agreement.

Indicative circulation links across Green Infrastructure - exact routing of internal infrastructure subject to agreement.

Existing Public Rights of Way retained and enhanced.

Proposed new access to Newlands Farm.

PARAMETERS SCHEDULE

Zone	Zone Area	Density Range	Height Storey (Max)	Building Height above existing levels (Max)	Gross Floor Area (sq.m)
A1	4.4ha	25-35 dph	2.5	9.5m	n/a
A2	2.3ha	25-35 dph	2.5	9.5m	n/a
A3	2.7ha	30-35 dph	3.0	9.5m	n/a
A4	2.5ha	30-40 dph	2.5	9.5m	n/a
A5	4.6ha	25-35 dph	3.0	9.5m	n/a
A6	5.7ha	30-35 dph	3.0	9.5m	n/a
A7	3.9ha	25-35 dph	2.0	11m	n/a
A8	3.9ha	30-40 dph	3.0	9.5m	n/a
A9	4.0ha	25-35 dph	2.5	11m	n/a
B	0.4ha	n/a	3.0	12.5m	c.1600
C	2.8ha	n/a	2.0	9m	c.2800
D	0.18ha	n/a	2.0	9.5m	c.450 (ground floor only)
E	0.5ha	n/a	2.0	9.5m	c.3800
F	0.5ha	n/a	2.0	9m	c.550
G	1.0	n/a	n/a	n/a	n/a

Notes: 1. dph = Dwellings per Hectare
2. ha = Hectare

FIGURE: 38

ILLUSTRATIVE MASTERPLAN

NTS | KEY

Application redline - total area = 110Ha (including Stubbington Bypass).

Land within the applicants control

Built Development
Total = 38.48ha

Residential Development in a mix of size and tenure. Circa 34.1ha, 1100 dwellings @ an average of 32.5 dwellings per hectare (dph).

1 Healthcare Facility providing for a GP surgery and flexible treatment rooms for visiting professionals such as Physio-therapists, Chiropractors etc - circa 0.4ha including dedicated car parking.

2 Two and a half Form Entry Primary School - circa 2.8ha including car parking and outdoor play space.

3 Flexible Retail Space for up to 6 shops - circa 0.18ha

4 Care Home - circa 0.5ha including car parking and private gardens

5 Public House / Family Restaurant - circa 0.5ha including car parking and outdoor seating area.

Green Infrastructure - circa 68.52ha (excluding allotments)

Public open space, including grassland and meadow areas for informal recreation and bio-diversity enhancement, includes specimen tree planting and seating areas.

Sustainable Drainage System (SuDS) including attenuation basins, wetland and swales.

Equipped adventure play area catering for all ages (includes 1 no. N.E.A.P and multiple L.E.A.Ps and L.A.Ps)

Proposed Playing Fields for formal recreation.

6 Allotment gardens, including gated car parking area - circa 1ha / 80 plots.

Existing and proposed tree and hedgerow planting. Existing lengths of hedgerow and hedgerow trees are to be retained where practicable and used as the basis for the site's Green Infrastructure network.

Proposed structural woodland planting comprising blocks of native deciduous broadleaved woodland.

Oxleys Coppice retained and brought under active management. the coppice is to include a minimum buffer of 15m to development.

Proposed Offsite woodland creation.

Historic field boundaries to be restored.

Existing field boundaries to be enhanced.

Access and Circulation

Proposed Primary Vehicular Access from Longfield Avenue / Junction with Bishopsfield Road.

Proposed Secondary Access from Longfield Avenue.

Proposed Primary Access from Peak Lane.

Proposed Access from Stubbington Bypass.

Emergency Access from Rowan Way.

7 Alignment of Proposed Stubbington Bypass.

Indicative route for internal road infrastructure - exact routing of internal infrastructure subject to agreement.

Proposed permissive footpaths / cycleways.

Existing footpaths are to be retained along their original alignment and enhanced with new surfacing and signage.

Potential bypass link between Titchfield Road and Peak Lane and between Peak Lane and the site - to be subject to a separate planning application at a later date

9 Proposed new access to Newlands Farm.

10 Demolition of the Piggeries within Newlands Farm.

11 Land Subject to permission for the construction of a Solar farm

12 Streetscape enhancements along Longfield Avenue and Bishopsfield Road - circa 2ha


N
FAREHAM
Oxleys Goppice
Ranvilles Lane
STUBBINGTON
HMS
Collingwood
1
2
3
4
5
6
7
8
9
10
11
12
0m
100m
200m
300m
400m
500m

Amount, Use and Scale

5.23 The outline planning application covers a total area of 110 hectares (including land required for the implementation and screening of a new bypass to Stubbington). In summary the amount of development proposed within the site is as follows:

Residential Land

5.24 The development provides a total of 34.1 hectares for residential development, providing up to 1100 dwellings. The development will provide for a broad mix of dwellings and house types, ranging from 2 bed apartments to 2-5 bedroom houses, offering a mix of market housing from first time homes to larger family homes.

5.25 Typically housing density helps to determine the character of the streets, the design of the development blocks and the types of houses. An appropriate density level, given the surrounding urban edge, is thought to equate to an average net density of between 32-33dph.

5.26 Density across the development will vary with lower densities to the south and west opposite open space and higher densities to the north and north east adjacent Bishopsfield Road South (within the development) and Longfield Avenue to the north. Lower density areas will typically comprise detached and semi-detached housing and cottages with front and rear gardens arranged to either front the street or within informal clusters around a court. Higher density areas will typically front the street and include more linked properties including some modern terraced housing and apartments.

Building on Broadlaw's existing Offer:

5.27 The development offers the potential to create a new 'High Street', extending the existing local shopping area at Broadlaw Walk into and through the development.

5.28 Anchoring the site adjacent to Longfield Avenue / Bishopsfield Road a new healthcare centre (0.4ha) and a primary school (2.8ha) are proposed. These buildings and adjacent hard paved public square seeks to provide a landmark adjacent to the Site's main entrance and will help to physically and visually tie Newlands with Broadlaw Walk further to the north.

5.29 The Health Centre is planned to comprise a single building with a gross internal area of up to 1600 sq.m, constructed to a maximum height of 3 storeys (12.5m) and arranged with a public frontage and private parking for staff and patients to the rear.

5.30 A contemporary new 2.5FE Primary School (2.8ha) is proposed opposite the healthcare centre. New buildings are to be laid out to provide an active frontage to the proposed 'High Street'.

5.31 New school buildings will be contemporary in design comprising of a maximum 2 storeys in height (9m) and up to 2800 sq.m total gross internal area.

FIGURE: 39

PROPOSED DENSITY AND SCALE
NTS

KEY

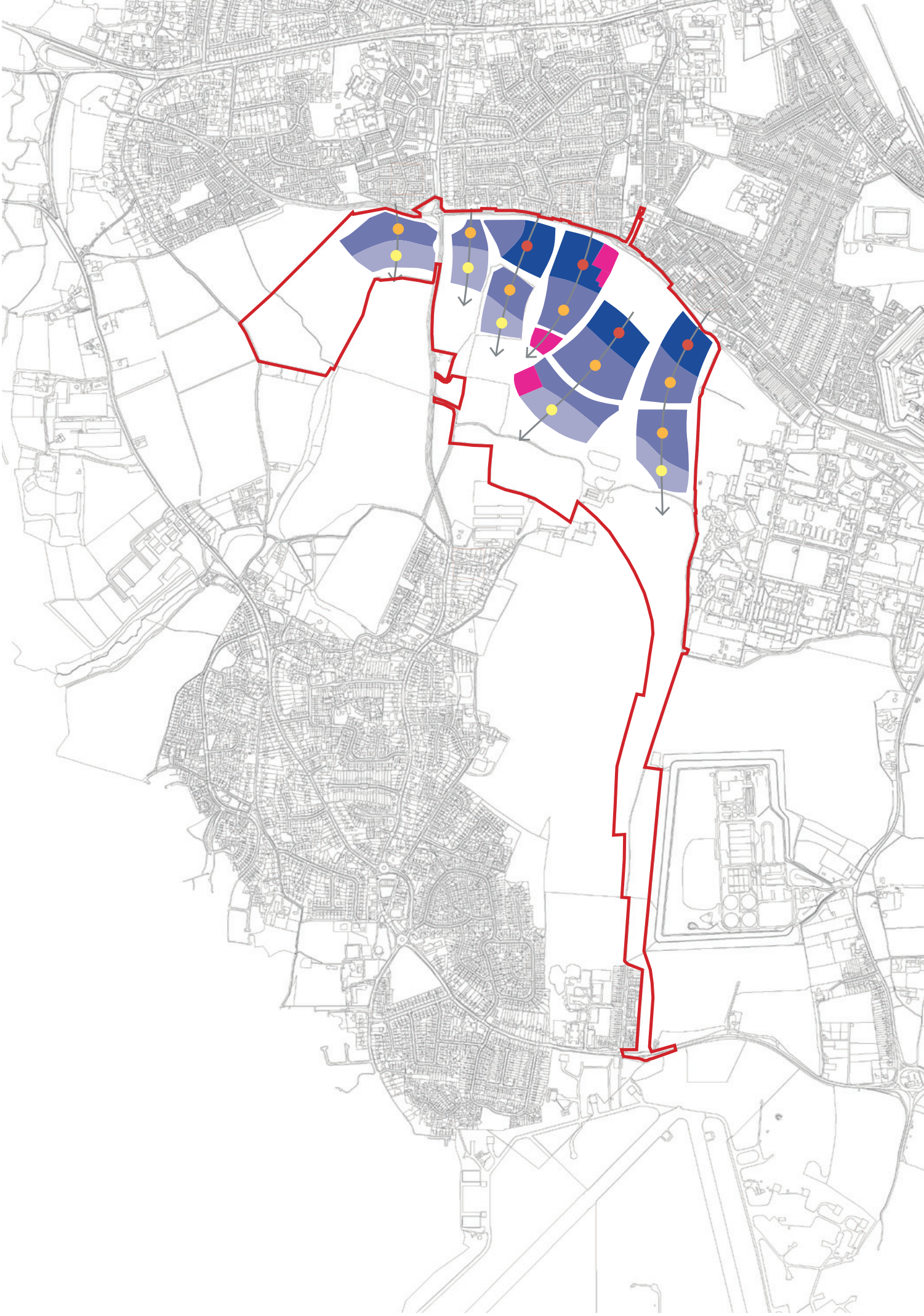
DENSITY

- 35 - 40 dwellings per hectare (dph)
- 30-35 dph
- 25-30 dph

SCALE

- Maximum 3 storeys
- Maximum 2.5 storeys
- Maximum 2 storeys

- Non-residential use



5.32 Anchoring the 'High Street' at its southern end a new public house / family restaurant is proposed (0.5ha). At a maximum of 2 storeys (9m) and up to a total gross internal floor area of up to 550 sq.m. this use seeks to capitalise on both existing and proposed residents in and around the Site.

5.33 Along the southern edge of Fareham buildings are predominantly 2 storeys in height with a number of taller houses and flats at 2.5 and 3 storeys in key locations on corners or concentrated around the Broadlaw Walk area. To the south buildings within Stubbington tend to be 2 storeys in height with a greater number of bungalows evident across the area.

5.34 To reflect local character buildings within the development will range from a maximum of 3 storeys to the north and north east down to 2 storeys to the south and west. The height of buildings is indicated on Figure 39.

5.35 Buildings will be designed to have a variation in their height from ground to ridge or eaves heights. The arrangement of buildings within a plot and subtle changes in height will create a varied roofline across the development and add visual interest along the streets.

5.36 Building footprints vary considerably between a 2 bed and a 5 bed unit therefore the upper and lower limits are defined as falling between 6-11m in width and 6-11m front to back.

5.37 New buildings will have a good sense of proportion, both in their mass and their elevation i.e. the positioning of windows and doors, the use of chimneys etc.

Green Infrastructure:

5.38 Integral to the scheme is a broad network of public open spaces, including 'Greenways', linear parks, structural landscape, a meadow mosaic and habitat areas (68.52ha).

5.39 These areas combine to create a robust Green Infrastructure which builds upon the Site's existing natural assets and offers betterment in terms of bio-diversity enhancement, public amenity and flood storage. Section 5 provides further details with regard to the Site's Green Infrastructure design.

5.40 Public open space will include formal footpaths, areas of amenity mown grass and species rich flowering meadow grassland. These spaces will provide for both formal sports and informal recreational activities alongside additional habitat to enhance site wide biodiversity.

5.41 Integral to the layout are a number of equipped children's play areas, designed to be of sufficient size to offer toddler, child and teenage play provision. Play spaces will comprise a Neighbourhood Equipped Area for Play (N.E.A.Ps) located adjacent playing fields to the south and a number of Locally Equipped Areas for Play (L.E.A.Ps). All proposed housing will fall within 400m of an equipped play space.

5.42 Newlands will make provision for circa 80 new allotment plots with associated car parking and tool storage (1.0ha).

5.43 The development seeks to extend and enhance existing hedgerows, trees and woodland blocks with new native broadleaved tree, shrub and hedgerow planting. Proposed new habitat areas include the creation of woodland understorey and transitional edge planting that blend into meadow grassland, along with habitat ponds and wetland areas. This diverse mosaic of habitats will bring both biodiversity and public amenity benefits to the wider area.

5.44 A series of both permanently wet and seasonally wet ponds and basins along the southern edge of the development will provide both surface water attenuation (SuDS) and wetland habitat.

Meeting Our Objectives

5.45 The development mix and distribution of landuses have been developed specifically to meet Objective One, namely:

"Newlands will provide a choice of high quality, flexible accommodation to meet the needs of the local population, including provision of up to 40% affordable housing."

and Objective Two;

"Newlands will make the most efficient and effective use of land which is well related to its surroundings and which does not compromise the amenity of existing residents or the integrity of surrounding sites with local designations. Existing landscape features will be retained, enhanced and supplemented with a framework of additional new planting to help restore the landscapes former grain and quality."

5.46 Refer to Sections 1 and 3 for further detail concerning our objectives.

The development provides a total of 34.1 hectares for residential development, providing up to 1100 dwellings.

Anchoring the site adjacent to Longfield Road / Bishopsfield Road, a new healthcare centre is proposed (0.4ha).

A contemporary new Primary School (2.8ha) is proposed, positioned opposite the healthcare centre.

Up to 6 flexible retail units (0.18ha), complementing the existing provision on Broadlaw Walk, will be accessible for new and existing residents.

Positioned close to the healthcare centre and local shops, a care home (0.5ha) providing up to 80 beds is proposed.

Anchoring the 'High Street' at its southern end a new public house / family restaurant is proposed (0.5ha).

Integral to the scheme are a number of equipped children's play areas, designed to be of sufficient size to offer toddler, child and teenage play provision.

Proposed habitat areas include the creation of woodland understorey and transitional edge planting that blend into meadow grassland, along with habitat ponds and wetland areas.

Integral to the scheme is a broad network of public open spaces, including 'Greenways', linear parks, structural landscape, a meadow mosaic and habitat areas (68.52ha).

Newlands will make provision for circa 80 new allotment plots with associated car parking and tool storage (1.0ha).

A series of both permanently and seasonally wet ponds and basins along the southern edge of the development will provide surface water attenuation (SuDS) and wetland habitat.

FIGURE: 40

MIX OF USES PROPOSED

Layout and Character

5.47 There are no definitive best practice dimensions for development block size or form. For the most part development blocks will be arranged to ensure public frontages and secure private rear gardens.

5.48 The arrangement of buildings within development blocks is defined largely by their plan form, height, and scale. To maintain good legibility and permeability the block arrangement will be subdivided by a choice of interconnecting streets and pathways. This will create a human scale and finer pedestrian grain to the development.

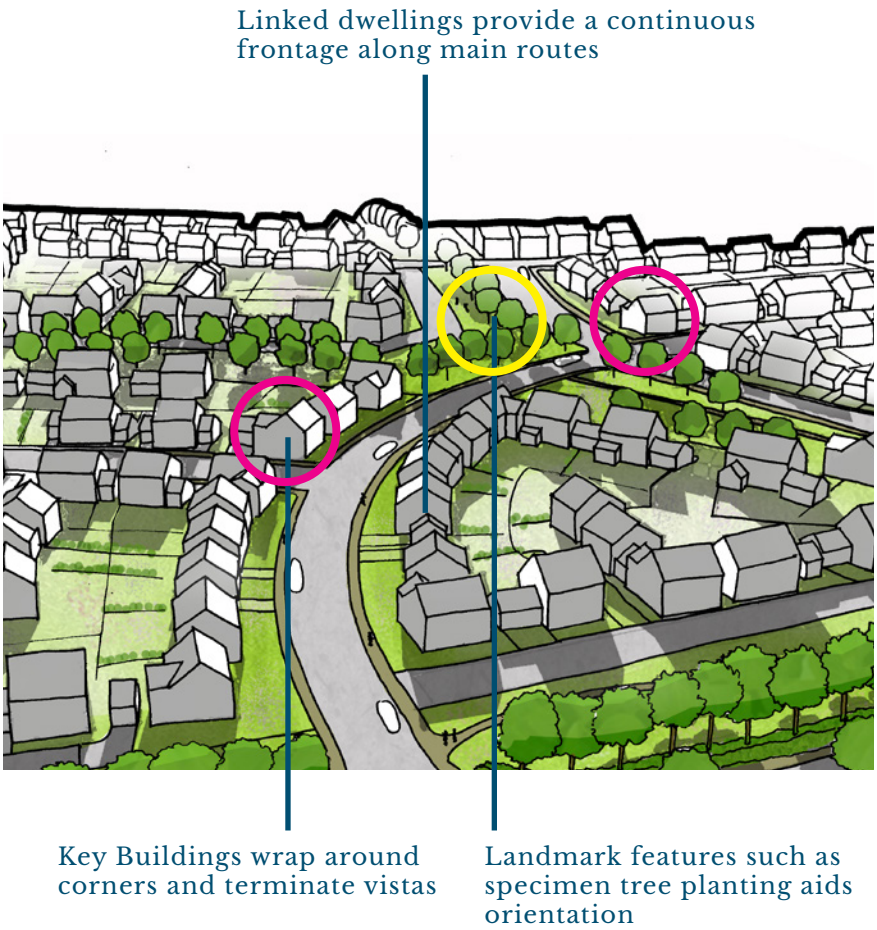
5.49 Best practice advocates that a mix of both wide and narrow frontage plan forms should be used. Wide frontage buildings will allow for a greater opportunity of variation along the street, whilst a narrow frontage approach will establish a run of linked dwellings and continuous frontages.

Corner Plot Arrangements

5.50 How streets interconnect or development blocks change direction are critical components of 'the place'. Best practice examples follow the principle of a continuous built frontage and/or focal building or space 'wrapping' around a corner. This provides a positive definition to the street and avoids 'weak' ill-defined edges. In addition, this provides opportunities for landmark buildings that terminate or help frame views along the street.

FIGURE: 41

LAYOUT - FRONTAGE AND CORNER PLOTS



Landmark Features

5.51 Landmark features or points of focus allow users to orientate themselves, creating an easily navigable and distinctive environment. Appropriate features or points of focus include public squares, pocket parks, prominent buildings, street trees, public art, and smaller items such as street furniture.

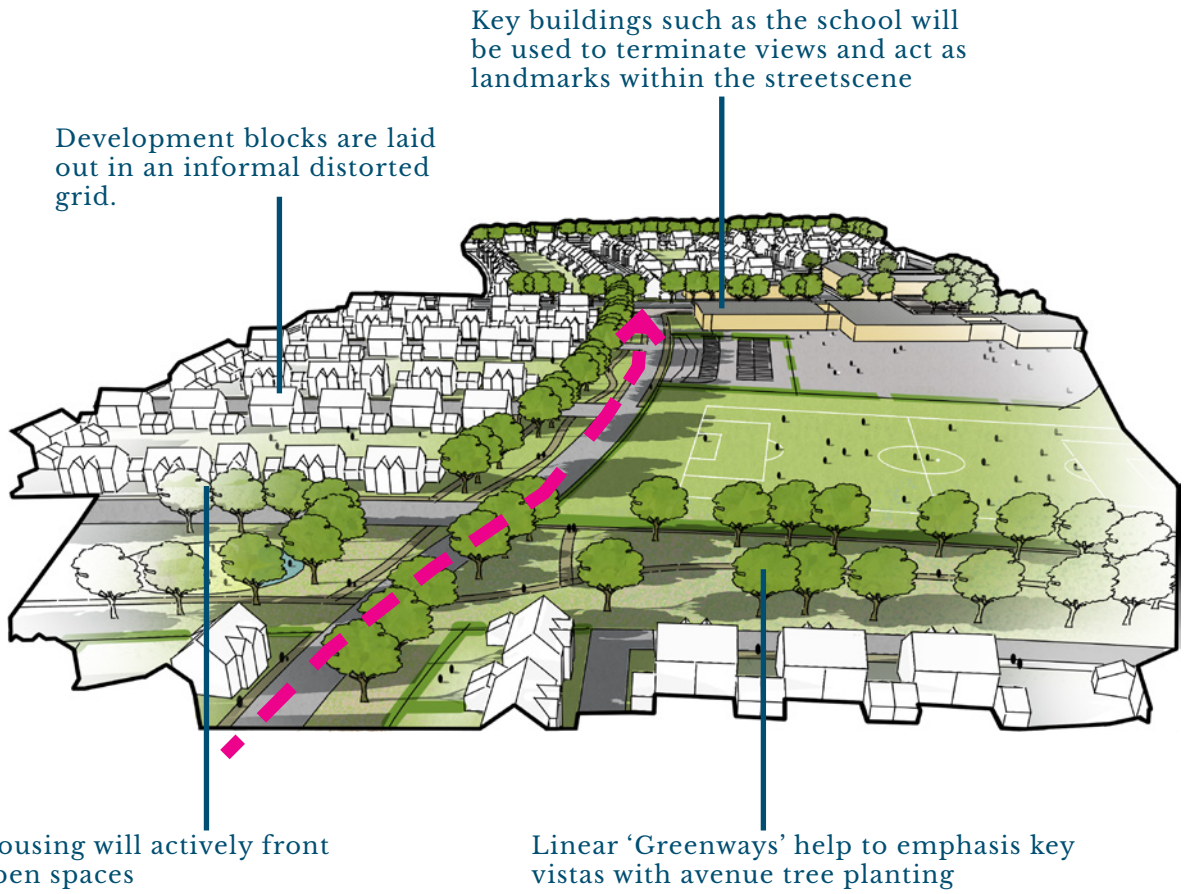
5.52 The use of landmarks such as a building projecting onto the street, or a gable end facing onto the street in an otherwise straight line of buildings will provide identity within the layout.

5.53 Other distinctions will be achieved by the careful use of building height and mass. A limited number of taller 2.5 - 3 storey buildings, if well located, can add prominence within a street of 2 storey buildings. The subtle use of materials and colour will also achieve this affect.

5.54 Streets that lead to landmarks will be a key design principle. Given the Site's wider context streets will be laid out in a distorted grid with landmarks at key intersections of blocks as well as building groups.

FIGURE: 42

LAYOUT - VISTAS



Views and Vistas

5.55 The detailed block and street layout will be arranged so that it comprises a series of attractive views and vistas. This will add a certain character and charm to the development, and respond to traditional place making principles. Furthermore views and vistas help to reinforce and create a legible environment which is easy to navigate.

5.56 The street and development blocks within the Site will provide a varied sequence of connecting views (short or long), which lead or draw the eye from one feature to another. The use of the distorted grid with offset junctions will help to encourage views towards landmark buildings, open spaces, street trees and the wider countryside.

5.57 More intimate, glimpsed, or framed views will also enrich the scheme. This will be achieved, for example, by including a street tree within the view that is framed by a building group, or a building line which deliberately restricts and then suddenly channels a view to a landmark building.

5.58 The detailed design will also include subtle variations in the building line, in terms of scale, height, and set back of buildings from the footway. This will be supplemented by quality materials and landscape treatment which will produce an attractive street.

Street Frontage

5.59 To define the boundaries between private and public spaces, all dwellings will have some form of private frontage. These will tend to be small along the 'High Street' and Estate Roads, approximately 2 metres in depth, whilst in Side Streets, and Courts there will be the opportunity for increased frontages.

5.60 It is important that frontages are not excessive and that buildings still relate and interact with the public realm. In general, the use of smaller private frontages with larger rear gardens should be the predominate theme along the main routes and around public spaces, with larger front gardens used to define corners or vistas along Side Streets and within Courts.

5.61 Frontages will be defined by the use of consistent boundary treatments, which reflect the local vernacular and will be kept clear by the provision of bin storage to the side or rear of plots.

Character

5.62 Figure 43 illustrates one possible distribution of proposed character areas across the development. The boundaries between areas of differing character are rarely definitive and as such one character area tends to blend with the next. This is particularly true as a common palette of materials, architectural styles and detailing will be utilised to tie different areas together, and promote a sense of unity across the Site.

5.63 A common palette of materials and detailing etc, used to develop Site unity will be balanced with the need for variety to create visual interest, aid Site legibility, i.e. enabling people to quickly identify where they are and to avoid monotonous, bland environments.

Peak Lane North

5.64 This area comprises of predominantly 2 to 2.5 storey housing at an average density of between 30 to 35dph. Housing will be largely arranged to form perimeter blocks with modest public front gardens defined by hedgerows and low fencing and larger private gardens to their rear. Housing will typically comprise semi-detached and detached dwellings with individual and shared garaging.

5.65 This area will include a mix of 2, 3 and 4 bed housing providing accommodation for young couples, small to medium sized family groups and professionals.

Peak Lane South

5.66 This area will be similar in style to the Peak Lane North area however housing will comprise almost exclusively of 2 storeys and will be laid out at an average density of between 25 to 30dph, befitting its transitional role between urban and rural areas.

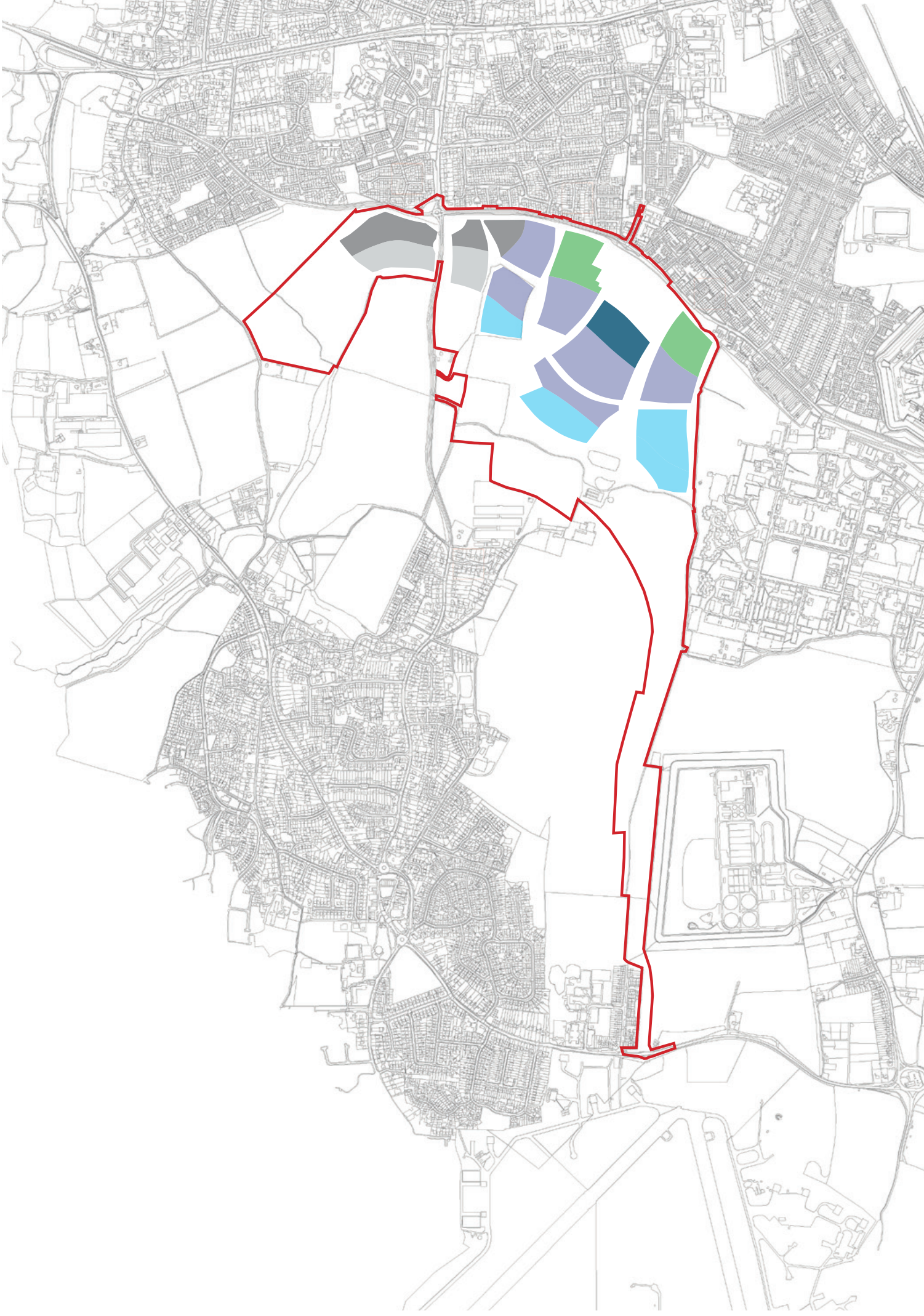
5.67 Housing will be arranged in a mix of perimeter blocks and Courts with both large public front and rear gardens defined by hedgerows and low fencing. Housing will typically comprise detached properties and cottages with individual garaging.

5.68 This area will include 2 and 3 bed housing but will also see a higher overall percentage of 4 and 5 bed houses, providing accommodation for families and professionals.

FIGURE: 43

PROPOSED CHARACTER

NTS | KEY



Bishopsfield South

5.69 This area comprises of predominantly 2 to 3 storey housing at an average density of between 35 to 40dph. Housing will be largely arranged to form perimeter blocks around streets forming a more regular grid pattern. Housing will have small public front gardens defined by a mix of low railings, walls and ornamental shrub planting. Private gardens will be included to their rear.

5.70 Housing will typically comprise small runs of modern terraced housing, semi-detached housing and some apartments with the occasional detached house in key locations. Garaging will typically be on plot or within shared garaging.

5.71 This area will include a mix of 2 bed apartments, 2 and 3 bed houses and an occasional 4 bed unit in key locations. Given that this housing lies close to both existing and proposed facilities properties seek to provide accommodation for young couples, mixed family groups and the active elderly.

Longfield South

5.72 This area will be similar in character to the Bishopsfield South area however there will be a greater emphasis on the use of semi-detached housing in place of terraces, the inclusion of a greater number of 4 bed units and the introduction of some hedged boundaries fronting public open spaces.

Newlands Central Belt

5.73 Forming a wide central band across the development this area seeks to provide a transitional character between the Bishopsfield South and Longfield South Areas to the north east and the, Peak Lane Areas and Newlands South areas towards the west and south respectively.

5.74 As a consequence the street pattern varies between a more regular grid to the north and a distorted grid to the west. Housing ranges between 2 and 2.5 storeys with a mix of both apartments and housing to cater for all needs.

5.75 Front gardens vary in size and boundary treatment albeit hedges and low walling are favoured.

Newlands South

5.76 This area is similar in character to the Peak Lane South Area in that it will predominantly comprise almost exclusively of 2 storeys and will be laid out at an average density of between 25 to 30dph, befitting its transitional role between urban and rural areas.

5.77 Housing will be arranged in a mix of perimeter blocks and Courts with both large public front and rear gardens defined by hedgerows and low walling. Housing will typically comprise detached properties and cottages with individual garaging.

5.78 This area will include 3 and 4 bed housing but will also see a higher overall percentage of 5 bed houses, providing accommodation for families and professionals.

FIGURE: 44

LAYOUT - CHARACTER / HOUSING

Image Top: Linked dwellings will be used to emphasise important road frontages and open spaces.

Image Top Centre: Prominent detached properties will be used to mark key corners and vistas within lower density areas.

Image Bottom Centre: Taller 3 storey houses and apartments will be used sparingly within the Bishopsfield South and Longfield South Areas.

Image Bottom: 2.5 storey houses will be used to mark important frontages / corners.

FIGURE: 45

LAYOUT - CHARACTER

Bishopsfield and Longfield South - More regular grid, typically smaller housing arranged in perimeter blocks

Newlands Central Belt - mixed character of streets and courts

Newlands South - Predominantly 2 storey, arranged around courts and detached with larger front gardens

Broadlaw Walk and New High Street

5.79 Development Objective Three states:

" Newlands seeks to create a new 21st Century neighbourhood, with new housing to the east centred around 'Bishopsfield Road South' - a planned extension into the site of the existing Broadlaw Walk local shopping area. 'Bishopsfield Road South' seeks to build upon the existing services available in Broadlaw Walk and provide a core of community facilities and employment opportunities in order to assist the work of First Wessex in the ongoing regeneration of the area. At the heart of the proposals Newlands provides the opportunity to provide a new healthcare centre, a new primary school, local shops, a care home and a pub/family restaurant."

5.80 Development Objective Four states:

"Newlands has been designed to physically and visually link with the existing urban edge of Fareham. The design includes new tree and hedge planting, townscape enhancements along Longfield Avenue and Peak Lane and new junction improvements."

5.81 These two objectives in combination have steered the design of Newlands and informed the manner in which new development has been planned to link and relate to the existing urban edge of Fareham.

5.82 HLM maintain that in order to assist with the further regeneration of the Broadlaw Walk local shopping area one must improve its desirability, its accessibility and its public image.

5.83 In response to consultation a new healthcare centre is proposed. The proposed health centre is to sit opposite a new primary school in order to anchor the Site alongside Longfield Avenue and to frame and define an open paved square which in turn provides both a sense of arrival to Newlands as well as a physical link north to Broadlaw Walk.

FIGURE: 46

LAYOUT - CONNECTING NEWLANDS TO BROADLAW WALK

A new healthcare centre and primary school act as landmarks to announce arrival to the site and actively front the High Street.

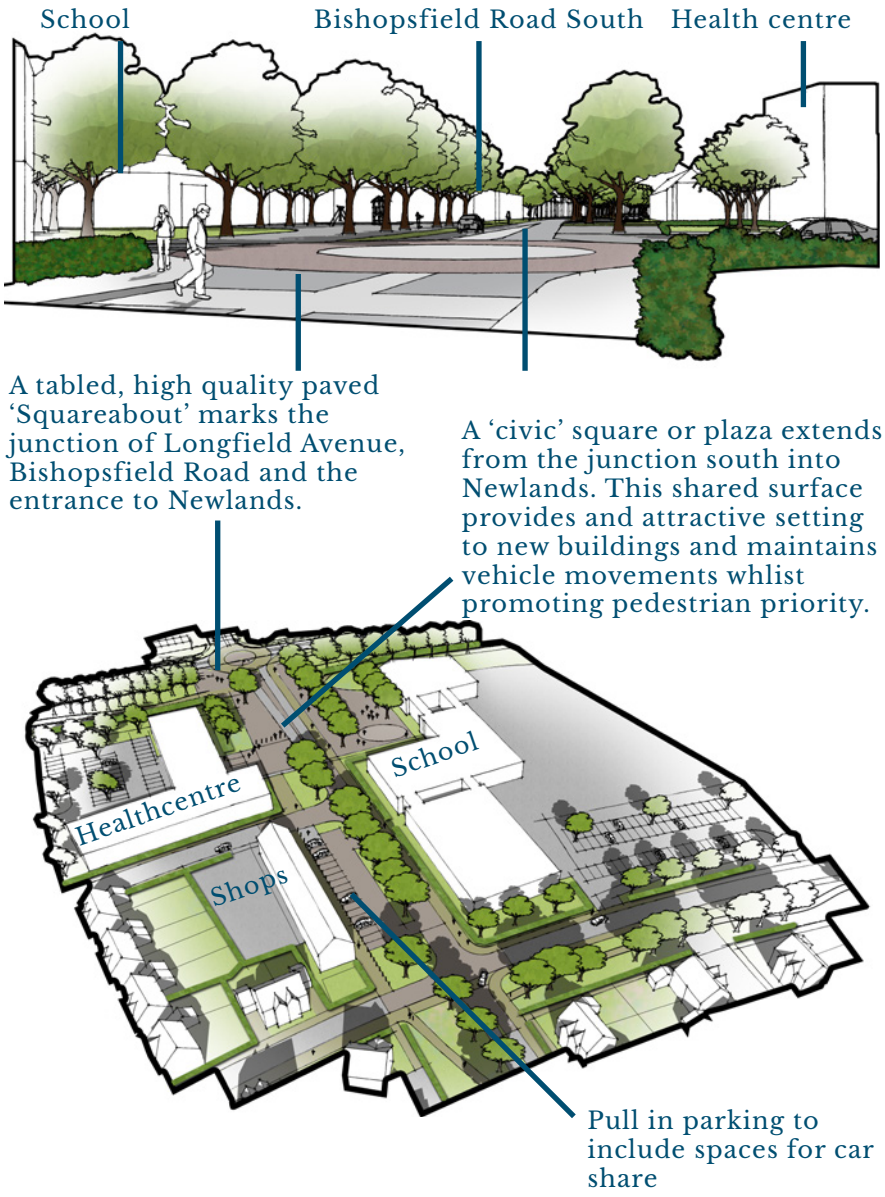
Existing planting along Longfield Avenue retained and supplemented with additional specimen tree planting.

A tree lined avenue defines Bishopsfield Road South - the new 'High Street' - providing an attractive entrance to the Site whilst softening views towards new housing further to the south.

A new 'Squareabout' or shared surface, paved junction is proposed at the intersection of Longfield Avenue, Bishopsfield Road and the Site entrance. The 'Squareabout' leads to a wide paved plaza leading into Newlands.

FIGURE: 47

LAYOUT - A NEW PUBLIC SQUARE



5.84 This paved square is primarily designed for pedestrians and cyclists and as such will include seating, specimen tree planting and cycle stands. This space will also comprise a shared surface enabling the free movement of vehicles into and out of the site. This new 'civic square' and its associated townscape improvements will visually lift the area, slow traffic along Longfield Avenue and improve pedestrian circulation. New signage will also announce ones arrival at both Broadlaw Walk and Newlands.

5.85 Moving into the development an extension of Bishopsfield Road, termed the 'High Street' or 'Bishopsfield Road South', links both proposed new residents, Broadlaw Walk and existing residents with a new arcade of flexible retail units, a care home, a pub / family restaurant and new playing fields and play space.

5.86 Bishopsfield Road South is designed to include dedicated on street parking, pick up and drop off parking to the school and healthcare centre, space for bus stops, and the opportunity to create a small car share scheme.

5.87 Situated immediately to the south of the health centre a small arcade of shops extends the High Street south into Newlands. These facilities seek to build on and support the existing retail offer available within Broadlaw Walk. Shops that may compete with those available in Broadlaw Walk will be discouraged.

5.88 Like the health centre the arcade of shops is to sit opposite the school in order to define the extents of the High Street. Between the school and the shops the High Street will comprise of a shared surface, including pull in car parking, denoted by a subtle change of surface material, and punctuated by specimen tree and shrub planting. Bollards will be used to prevent vehicles getting too close to the shops and will allow shoppers space to gather and move freely.

5.89 The shops themselves will be flexible and / or modular, in that the development has the potential to deliver up to 6 small retail units, or indeed a fewer number of larger units. Apartments will be provided above the shops providing both activity and security out of retail hours. All servicing will be to their rear.

5.90 Should these shops not prove to be in demand the scheme has been designed for easy conversion of this building into housing.

Bishopsfield Road South

5.91 To the south of the shops and the school the character of the High Street is to change from a shared surface (largely paved 'urban' environment) to a greener more suburban character. There will be a greater emphasis on linear open space, a wide tree lined street and residential housing set back behind low hedgerows.

5.92 Along the central section of Bishopsfield Road South the route is designed to pass along a broad tree lined corridor with its northern and southern carriageways separated by a landscaped central reservation providing seasonal interest through flowering species and bulb planting. Regular crossings ensure east to west movement remains free and unobstructed.

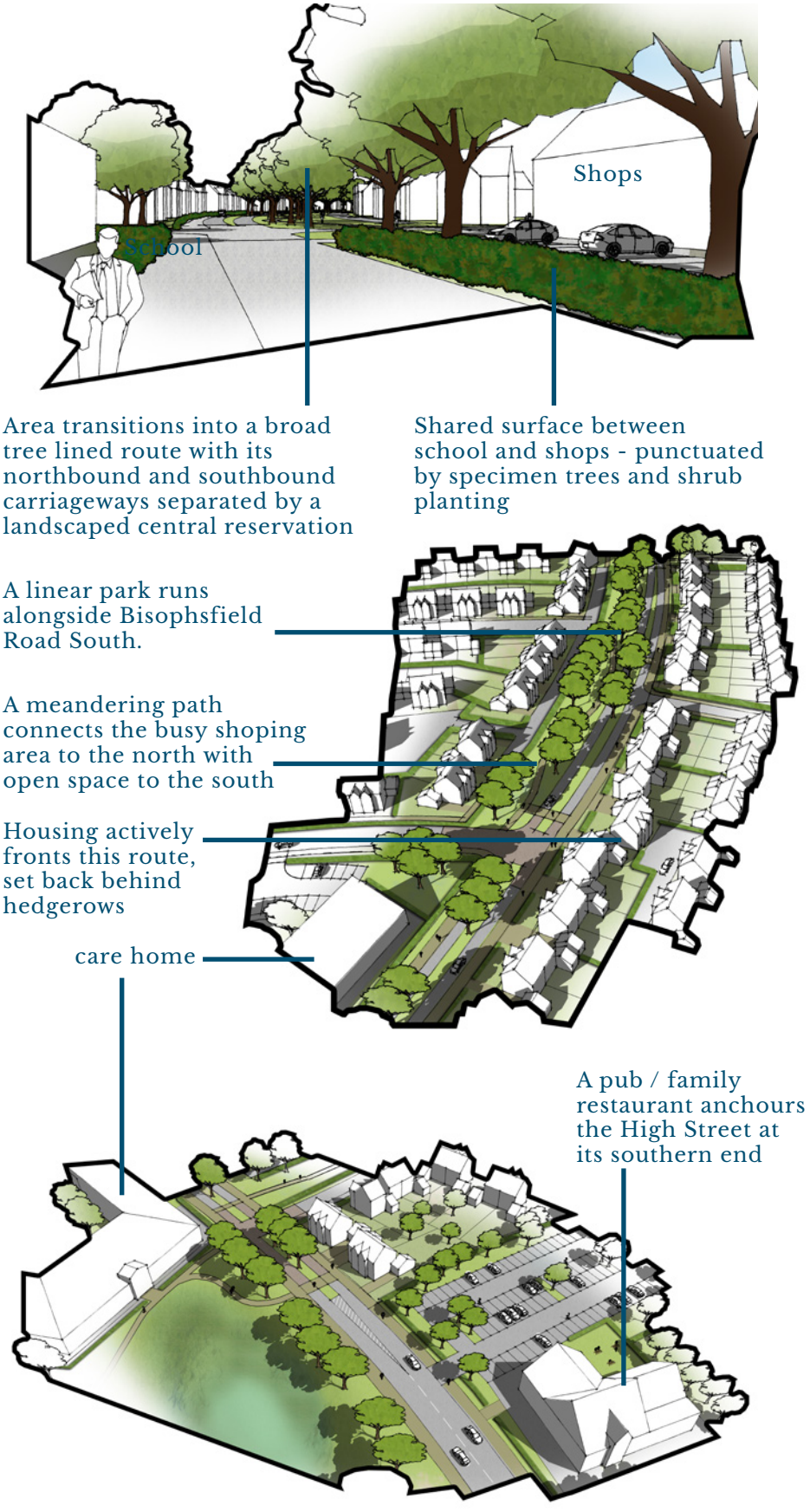
5.93 Running alongside the carriageway a linear or 'Ribbon' park carries a meandering walkway from the busy shopping area and civic square to the north along a leafy greenway towards open parkland and formal sporting areas to the south. Punctuating this route the care home acts as a landmark building, aiding orientation and extending the influence of Broadlaw into the Newlands development.

5.94 The care home is located so as to front open parkland and green ways to the south and west respectively and to side on to the High Street to the east. It is anticipated that a bus stop will be located in close proximity to this building for easy access north towards Fareham.

5.95 Further south the High Street narrows, with the carriageway adopting a more traditional appearance. At the end of this route a pub / family restaurant anchors Bishopsfield Road South and in turn fronts open playing fields and an adventure play area.

FIGURE: 48

LAYOUT - BISHOPSFIELD ROAD SOUTH



Longfield Avenue and Urban Interface

5.96 To the west of Bishopsfield Road, up to and including the existing roundabout junction of Longfield Avenue with Peak Lane and Rowan Way, targeted townscape enhancements are proposed. These include new specimen tree planting to create a tree lined avenue along this existing route, new footway surfacing, new pedestrian crossings and a suite of new street furniture, including lighting and signage.

5.97 The final detail of these enhancements are to be agreed with the County Highways Authority and Fareham Borough Council through a reserved matters application and Section 278 agreement.

5.98 On arrival from the north, north east and north west (refer to Figure 49).:

- The existing edge of Fareham will appear softened by new street tree planting and visually lifted by new paving, lighting etc.
- Existing boundary planting to the north of the Site will be retained and brought under active management.
- New development to the south of Longfield Avenue will face Longfield Avenue but will be set back from the carriageway, thereby creating a linear park between existing and proposed development.
- This linear park will be punctuated by new pedestrian / cyclist crossings linking Newlands with Fareham.

Peak Lane / Rural Interface

5.99 Figure 50 illustrates the manner in which Newlands seeks to provide an effective interface between new development to the south of Fareham with open countryside leading up to and wrapping around Stubbington to the south. Development similarly seeks to integreate with the approved Stubbington bypass and indeed to further screen and soften the impact of this route with additional woodland planting.

5.100 Development Objective Two states:

"The Site's Green Infrastructure will ensure that Newlands is able to create an open, accessible and engaging environment which helps to manage the transition between urban and rural areas, develops wildlife corridors, creates a network through which people can move freely, increases opportunities for recreation and which strengthens the Strategic Gap between Fareham and Stubbington in perpetuity."

5.101 A robust new landscape structure of woodland planting, meadows, parkland, wetland, and allotments will form a mosaic of spaces to the south of the Site. In combination this Green Infrastructure will strengthen wildlife corridors, diversify existing habitats and retain and extend existing public rights of way.

5.102 On arrival from the south:

- Open views north towards Fareham will become increasingly screened and softened over time as new planting establishes. The same planting will screen views towards the proposed Stubbington Bypass.
- Peak Lane will retain its rural character on approach to Fareham up to a new junction proposed with the Stubbington Bypass.
- Views of the existing piggeries (derelict and neglected) will be replaced with woodland planting.
- Ones sense of separation between Fareham and Stubbington will be enhanced.

Arrival from the north

Country Park

Enhance Townscape

Pub / Family Restaurant

Care Home

w Health Centre

New School

Street Trees

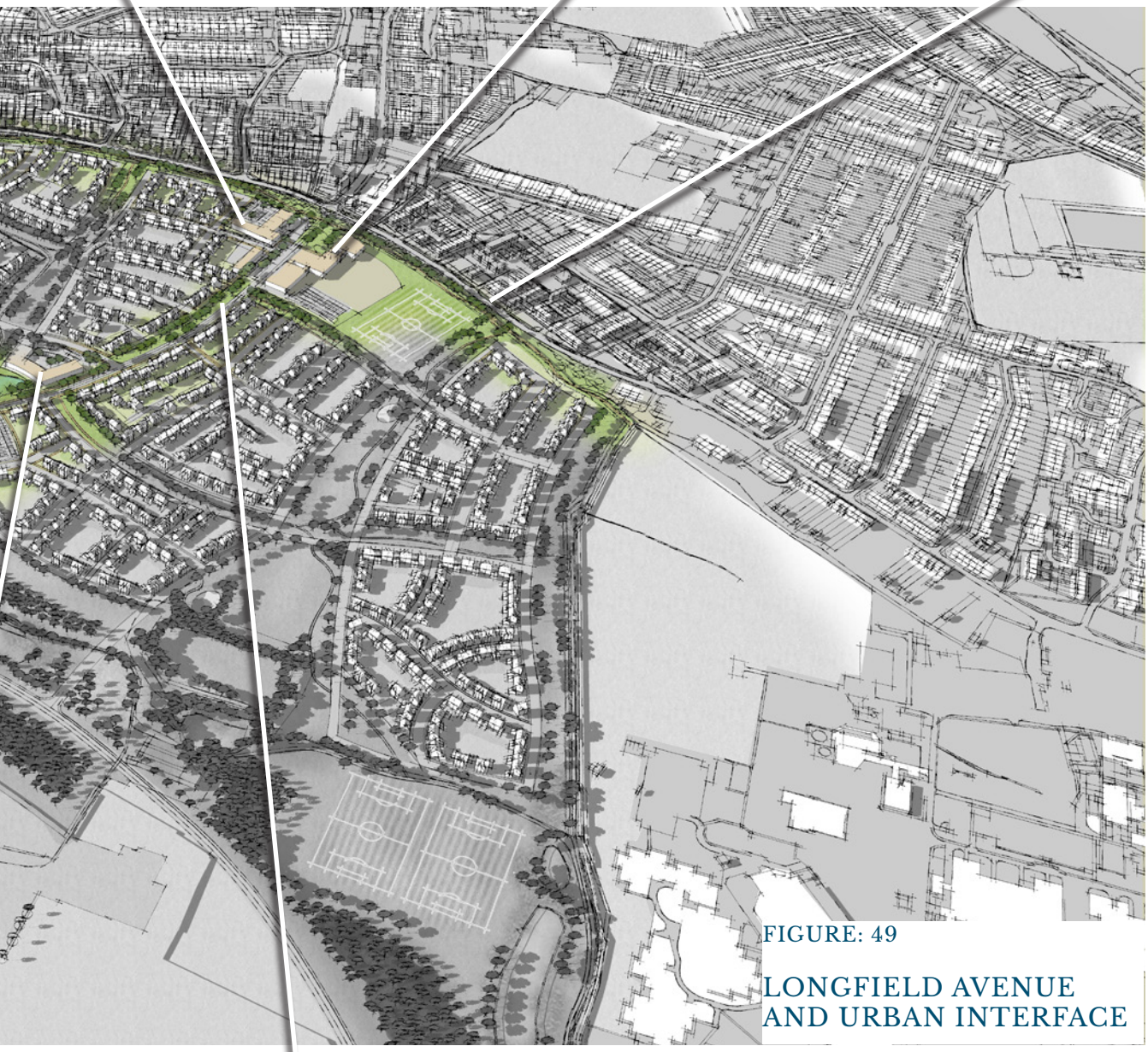
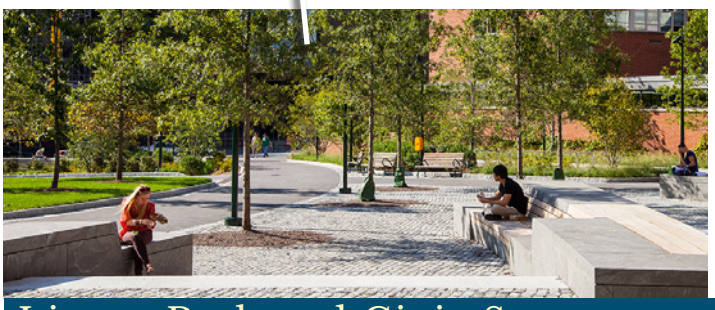
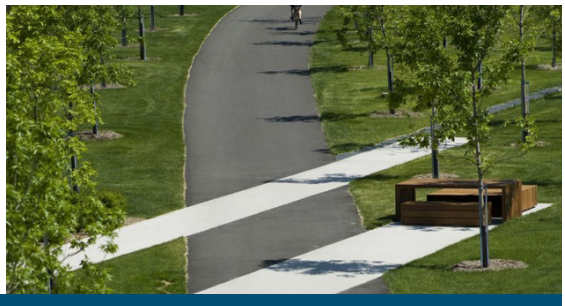


FIGURE: 49

LONGFIELD AVENUE
AND URBAN INTERFACE





Linear Park and Civic Square

Arrival from the south

Playing Fields

Structural Woodland

Allotments and Community Gardens

Formal Spo

Adventure Play

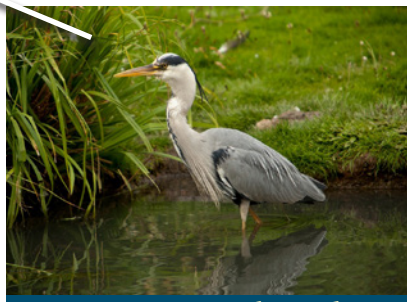
New Cycle Links

FIGURE: 50

PEAK LANE AND
RURAL INTERFACE

orts Provision

Fareham Screened



New Wetland

Access and Circulation

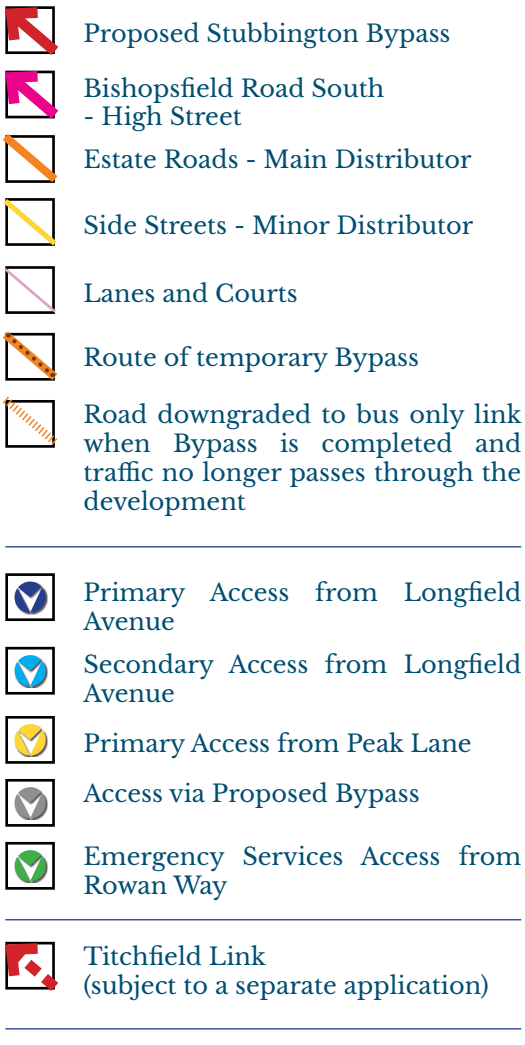
5.103 The development proposal seeks to establish an interconnecting series of spaces, designed to create a high quality development which is in keeping with its surroundings, these include:

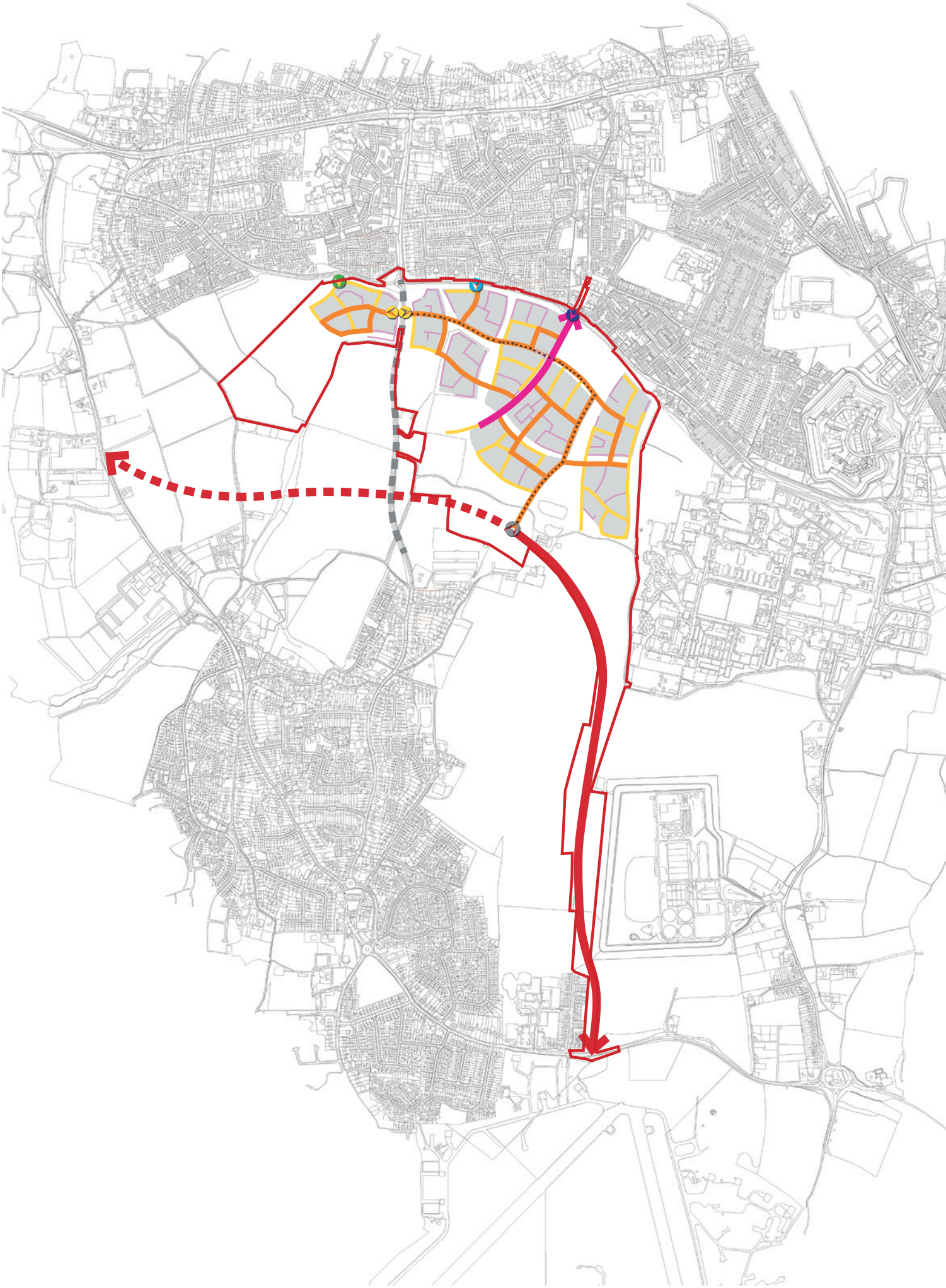
- The primary site access off Longfield Avenue is designed to be open and welcoming through the use of a new urban square, high quality paving framed by an arc of specimen tree planting;
- This access will lead into a wide avenue to include a linear park including street tree planting set within hedge and shrub planting. This access has been termed 'Bishopsfield Road South' or the High Street'. From this route access into the health centre, school, shops, care home and pub / family restaurant will be direct and welcoming.
- The High Street will be designed to accommodate all types of traffic including buses.
- Leading off the High Street the Estate Roads will include street tree planting to aid orientation and block paved and / or tabled junctions in order to visually lift these key locations;
- Side Roads will distribute traffic into each development block. These roads will vary in width depending upon their location, utilising a palette of surface materials and furniture such as lighting and seating to aid orientation.
- Within the Courts a seamless block surface through the use of permeable block work will help to create a more pedestrian orientated and attractive streetscape and permit the attenuation of surface water;
- Parking and landscape features which do not allow vehicles to clutter or block the roadways, obstruct pedestrian circulation or drive too close to residential properties shall be considered such as bollards, seats, and planting etc;
- Within the Site access points for vehicles and pedestrians should be clear, unobstructed and well signed;
- To manage the use of signage, landscaping or street furniture so that these elements are visually integrated and attractive rather than creating clutter. Signage should be mounted at lower levels, ideally not more than 1.2 metres high so that this is visible to pedestrians and motorists alike;
- To ensure no lengths of carriageway allow drivers to believe they have priority, and subsequently achieve unacceptable speeds, dimensions across the carriageway should be adequate to encourage slow moving through traffic whilst also allowing sufficient access for service and emergency vehicles;
- Existing Rights of Way are to be retained and enhanced with new surfacing and signage;
- New permissive footpaths and cycleways are to create a network of routes north to south and east to west throughout the Site, linking key features of the Site such as the school, pub / restaurant, play areas etc and connecting with wider public rights of way.

FIGURE: 51

ACCESS AND CIRCULATION
NTS

KEY





The Stubbington Bypass

5.104 During the development's evolution HLM have explored several alternative routes for the bypass (refer to Figure 52). In summary these include:

Route A: Restricts available land for development placing the viability of delivering a Bypass in question.
Route B: HLMs original application (February 2015) opted for this alignment which was routed to the north of Peak Lodge as this route enables development to the north east in land considered to be the least sensitive to development whilst restricting development along the Peak Lane corridor.
Route C: Routed to the south of Peak Lodge this option follows the line of HCCs approved alignment.

5.105 As part of this application, HLM propose to construct a large section of the bypass between Gosport Road and Peak Lane (north). The route would initially link through the development until such time as the bypass may be completed to Peak Lane (south) and Titchfield Road.

5.106 The approved bypass scheme comprises of a single carriage with a footway to the south of the carriageway. Plans include hedge planting and grassed verges, widening to include some isolated blocks of woodland, to the south adjacent to the existing sewage treatment works and Gosport Road.

5.107 HLM propose to supplement existing proposals in order to frame and further screen the bypass with additional specimen tree and woodland planting. Woodland blocks are to be of a scale and shape reflecting the character of planting across the wider area. To the north a mosaic of habitats, through which a new footway / cycleway will be routed, provide a varied and attractive transition between the Bypass and development.

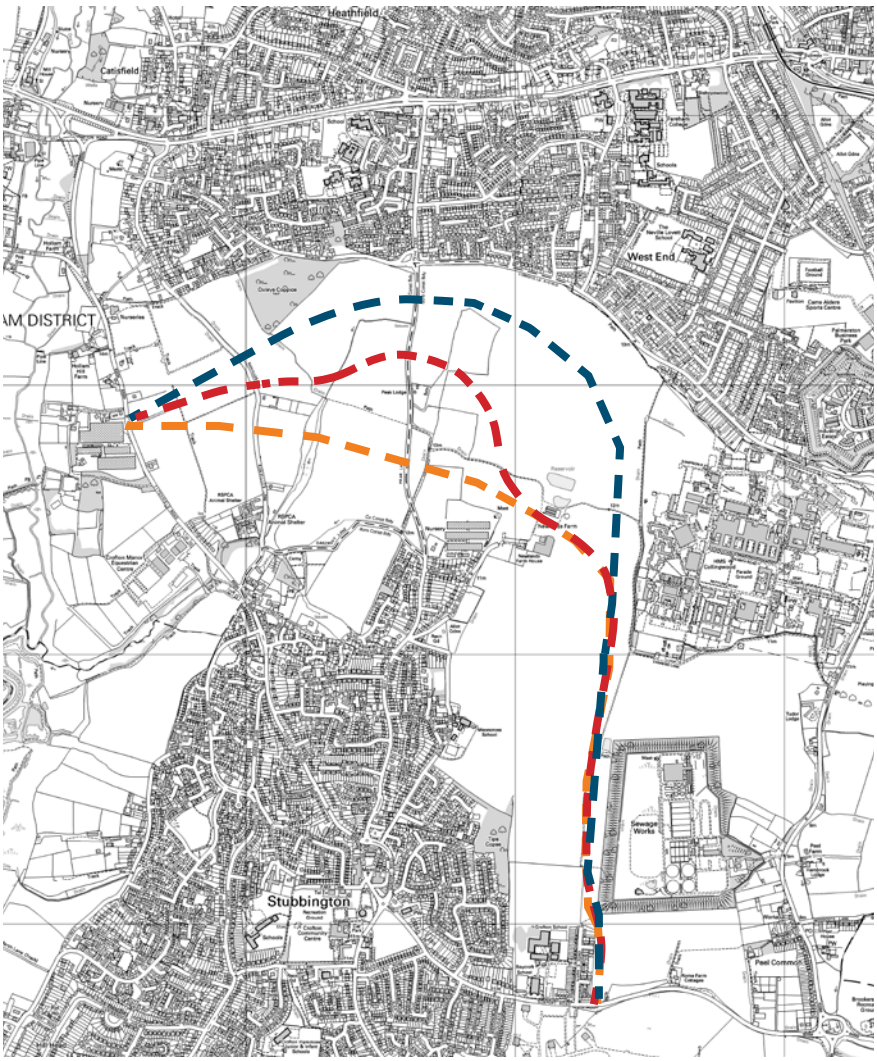


FIGURE: 52

STUBBINGTON BYPASS - SITE BASED ALTERNATIVES

ROUTE A

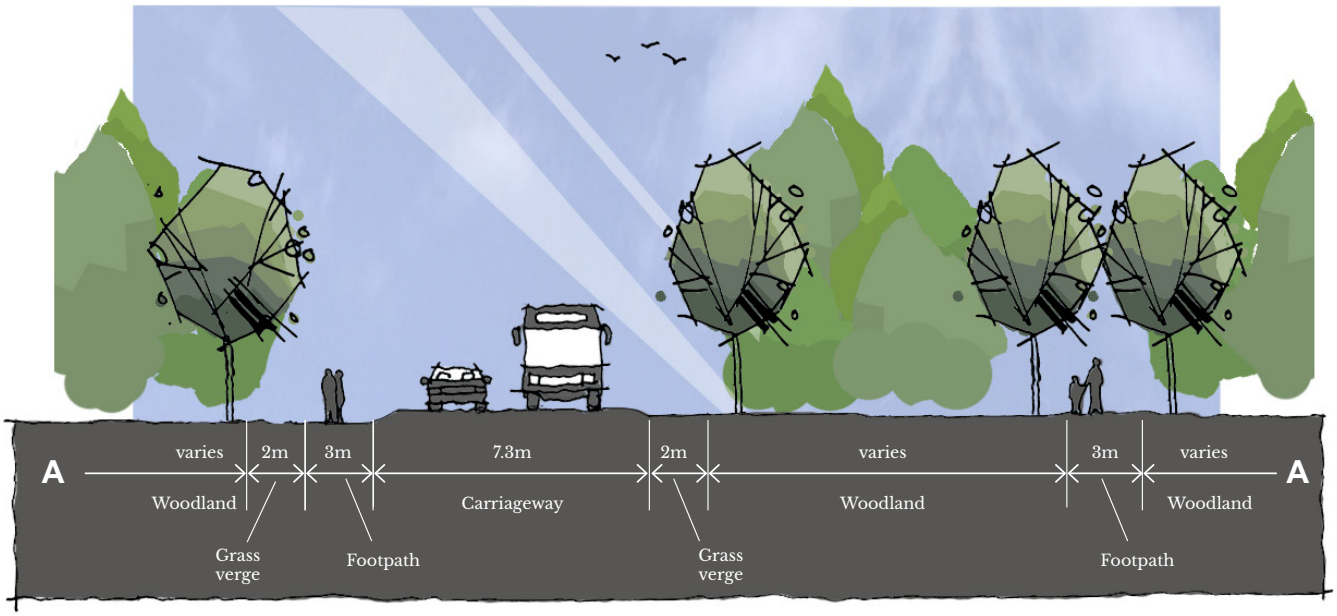
ROUTE B

ROUTE C - (HCCs Approved Route)

5.108 Until such time as HCC are able to secure funding to complete the bypass between Peak Lane and Titchfield Road, HLM propose to route the bypass through the development. A swathe of land as illustrated on the parameters plan (Figure 37) is to be 'safeguarded' and made available to HCC for completion of the bypass when required.

5.109 If it is considered desirable on completion of the bypass to Titchfield Road, the temporary alignment through Newlands may be be 'downgraded' (by the adopting highway authority). The layout has been designed to 'future proof' a potential 'downgrade' with space for additional tree planting and the creation of new verges and / or build outs to narrow the carriageway and create a more intimate character akin to an Estate Road (See Figure 58).

Stubbington Bypass - Section



Stubbington Bypass - Plan

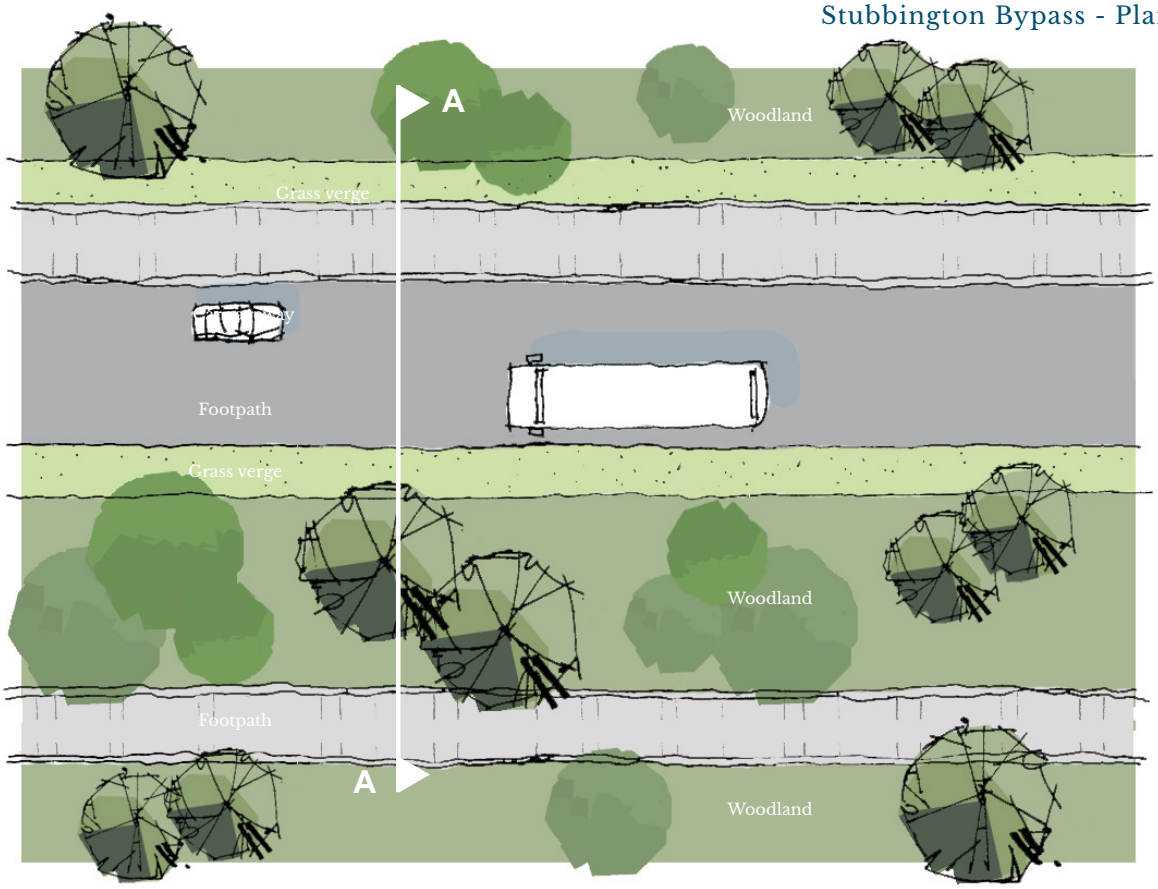


FIGURE:53

STUBBINGTON BYPASS (South of Development) - PLAN AND SECTION

Streets and Spaces

5.110 To maintain good legibility of the site, appropriate to the scale of the proposed development, a simple street hierarchy is to be used.

5.111 Access off the existing highway network will be provided from Longfield Avenue and Peak Lane. The primary site access will form a new high quality block paved square / junction with Longfield Avenue and Bishopsfield Road (Refer to Figure 54).

5.112 Secondary access points will be taken from Longfield Avenue, to the west of the primary access, and both east and west from Peak Lane via a new roundabout junction (Refer to Figure 55).

5.113 One access point into the development is also proposed via a new priority T junction with the approved Stubbington Bypass to the south of the Site. This junction will include a ghost right turn lane to prevent traffic turning right into the development obstructing traffic along the main carriageway. A pedestrian refuge will also be included to enable pedestrians to cross safely.

5.114 Streets within the development will be built to an adoptable standard.

5.115 The hierarchy of streets and the size and arrangement of development blocks and open spaces is a connected design discipline addressing the need to meet the following:

- Maximise connectivity to Fareham, Stubbington and the wider area;
- Design a street pattern which reflects local morphology and place making character, with main streets (Estate Roads) providing access to a hierarchy of descending routes. These follow a progression of street and carriageway widths, plot sizes, building types and relationship to the street;
- Utilise the local street pattern or 'Urban Grain' to create well-connected functional layout which ensures all desire lines are fully appreciated and considered within the scheme;
- Promote a street pattern which is easy to navigate whilst providing priority to pedestrian movements;
- Provide a choice of integrated routes for all. This should include a clear, easy-to-use network of streets and footpaths connecting to existing networks, and proposed local facilities/public open spaces etc;
- Promote ready accessibility for the needs of those with impaired mobility and elderly residents, and;
- Encourage the control of vehicle speeds and guide movement through good urban design. Explore local examples such as restricted forward visibility, narrow street widths, frequent connections, changes in direction, changes in surface treatment and tight junction radii.

FIGURE: 54

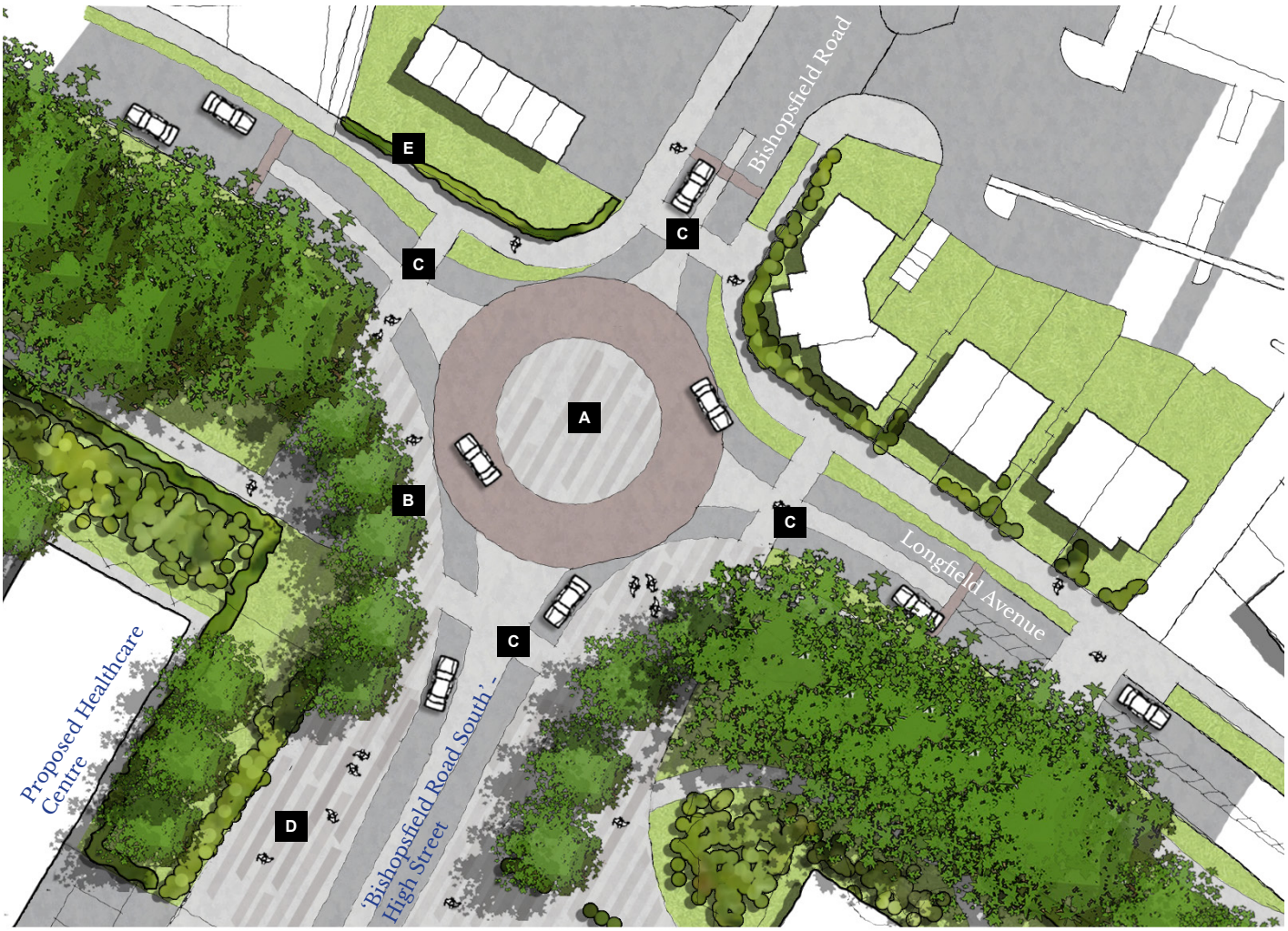
ACCESS AND CIRCULATION
Proposed Bishopsfield Road / Longfield Avenue Junction

NTS

KEY

- Primary Access from Longfield Avenue
- **A** New 'Squareabout' - raised block paved square with block paved roundabout in a contrasting colour gives priority to all traffic.
- **B** Paved square with trees in tree grilles and seating visually ties Bishopsfield Road / Broadlaw Walk with proposed Bishopsfield Road South (High Street) leading into the development.
- **C** Pedestrian/cycle crossings over each arm of the junction.
- **D** Paved square extends into the development and links into proposed new Health centre.
- **E** New hedge planting to soften and screen the rear of existing garages.

- **1** Junction of College Road and Guthrie Road Clifton, Bristol before works.
- **2** Junction of College Road and Guthrie Road Clifton, Bristol After works. - Carriageway has been tabled and block paved, priority has been removed and street furniture has been enhanced.
- **3** Chester Road / London Road / Park Lane junction in Poynton (part of the Poynton town centre scheme by Hamilton Baillie Associates and others).
- **4** A section of Park Lane at the Poynton site.


Bishopsfield Road
Longfield Avenue
Proposed Healthcare Centre
'Bishopsfield Road South' - High Street
A
B
C
C
C
C
D
E

1

2

3

4


Park Lane Cards

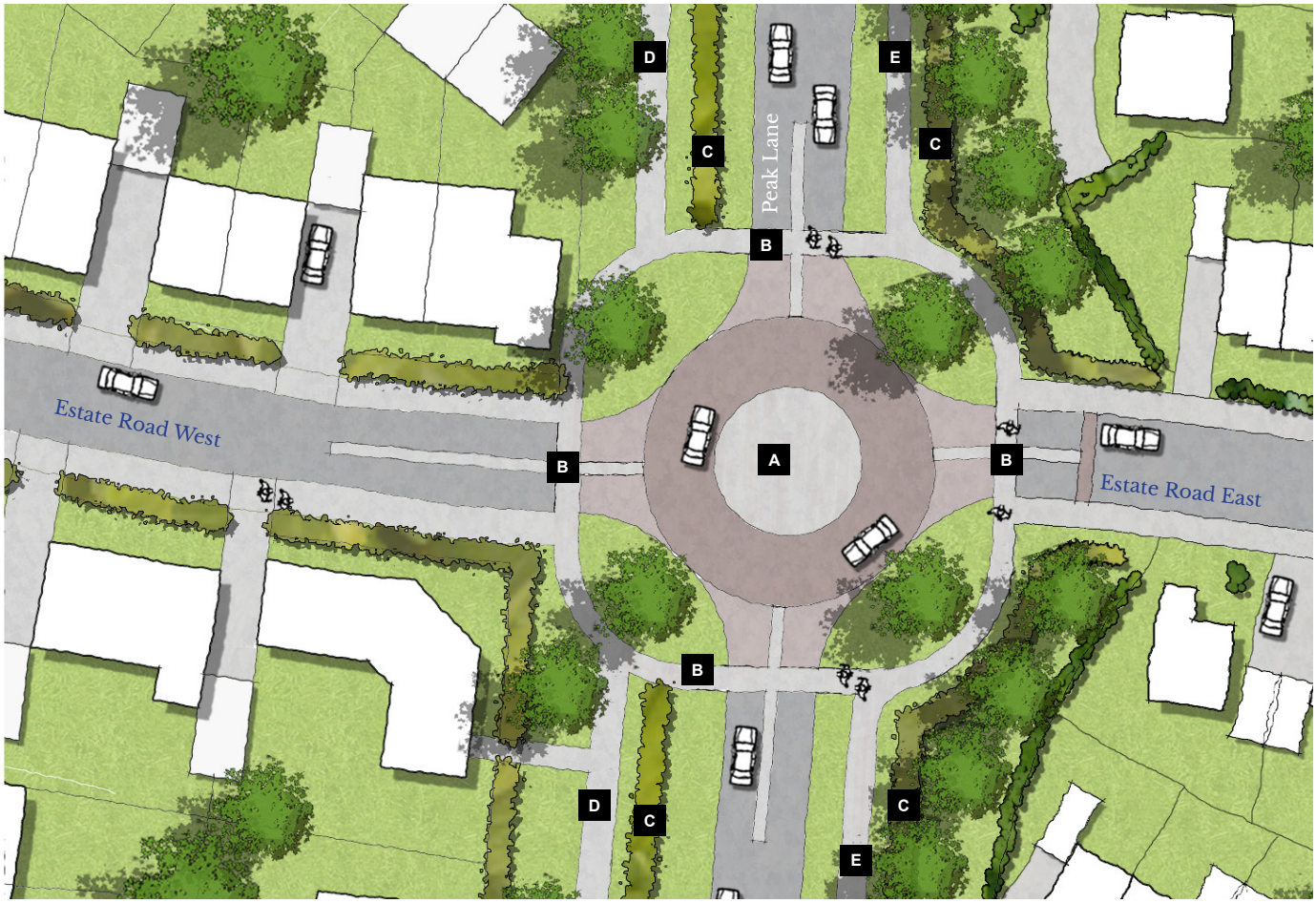


FIGURE: *55*

ACCESS AND CIRCULATION

Proposed Peak Lane Junction

NTS

KEY

Primary Access from Longfield Avenue

A New 'Squareabout' - raised block paved square with block paved roundabout in a contrasting colour gives priority to all traffic.

B Pedestrian/cycle crossings over each arm of the junction.

C Existing hedgerows retained and enhanced.

D New footway / Cycleway along the western side of Peak Lane routed within the site.

E Existing footway / cycleway (Sustrans Route) retained.

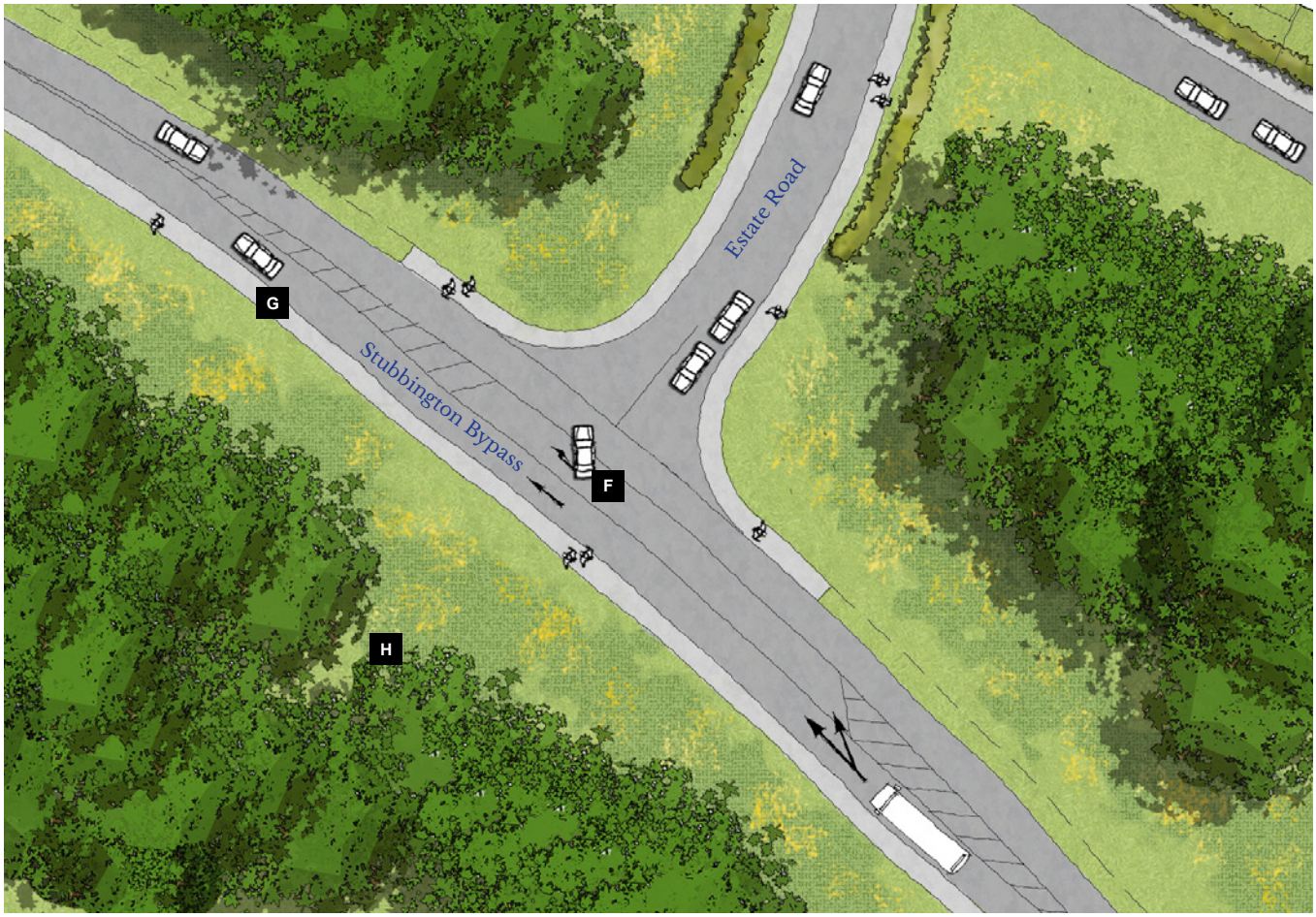


FIGURE: 56

ACCESS AND CIRCULATION

Proposed Stubbington Bypass Junction

NTS

KEY

Access from Proposed Bypass

F Priority T Junction with right turn refuge to ensure the flow of traffic along the bypass remains free from obstruction.

G Pedestrian/cycle route to the north side of the bypass. Crossings are to be provided at dedicated points via a central pedestrian refuge. All crossing are to be well signed.

H South side of the carriageway is to comprise meadow grassland and woodland planting. Woodland is to be set back from the carriageway to ensure forward visibility is not impeded.

The High Street

5.116 'Bishopsfield Road South' or the 'High Street' provides the principal access to the Newlands development and a key north to south link through the Site. This route links Newlands with south Fareham and in particular to the Broadlaw Walk local Shopping Area to the north.

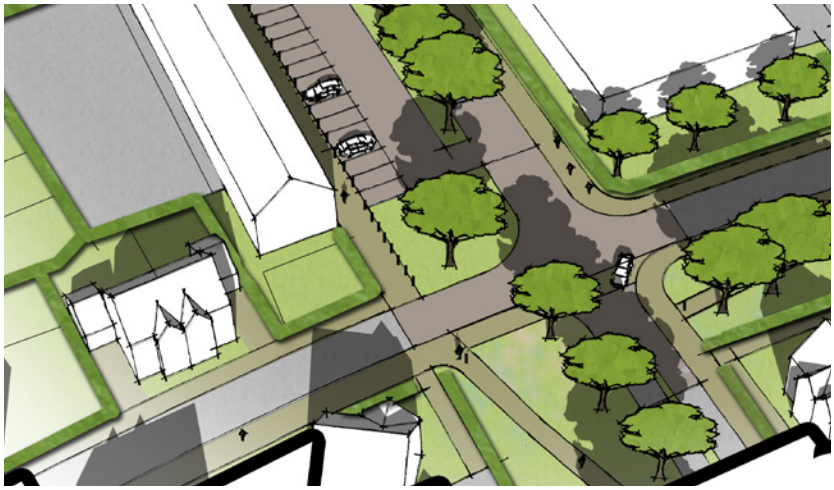
5.117 The High Street provides direct access to new healthcare facilities, a school, local shops, care home and pub / family restaurant which in turn seek to build upon the regeneration work already taking effect within the Broadlaw area.

5.118 The High Street forms a curving central spine through the development. From this route Estate Roads provide east to west access into proposed new residential areas.

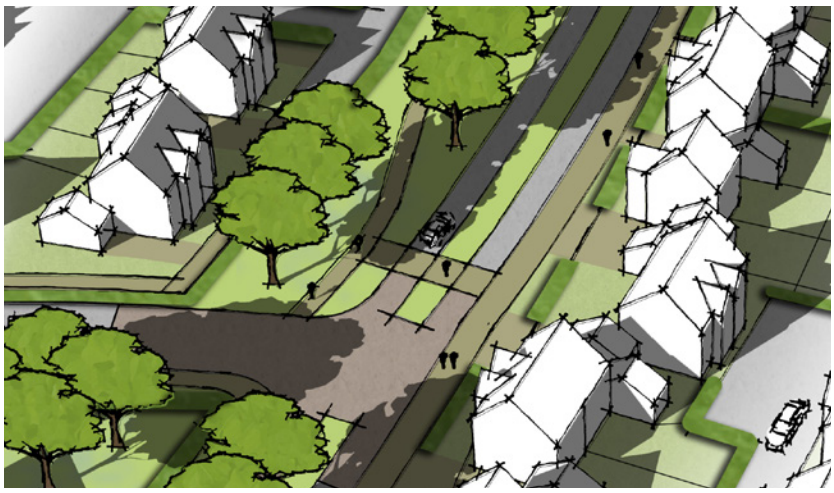
5.119 The High Street will:

- Facilitate access to the Newlands development via a wide, open, pedestrian friendly and attractive route that is well landscaped, including avenue tree planting
- Provide direct access to new local facilities including some pull in parking for pick up and drop offs, along with space for a potential car share scheme;
- Provide space for buses, including bus stops;
- Include focal dwellings and buildings which will punctuate junctions and serve to aid visual progression along the road;
- Road width varies with the carriageway becoming segregated to include a central grassed verge along the central section of the route. A 2m wide footway is to be included both sides of the High Street albeit not always alongside the carriageway. Where the corridor width permits a ribbon park the footpath is to be routed through green space.

FIGURE: 57 - THE HIGH STREET



NORTH: A paved plaza extends south into the development from Longfield Avenue. A proportion of this paved space will comprise a shared surface with vehicle routes and parking denoted by contrasting materials.



CENTRAL: Shared surfacing to the north transitions into a linear or 'ribbon' park with meandering footway and avenue tree planting along the west side of the High Street and a segregated carriageway with central verge to the east. Multiple crossings ensure connectivity east to west.

SOUTH: To the south the ribbon park meets the care home before widening out into a larger public park and playing fields fronted by the pub / family restaurant. The carriageway converges and the road narrows.

Estate Roads

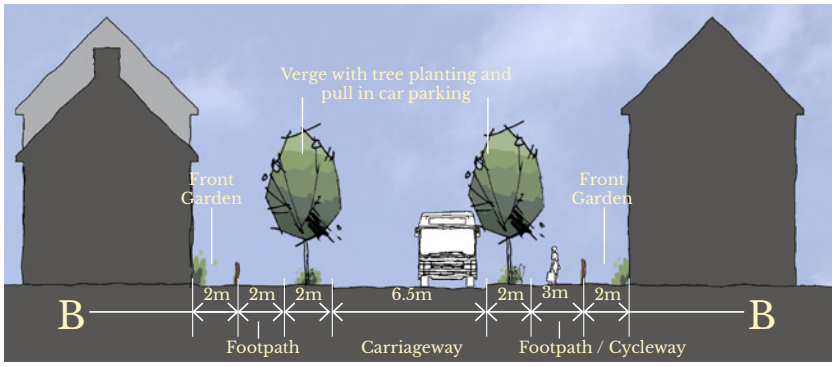
5.120 The Illustrative Masterplan includes Estate Roads leading into the development from Peak Lane, Longfield Avenue and from the High Street', looping east and west and connecting the 'High Street', proposed local facilities, public open spaces and each residential block.

5.121 The street width will typically be around 6.5m, allowing for local variations for street widening and narrowing at key points. Dedicated on street car parking will be provided in addition to the main carriageway. These parking areas will be subtly demarcated and softened with street trees and shrub planting. Footways of around 2 metres in width will be provided on either side of the carriageway. In addition space is available for mown grass verges, avenue tree planting and a suite of street furniture to break up the uniformity of the street.

5.122 Along Estate Roads the principal building design is for a mix of narrow and wide plan dwellings with linked houses and detached dwellings. All buildings will be orientated within the plot to actively face the street, private frontages will tend to be small.

5.123 The occasional use of a deeper building line will be used to create a larger public space. Other key spaces such as incidental greens or squares will be created along the Estate Roads, for instance at intersections with Side Streets, or Greenways. These spaces will typically be framed and well enclosed by linked buildings and will provide scope for landmarks such as street trees. At each point that a greenway is to cross an Estate Road the road surface will be tabled and a change in material will denote the crossing.

Estate Roads (Primary Routes) - Typical Section



Estate Roads (Primary Routes) - Typical Plan

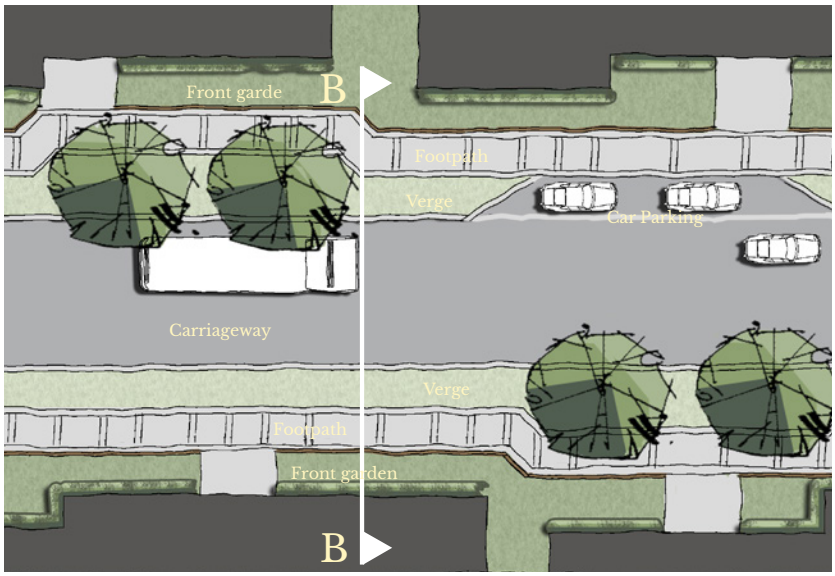


FIGURE: 58

ESTATE ROADS

Side Streets

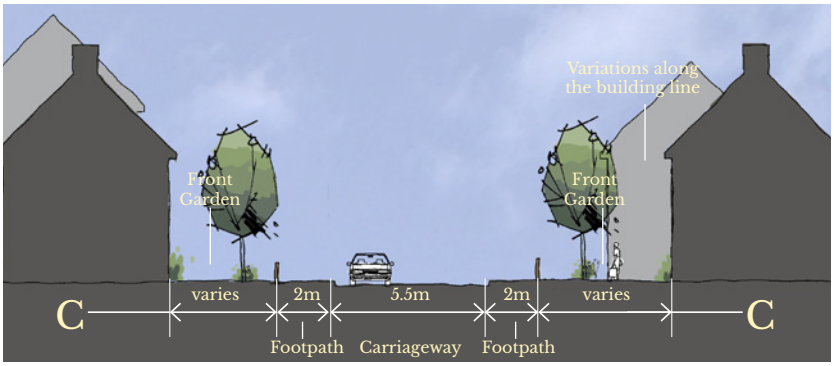
5.124 Side Streets are secondary in character to the Estate Roads and as such the design principle for these streets is to be more informal in character. They will display a narrower street width and a greater mix of house types and variety of plot arrangements, albeit with commonality in detailing and materials. The carriageway will typically be 5.5 metres in width, with footways of around 2 metres in width.

5.125 Good street enclosure will be maintained with a building line of dwellings and frontages. Small private frontages will still be the key theme, although some occasional deeper setbacks should be provided.

5.126 Parking will typically be on plot, via garages parking bays, and some use of integral garaging.

5.127 There will be mix of both 'narrow plan' and 'wide plan' dwellings. There will be palette of house types defined by detached, semi detached dwellings, and some linked dwellings. To create a more informal building line, some dwellings should be oriented in their plot so that they are slightly offset from the street edge. This will provide a contrast from the Estate Roads and if carefully designed will define more intimate spaces, establish gateway buildings and create a visually appealing street character. To reinforce character, Side Streets could include the use of distinct single tree species.

Side Street - Typical Section



Side Street - Typical Plan

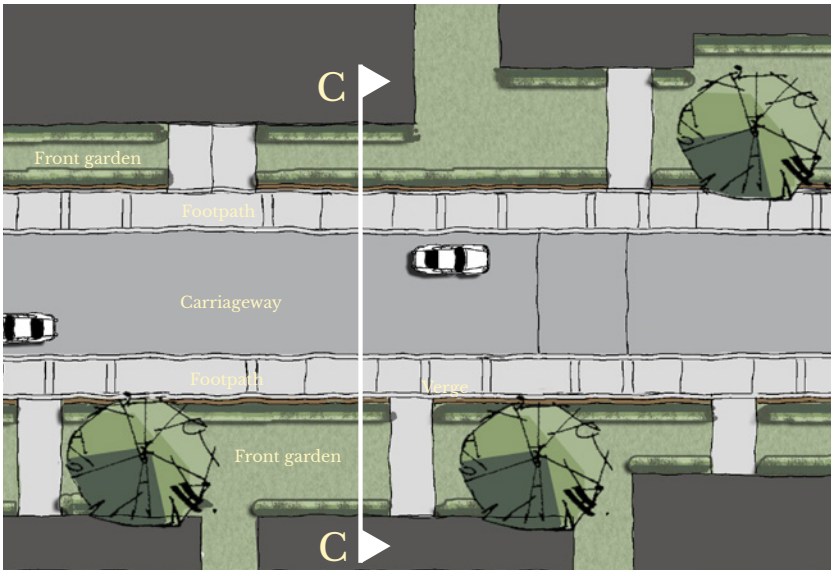


FIGURE: 59

SIDE STREETS

Courts

5.128 In general, Courts will be located off the Side Streets, although occasionally one may enter a Court from an Estate Road. Courts will be designed predominantly with lower density building arrangements. The building line will have a more informal appearance with a variation in plot arrangement.

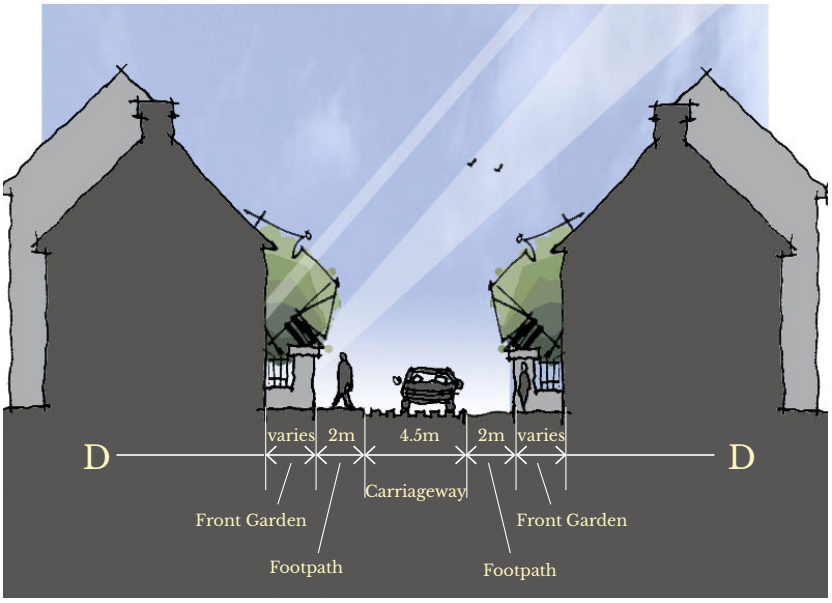
5.129 The Courts will be based on organic groupings with a greater proportion of detached wide plan dwellings and the use of a higher percentage of garages. Buildings will either be arranged within deeper plots with larger front and rear gardens or in some circumstances will open directly onto the Court with no front garden other than a demarcated threshold and maintenance strip.

5.130 A sense of enclosure will be achieved by the careful positioning of dwellings within the plot, and the use of side walls, garages and street trees.

5.131 To provide distinction and character within the layout, Courts will be designed as a shared surface route, with a seamless 'at grade' surface. This will encourage slower vehicular speeds and reinforce the principle of creating 'streets for people'.

5.132 Street design will be based on accessibility and movement for pedestrians and cyclists, rather than vehicles. Shared surfaces will need to be well defined so that they are easily understood by all. These spaces will be designed around the Home Zone. With regard to the use of the term 'Home Zone' these will be designed in accordance with the Manual for Streets to create shared surfaced streets which slow traffic and create attractive environments in which to live.

Entrance to a Court - Typical Section



Entrance to a Court - Typical Plan

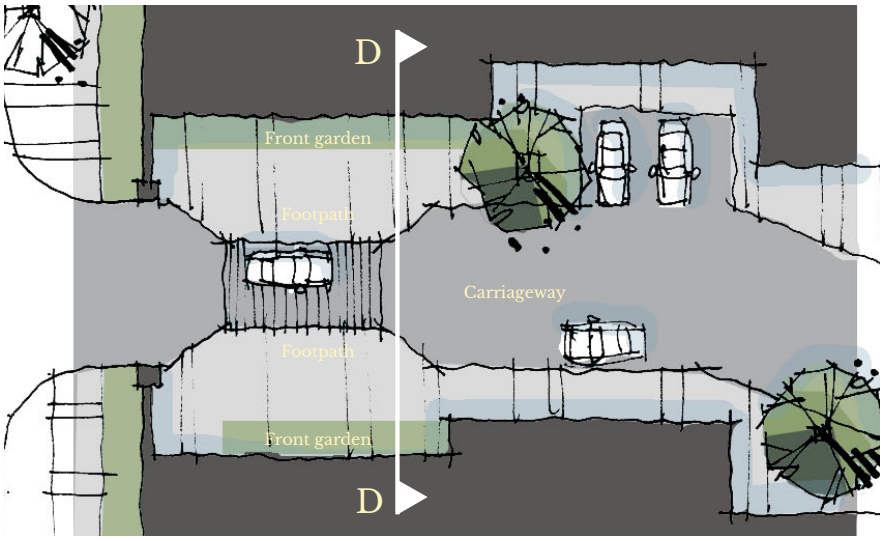


FIGURE: 60

COURTS

Lanes

5.133 Like Courts Lanes comprise of shared surface routes, fronted by organic groupings of semi and detached houses. Housing will however only front onto one side of a Lane, being open on the opposite side to greenways and public parks.

5.134 Low hedge planting acts to define the edge of a Lane against open space and maintain a sense that these routes are semi private.

5.135 Road widths are typically 4.5 to 5m in width.

Design and Safety: Creating Safer Places

5.136 A desirable place to live, work and play, which is safe and secure, is fundamental. This will be achieved by the way the development is laid out and by the street, block and plot design.

5.137 Buildings will be located to actively face streets and public areas in order to promote 24 hour surveillance, and to encourage safer places. Public areas such as the streets and play area will be designed so that they are safe, easily accessible and attractive to use.

5.138 All users will be considered as part of an inclusive design approach. It is important that there is good surveillance of public spaces by a number of properties and buildings, and that barriers, blank walls and 'dead ends' are avoided Locating windows and doors on corners, or gable ends is a key principle, and occurs within the local context. Across the whole development careful attention will be paid to designing out crime through the layout, and promoting privacy and security.

5.39 This will be achieved by:

- High quality active streets;
- The position of buildings to the front of the plot, and;
- Well located windows and doors that survey public spaces.

Lighting

5.140 The National List of Local Requirements requires:

"proposals involving the provision of publicly accessible or visible developments, in the vicinity of residential property, a listed building or a conservation area, or open countryside, where external lighting would be provided or made necessary by the development, should be required to be accompanied by details of external lighting and the proposed hours when the lighting would be switched on.
These details shall include a layout plan with beam orientation and spillage and a schedule of the equipment in the design."

5.141 Given that the scheme is for an outline application and as such the detailed layout is indicative with full details of lighting equipment not yet known we would anticipate that full details are to be provided via subsequent reserved matters applications.

5.142 Street Lighting will however be guided by the following principles:

- The development will include a range of measures which would control the use of artificial light without detriment to the lighting task. The need for lighting would be carefully assessed and all lighting would be designed in accordance with guidance issued by the Institute of Lighting Engineers (ILE) in order to prevent light pollution;
- Use will be made of light fittings that reduce light emitted upwards and towards wildlife corridors etc, with all lighting fitted with light sensors which triggers lighting to switch on or off as required, and;
- Estate Roads, Side Streets and Courts and Parking provision for the school, health centre and pub / family restaurant will be lit to ensure adequate security and safety is maintained. Broader public open spaces, including the allotments and parkland will remain unlit to ensure light spill is kept to a minimum.

Calming Traffic

5.143 The control of vehicle speed will be guided by the layout of streets and development blocks, and not, for example, by highway led approaches such as speed humps, chicanes, or excessive signage. Newlands will follow a best practice place-making approach, which is to design the layout by 'vehicle tracking'. In short, the design arrangements of buildings have priority and define the spaces and streets. The carriageway is then 'plotted' through the resulting spaces.

Public Transport

5.144 The 'High Street' and Estate Roads will be designed to accommodate public bus provision. This will ensure regular services that connect Newlands to the local service centres including Fareham Town Centre to the north and Stubbington to the south.

5.145 There will be a number of well positioned public bus stops within the Site, to include the 'High Street' and associated school, healthcare centre and local shops. A bus stop will also be positioned in close proximity to the care home with a stop including elevated kerbing designed for easy access for the elderly. All new dwellings will be located within 250 metres of an existing or proposed bus stop.

Parking

5.146 The development seeks to accord with guidance concerning parking to meet site demand and ensure there is no risk of overspill onto surrounding streets. Parking is discussed in more detail within the Transport Assessment included as part of the application.

5.147 For residential areas, parking and visitor parking allocation, the Masterplan accords with Fareham Borough Council's Residential Car Parking Standards (November 2009) (SPD) (Refer to Section 2.23 and 2.24). This SPD sets out the parking space provision for new residential areas within the Borough.

5.148 Parking provision for the school, healthcare centre and pub / family restaurant will satisfy the standards as defined by Hampshire County Council's (HCC) Parking Strategy and Standards SPD (2002) and HCC's On-Site School Parking Guidelines (2013).

5.149 The following considerations have guided the Masterplanning process:

- Avoid parked vehicles dominating the street scene;
- Consider highway safety within residential areas;
- Maximise natural surveillance and security;
- Allow access to parking spaces and mobility for all
- users; and
- Ensure terraced housing has clearly defined parking areas.

Residential On-Plot Parking

5.150 Residential parking is generally located to the side or rear of dwellings with a garage and/or parking bay provided. Larger 4 and 5 bedroom dwellings feature double garages and/or wider driveways that can accommodate two+ cars.

5.151 Garages and parking spaces should be set back from the main building line, allowing motorists to safely "pull in" off the carriageway.

Residential On-Street Parking

5.152 Some on-street parking will be provided. This will be carefully located within the layout. Inclusion of some on-street parking will positively assist with traffic calming and provide activity within the street.

5.153 The use of street trees to define parking areas and to soften the view of parked vehicles will be used where appropriate. Views of vehicles should however not obscure surveillance so as not to attract crime. Accessibility and safety for pedestrians and cyclists is paramount, and large ranks of parked vehicles should be avoided. On street parking may be found principally along Bishopsfield Road South and the Estate Road.

Terraced Housing

5.154 Pressure for on-street parking is generally at its greatest alongside terraced housing. Whilst terrace housing will be used sparingly within Newlands some modern terracing is advocated. To alleviate potential parking issues in these areas, occasional breaks in a run of terraces are proposed to allow for communal off road parking within what would have been an individual housing plot, perpendicular to the main street.

Non Residential Parking

5.155 Non Residential parking, i.e. parking for the proposed school, health centre and pub / family restaurant is to be provided within car parks that should be accessible, use high quality materials and be attractively landscaped.

5.156 The calculations below are for illustrative purposes to ensure that sufficient space for parking is considered.

- School delivering up to 2800sqm and circa 90 members of staff (circa 35-40 teachers) = accordingly 1 space per teaching member of staff plus 2 spaces per 3 non-teaching staff would equate to approximately 50- 60 spaces.
- Disabled parking should be counted as 5% of the above allocation or a minimum of 1 space.
- Health centre delivering approximately 8 consulting rooms within a building up to 420sq.m set within a 0.25ha plot = circa 40 parking spaces based on 5 spaces per consulting room.
- Local Shops delivering up to 550sq.m set within a 0.18ha plot = 15 spaces based on 2 spaces per shop, 1 dedicated disabled space and two spaces for car club / car share vehicles.
- Care home delivering up to 80 beds within a 0.5ha plot = 27 spaces based on one third of the bed capacity or 20 staff spaces, 5 visitor spaces and 2 spaces for visiting health care professionals.
- Family Pub delivering up to 550sq.m set within a 0.4ha plot = 90 spaces based on 1 space per 5sqm of dining area/bar area/ dance floor (circa 450 sq.m).

Cycle Parking

5.157 Every residential dwelling will have access to safe and secure cycle parking. It is assumed that oversized garages (a minimum size of 6mx3m) will provide suitable cycling parking. For dwellings without garages secure facilities will be provided within gardens.

5.158 Commercial cycle parking provision will be secure, located in a convenient position and covered where appropriate.

Pedestrian and Cycle Links

5.159 Published best practice identifies five main requirements for pedestrian routes, and wherever possible these should be adhered to when planning for pedestrians within the proposed development:

- Convenience – follow desire lines without any undue deviation from route
- Connectivity – link multiple origin and destinations
- Conviviality – be pleasant to use
- Coherence – be made legible through paving and/or signage
- Conspicuousness – promote security and safety allowing pedestrians to see and be seen by others.

Pedestrian Linkages

5.160 The 'Guidance for Cycle Audit and Cycle Review' (The Institution of Highways and Transportation, 1998) determines five main requirements for cycle routes. It is highly crucial that these requirements are recognised if the promotion of cycling to the site as a viable and attractive alternative to car use is to be successful:

- Coherence – continuous and to a consistent standard
- Directness – closely follow desire lines as much as possible
- Attractiveness – in aesthetic as well as objective terms
- Safety – designed to minimise risks for cyclists and others
- Comfort – well maintained smooth dry surfaces, flush kerbs and gentle gradients.

5.161 The development will encourage sustainable methods of transport. The majority of local facilities and trips are located within convenient walking distance. All trip ends are located within reasonable cycling distance, as such, walking and cycling trips are a realistic alternative to the use of a car. Existing local amenities are discussed in more detail in Chapter 2.

5.162 The masterplan allows for walking and cycling connections from Newlands to the north and west via multiple points along Longfield Avenue, Peak Lane and Ranvilles Lane. To the south new links are proposed to connect into the existing Public Right Of Way network, and proceed down to the Enterprise Zone and Gosport Road via the footway / cycleway proposed alongside the Stubbington Bypass.

5.163 In addition it is the intent (albeit not subject of this application) to enhance the footpath network, on land under the Applicant's Control, between the Site and Stubbington and to the east between Stubbington and the approved Bypass.

5.164 Uncontrolled pedestrian crossings are proposed across the bypass via pedestrian refuges within the carriageway. Furthermore pedestrian connections are proposed to the north, linking with the Broadlaw Walk local shopping area and existing bus stops in the vicinity.

FIGURE: 61

ACCESS AND CIRCULATION - Footpaths and Cycleways

NTS

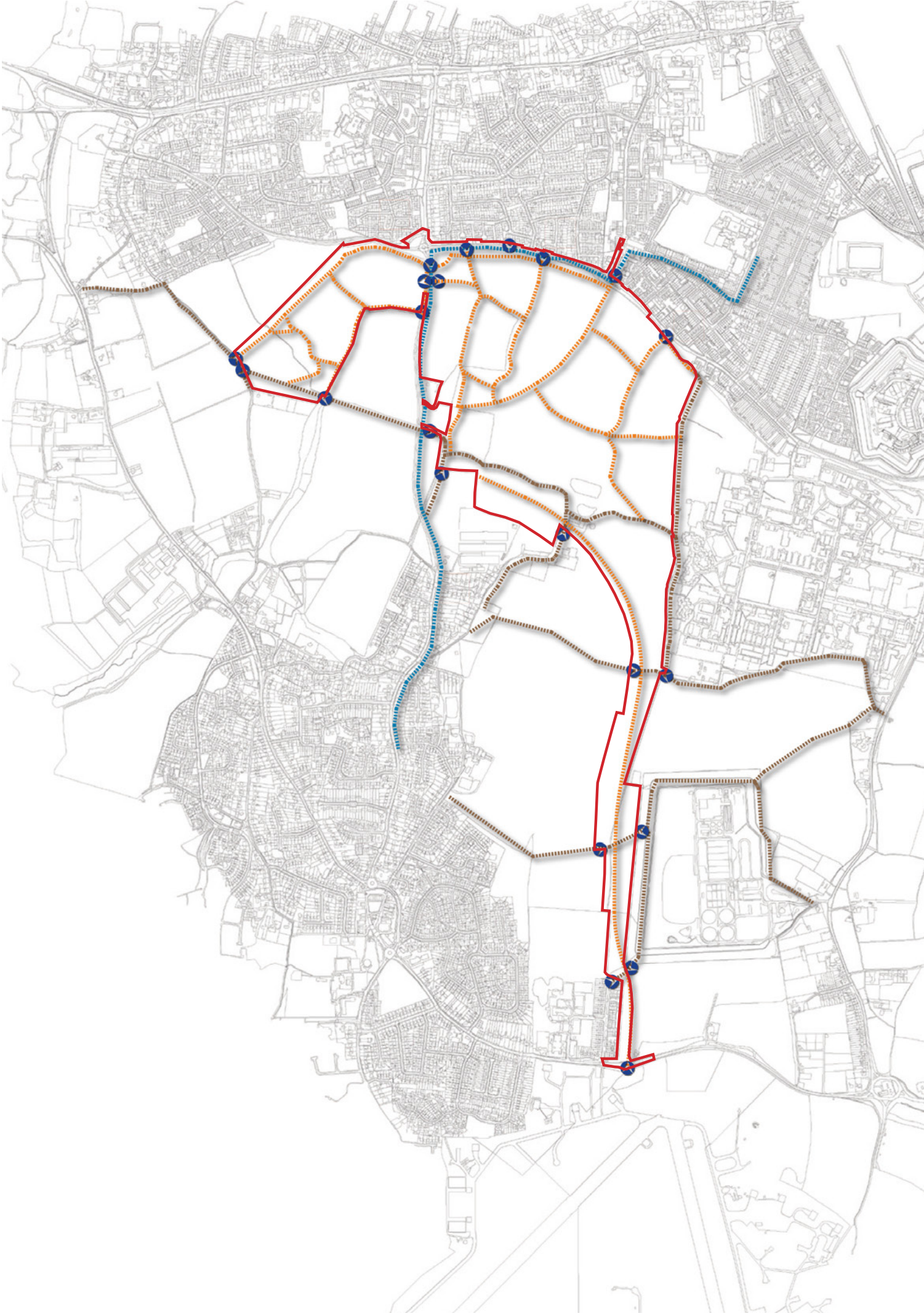

Application Boundary


Existing Public Rights of Way - Retained and enhanced


Existing SUSTRANS Route - Retained and enhanced along Longfield Avenue


Proposed footpaths and cycleways


New Pedestrian / Cycle access to Newlands



Appearance of Development

Local Character

5.165 The Site is situated between Fareham and Stubbington, as such development should reflect elements of local distinctiveness from both areas.

5.166 As discussed on Pages 46 to 51 the townscape character of existing development across south Fareham changes when travelling west to east. The common building materials are red, yellow and brown brick with occasional white and brown weatherboarding and white render and white painted brick. Roofs tend to comprise pantile in grey. Fenestration is typically uPVC predominantly finished in white with a lesser extent in brown.

5.167 Building styles vary significantly and tend to reflect the period within which they were constructed.

5.168 Road layout tends to follow a distorted grid with some cul-de-sacs and internal courts.

5.169 The detailed elements of building elevation and materials, surface treatments, street furniture, and boundary treatments have a considerable impact on the character and quality of a place. Small often incidental features, contribute positively to the character of the environment.

Residential

5.170 It is the intention that development should not attempt to imitate existing built development but instead should take cues from the surrounding vernacular. The site specifically does not seek to recreate, or generate a pastiche of what has gone before, but it should reference and reflect common building materials, layout and street hierarchy.

5.171 Housing within the Newlands development will seek to create a new 21st Century neighbourhood for Fareham. Housing will be designed to the current standard or higher and as such the design of individual buildings will be developed in consultation with the local authority, drawing upon exemplar schemes across the country such as Hanham Hall in Bristol, the Miller Zero development in Basingstoke or the Clay Fields development in Elmswell Suffolk for example (refer to Figures 28 and 62).

5.172 It is anticipated that the final composition of building detail and material will be the subject of reserved matters applications in due course.

5.173 Although not an exhaustive list the following design themes will be adopted for the site:

- A core palette of red and yellow brick will be used as the main building material with alternative subtle brick hues used in brown for occasional detailing;
- The occasional use of rendered elements [white] and timber cladding at key locations within the development to help provide visual landmarks;
- Roof materials should comprise a grey finish;
- Well-proportioned elevations and fenestration with window openings positioned to provide a good sense of scale;
- Panel doors with small window details finished in a small palette of complimentary colours;
- The use of low boundary walling finished in brick, low fences and hedge planting for private frontages.
- Avoid visual clutter through the careful siting of lighting, signage and street furniture. Where possible, lighting and signage should either be combined or attached to buildings. A co-ordinated approach to street furniture should be implemented across the development as this will help to provide a ‘Sense of Place’.

5.174 With regard to ensuring that this is achieved in a manner appropriate to the Site and in keeping with the principle that development will not comprise a pastiche of traditional styles simply retrofitted with photo voltaic arrays or banks of micro wind turbines, a Design Code is suggested. This will set out the design standard that will need to be reached with regard to building heights, the use of materials and the manner in which sustainable technologies are to be used.

School, Healthcare Centre and Shops

5.175 The proposed new school, health centre and arcade of shops are key elements of the scheme. These buildings provide a core of activity along the ‘High Street’, they help to link the development north into Fareham, seek to assist in the continuing regeneration of Broadlaw Walk and provide landmarks announcing arrival to the Site.

5.176 Design strategies to be adopted for commercial built development:

- These buildings are to read as a suite of buildings. Each is to be designed according to its purpose utilising common materials, elevational treatments and architectural detailing;
- Materials are to comprise predominantly red or yellow brick and weather-boarding with accents in white render;
- Buildings are to reference recent developments at Broadlaw Walk including flatted development which includes monopitch roofs, timber cladding and accents in blue;
- Opportunities should be explored for green roofs; buildings which capitalise on positive solar gain, roof venting, and other sustainable technologies. Flat roof buildings should be avoided;
- Buildings are to be designed to positively and pro actively front and face the 'High Street' and Longfield Avenue. Car parking, play space and servicing areas should be well screened to the rear; and
- Car parking should be well planted and utilise complimentary surface materials to break up their scale. Large bland areas of parking are to be avoided.

Pub / Family Restaurant and Care home

5.177 The pub / family restaurant and care home are to be designed according to their purpose. These buildings will reflect the site's transitional nature between urban and rural environments. The use of a greater proportion of timber may be considered appropriate.

FIGURE: 62

APPEARANCE - Green = Good Examples | Red = To Be Avoided

Landscape Strategy (includes offsite strategy)

5.179 A high quality Green Infrastructure is an essential component of Newlands. The rational is to establish an attractive, safe and enduring landscape that will provide a rich and diverse setting for new development, maximising bio-diversity and public amenity whilst protecting the inherent qualities of the Meon Gap.

5.180 The existing landscape of hedgerows and trees will be supported by a network of proposed new Green Infrastructure which includes new broadleaved woodland, trees, hedgerows, allotments, areas of parkland, conservation grassland, and wetland habitats. In the long term this will significantly enhance the Site's landscape and bio-diversity by diversifying the area's tree structure, framing and / or screening views between Fareham and Stubbington and by providing increased habitat creation and connectivity.

5.181 All existing vegetation to be retained within the development area will be fully protected during construction by the guidance set out in BS 5837: 'Trees in Relation to Construction'.

5.182 The development includes a significant amount of Green Infrastructure, which serves both the development and the wider community. In total circa 68.52ha of Green Infrastructure is proposed. This equates to circa 62% of the total site area.

5.183 The landscape strategy for the site seeks to:

- Deliver Green Infrastructure into the heart of the development;
- Maintain a physical and visual gap in perpetuity between Fareham and Stubbington;
- Provide accessible green space for both proposed new residents as well as existing people and in doing so help to meet the deficit of open space across the area;
- Provide a range of open space (size and type) for informal recreation, gathering and quiet contemplation;
- Retain and extend existing Public Rights of Way diversifying routes east to west and north to south;
- Soften and screen the proposed Stubbington Bypass and help to integrate this route into the landscape;
- Provide townscape enhancements along Longfield Avenue and Bishopsfield Road in the form of new paving, street furniture and avenue tree planting;
- Provide attractive entrances to the Site where it meets Longfield Avenue and Peak Lane;
- Provide space for children's play which is safe, accessible and engaging;
- Provide allotment plots for residents and the wider community, helping to boost community interaction and promote more sustainable ways of living;
- Deliver SuDS that integrates with the wider landscape and provides natural drainage, new marginal wetland and pond habitat and improvements to water quality;
- Where practicable planting will be based on local species and will adopt forestry methods to ensure rapid establishment; and
- Diversify site wide habitat through the creation of areas of new native woodland, meadow grassland, ponds and wetlands.

FIGURE: 63

GREEN INFRASTRUCTURE

NTS | KEY

Existing Features

- Existing Woodland Retained and Buffered (minimum 15m)
- Existing Ponds Retained
- Exiting Public Right of Ways Retained and Enhanced.

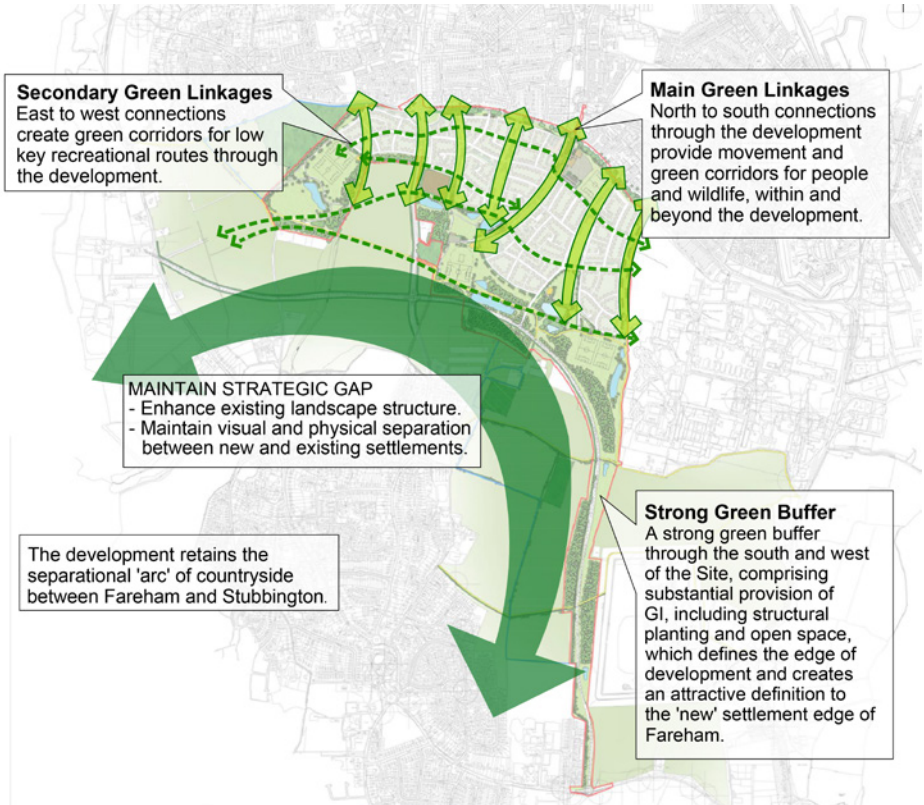
On site

- Proposed 'Greenways'
- Mosaic of Informal Meadow Grassland, Wetlands and Broadleaved Woodland
- Formal Sports / Playing Fields
- Adventure Play Area (N.E.A.P)
- Proposed Equipped Children's Play Areas (L.E.A.Ps)
- Proposed Allotments
- Bishopsfield Road South Avenue Planting
- New public plaza / civic square at the junction of Newlands with Longfield Avenue and Bishopsfield Road.
- Streetscape enhancements along Longfield Avenue and Bishopsfield Road
- Proposed Sustainable Drainage System (SuDS) - Attenuation Ponds

Off site

- Historic Hedgerow Recreation and Extended New Hedgerow / Hedgerow Tree Planting

STRATEGIC CONCEPT



Arrival

5.184 The entrances into Newlands will be designed to provide a strong visual statement and to announce arrival to the development. Access points will typically be flanked by open space including native hedge planting, specimen tree planting and a mix of amenity and wildflower grassland.

The 'Greenways'

5.185 Passing through the core of Newlands both north to south and east to west an interconnected network of linear greenspaces provide access to open space for both existing and proposed new residents.

5.186 Incorporating the Site's existing hedgerows as the basis of their framework the Greenways comprise corridors ranging from 15-20m in width up to parkland areas over 50m in width. Greenways routed north to south tend to be larger than routes passing east to west. Furthermore the north to south routes widen as they progress south thereby facilitating access between Fareham and Stubbington whilst maximising opportunities for open recreation space between the development and wider countryside to the south.

5.187 Greenways provide car free pedestrian and cyclist circulation, important wildlife corridors, linear spaces along which swales may be routed for surface water drainage, equipped children's play spaces alongside formal and informal recreation space.

5.188 Greenways include the provision of new specimen trees, small woodland groups, hedgerow planting, amenity grassland and conservation meadow seeding.

5.189 Larger spaces may provide an opportunity to plant larger trees such as oak and chestnut. Over time as they mature, these trees will act as landmark features, and the detailed design will consider using greenway trees to help create potential views and vistas within the layout.

5.190 Greenways will include a number of logical and direct connections to the streets and development blocks. This will help enhance accessibility and provide seamless movement routes throughout the development. Buildings will face and survey the Greenways to provide active surveillance and encourage their safe use.

5.191 In addition both existing and proposed hedge planting will be actively managed to an appropriate height to ensure good surveillance. In certain areas where space is available and depending upon the detailed housing layout, there will be scope for some hedgerows to grow tall and wide, to encourage habitat diversity.

Bishopsfield Road South

5.192 To the north of Bishopsfield Road South a new paved plaza / civic square marks the entrance to Newlands and seeks to physically connect the site with Broadlaw Walk further north. This plaza transitions into a linear 'ribbon park' similar in design to the greenways except that this park runs alongside Bishopsfield Road South rather than fully segregating pedestrians and vehicles as the Greenways seek to do. As a consequence Broadlaw is directly linked to the wider countryside via interlinked open spaces.

FIGURE: 64

LAYOUT - GREENWAYS

Greenway routed through the development - provides traffic free circulation and space for informal recreation and play.

Equipped Children's Play Spaces

5.193 Newlands will provide children's play space in the form of a Neighbourhood Equipped Area for Play (N.E.A.P) / adventure play area adjacent to the south and a number of Locally Equipped Areas for Play (L.E.A.Ps) distributed throughout the Greenways around the Site. No proposed residential unit will lie in excess of 400m from an equipped site (refer to Figure 65).

5.194 The N.E.A.P will comprise of both fixed equipment as well as materials such as boulders, logs, sand and sculptural landform in order to provide the opportunity for natural play.

5.195 It is essential that the detailed design creates safe and attractive spaces. All buildings and dwellings will be positioned to face onto play areas, so that they are actively surveyed. Inclusive design approaches will be adopted to ensure that each play area and its surroundings provide usable space for all.

Allotments

5.196 Allotments are intended for the benefit of residents and the wider community, helping to integrate the development into the social fabric of the wider area.

5.197 Approximately 80 new allotment plots are proposed to the east of Peak Lane, to include gravelled car parking, a mains water supply and a secure tool and equipment storage unit.

FIGURE: 65

EQUIPPED PLAY PROVISION

NTS | KEY

400m Diameter Isochrone - N.E.A.P

400m Diameter Isochrone - L.E.A.P

The 'Parks'

5.198 Arrayed around the southern boundary of the Site and to the south and west of Oxleys Coppice a linked chain of public parks are proposed.

5.199 Parkland is to be laid out for both formal and informal recreation to include sports pitches and a cricket wicket.

5.200 The location of these areas has been carefully planned so as to ensure their accessibility to the widest number of people possible. Parkland to the north west may be readily accessed by new development to the west of Peak Lane as well as existing residents to the south west of Fareham. Parkland to the south of the 'High Street' is located so as to be accessible from existing residents within both Fareham and Stubbington and parkland to the east is readily accessible from new development to the east of Peak Lane and south east Fareham.

5.201 Each of the three key areas for formal sports provision is to include an informal area of car parking in order to ensure that these areas may be accessible to the widest number of people, including visiting teams / organisations.

5.202 Alongside formal sports provision the parkland area will provide space for seating, informal play and opportunities for community orchard planting and other organised community activities.

The Offsite Planting

5.203 In addition to the planting proposed within the redline HLM proposes to restore the landscape of the wider strategic gap, within land under the applicants control, through the restoration and replanting of historic hedgerows lost or neglected through farm intensification.

5.204 To the east of Stubbington additional broadleaved woodland blocks in keeping in scale and character with woodland across the area are proposed to increase tree coverage across the area.

5.205 To the north west of Stubbington additional riparian planting, is proposed along the watercourse between the Site and Titchfield Road. Additional meadow seeding and Specimen field trees are also proposed.

FIGURE: 66

ACCESS TO FORMAL SPORTS

NTS | KEY

Access to Formal Sports Areas

Informal Area for Car Parking

FIGURE: 67

ACCESSIBLE OPEN SPACE

Hardworks

5.206 The streets and roads within the scheme will all be designed and constructed to an adoptable standard using commonplace materials such as a tarmac road surface and concrete kerbing. At key junctions however the road surface may be tabled, i.e. raised to the same level as the adjacent footway and surfaced in high quality block paving.

5.207 Courts will also be block paved using a contrasting materials to the Estate Roads and Side Streets in order to aid orientation and identity.

5.208 Footpaths through public open spaces will be formed in water bound gravel to a minimum dimension of 2m width. Footpaths along the proposed Stubbington Bypass will be 3m in width to ensure safe shared use by both pedestrians and cyclists. Footpaths along all other routes will be 2m in width.

Softworks

5.209 Planting throughout the public open spaces and around the Site's periphery will comprise predominantly of native species agreed through discussion with the Local Authority's Landscape Officer and/or Parks Department.

5.210 Species will include, but not be limited to – oak, ash, hornbeam, London plane, Scots pine, field rose, field maple, wild cherry and hawthorn, guelder rose, blackthorn, hazel and holly.

5.211 Meadow and wetland species similarly are to be agreed with the Local Planning Authority but should as a minimum seek to meet local BAP guidelines. Specimen street trees will include a mix of native and ornamental species to promote biodiversity and offer seasonal interest and robustness.

Drainage

5.212 Proposals have been developed to inform the strategic drainage network across the development. Surface water will be attenuated on-site using a SuDS Management Train approach and discharged to the existing the watercourse to the south west of the Site at flow rates and volumes not exceeding the flow rates and volumes from the undeveloped Greenfield site. It is predicted that this system will result in a 68% betterment in the overland flow of water and a reduction in flood potential for existing residents within Stubbington to the south of the Site.

5.213 SuDS features also offer excellent opportunities to create wetland habitats, reed beds and areas of permanent open water. The SuDS provision is surrounded by a mosaic of open spaces featuring permanent ponds and large areas that will be sown with a species rich wildflower and grass to maximise the areas floristic diversity and enhance biodiversity.

Management and Maintenance

5.214 The future management and maintenance is yet to be agreed. However, the options available are to transfer the open space to the Local Authority, to the Parish Council or to establish a management company. In either case, a financial payment would be made for the future management of the Green Infrastructure.

5.215 All open space areas will be designed and implemented to an adoptable standard regardless of which organisation takes on the responsibility for their aftercare. Where it is intended that landscaping, or open space remains in private ownership, the Local Authority will require proof that its future management and maintenance is secured.

5.216 HLM propose that all open space forming an integral part of the gap between Newlands and Stubbington is to be placed in Trust or similar legal mechanism, preventing any future development on this area, thereby preserving the gap between Fareham and Stubbington in perpetuity.

FIGURE: 68

MAINTAINING A STRATEGIC GAP

-6-

Phasing

In planning this scheme it is important to ensure that the delivery of the Site may be effectively managed.

6.1 In this respect some preliminary work has been completed on the phasing of the proposed scheme which demonstrates that the implementation of Newlands could be effectively managed over a period of time to provide a flexible and responsive supply of development land and the timely delivery of Site infrastructure.

6.2 Land is available for development now and as described throughout this report there are not considered to be any significant environmental constraints precluding development being brought forward.

6.3 Figure 69 demonstrates that the site may be delivered through a phased release of development parcels. The exact disposition of development parcels and the quantity of employment floorspace and / or residential units capable of delivery in any given phase remains flexible in order to respond to market demand.

6.4 It is anticipated that Newlands will be delivered in 6 strategic phases, as follows;

Phase 1:
- 170 dwellings completed.
- Open space provided.
- Health Centre completed.
- Flexible retail units completed.
- Care home completed.
- Commence townscape improvements along Longfield Ave / Bishopsfield Road completed.

Phase 2:
- 225 dwellings completed.
- Open space provided.
- Townscape improvements along Longfield Ave / Bishopsfield Road completed.
- 2.5 Form Entry primary school (completed to shell and core).

Phase 3:
- 215 dwellings completed.
- Open space provided.
- Pub / Family Restaurant and playing fields completed.
- Bypass within application site completed - to include adjacent planting and Green Infrastructure.
- Safeguarded land for Bypass within Redline Area. To be delivered by others via a seperate application.

Phase 4:
- 260 dwellings completed.
- Open space provided.

Phase 5:
- 130 dwellings completed
- Open space and allotments provided.

Phase 6:
- 100 dwellings completed
- Open space and playing fields provided.

Bypass:
- Completed Bypass subject to a separate application by others - Time frame to be determined.

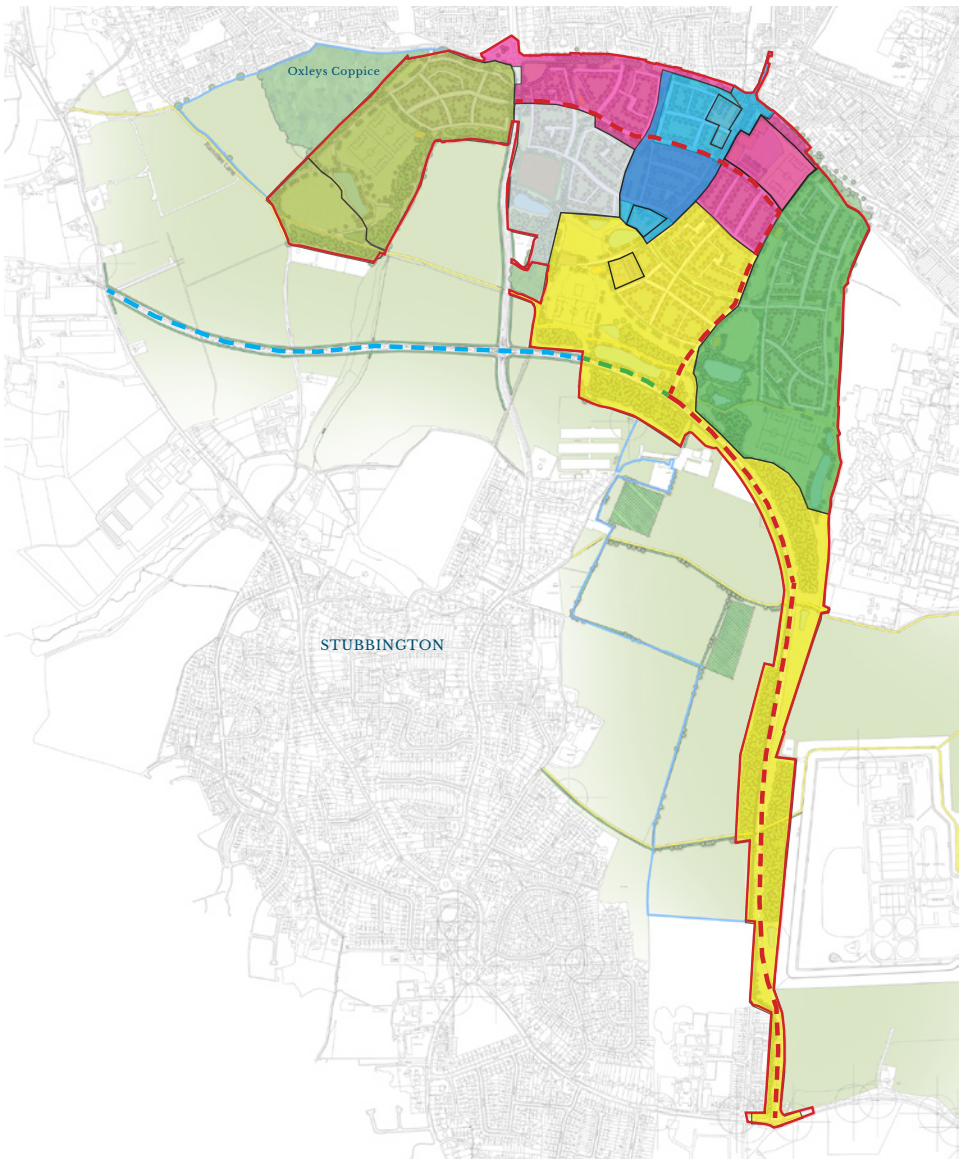


FIGURE: 69

PHASING PLAN

NTS | KEY

- Application Boundary
- Land within the applicants control
- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase 6
- Bypass within application boundary
- Safeguarded land for Bypass within Redline Area.
- Completed Bypass subject to a separate application - Time frame to be determined

Next Steps

6.5 Following an outline consent HLM suggest that the quality of the detailed design for Newlands could be effectively realised by way of a Design Code, required via a planning condition. A Design Code would provide design certainty and would ensure that Newlands delivers an attractive high quality place, based on best practice urban design principles.

6.6 A Design Code would provide detailed urban design guidance, without being overly prescriptive, We anticipate that a steering group, to include members of the Local authority, will be set up to agree the scope and extent of codes for the Site, to include a mechanism enabling the codes established for the development to be reviewed by a steering group over the lifetime of the development' s construction in order that it may adhere to best practice, keep pace with current trends, technological advances and Government Policy.

6.7 By way of an example a Design Code may cover the following matters:

- Architectural and sustainable construction principles;
- Lifetime Homes Standards / Code for Sustainable Construction Standards / BREEAM;
- Building design based on type and usage, building heights, massing, materials and detailing;
- Development block form and scale;
- Character of the development – streets, street types and street materials;
- Parking principles (including cycle and visitor parking)
- Public open space;
- Pedestrian and cycle links;
- Lighting;
- Drainage; and
- Mechanisms for review and necessary revision. etc

-7-

Sustainability

"Sustainable Development is about positive growth – making economic, environmental and social progress for this and future generations". (Ministerial Forward NPPF 2012)

7.1 There are three dimensions to sustainable development:

"Economic - contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available, in the right places and at the right time to support growth and innovation and by identifying and coordinating development requirements, including the provision of infrastructure;

Social – supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

Environmental – contributing to protecting and enhancing our natural, built and historic environment; and as part of this, helping to improve biodiversity, the prudent use of natural resources to minimise waste and pollution and mitigate and adapt to climate change including moving to a low carbon economy." (Paragraph 7 NPPF 2012)

7.2 The National Planning Policy Framework 2012, paragraphs 159 and 173 set out further tests in terms of availability, suitability and economic viability.

7.3 In response:

- Newlands is available for development.
- Newlands offers a suitable, sustainable and economically attractive location for a mixed use scheme.
- There are no overriding constraints to the delivery of the scheme and the development partnership is confident that Newlands is both economically viable and deliverable.

7.4 It is the intention of HLM to deliver a highly sustainable development at Newlands and as such have considered sustainability in the context of the NPPF and the Fareham Local Development Framework Core Strategy (2011). Newlands has been developed with particular reference to Core Strategy Policy CS15 concerning the delivery of a high quality development in a location that will benefit from sustainable transport options and good access to local services. The proposal has been carefully designed to ensure minimum negative impact on the environment as well as notable environmental enhancements.

7.5 The Planning Statement and ES provide a detailed assessment of the sustainability credentials of the site in the context of the NPPF and Development Plan policies.

Renewable Energy

7.6 HLM propose an energy strategy to addresses all aspects of energy efficiency and generation for Newlands. The target is for at least 10% of the energy needs to be met from on-site renewable energy sources.

7.7 HLM will continue to explore renewable technologies and agree an approach with Fareham Borough Council as part of detailed Reserved Matters Applications.

Passive Design

7.8 Reducing the overall demand for regulated energy (energy used for heating, lighting and hot water) by building warm, draft free homes is a primary focus for all new developments. The new development at Newlands is no exception. The building designs for the proposal at Newlands will employ energy efficiency features across the Development, including high levels of insulation in all elements (floors, walls, ceilings) to minimise energy requirements. These will adhere to current Fabric Energy Efficiency Standards, which were introduced in April 2014.

Energy Efficiency

7.9 Orientation and layout will have a significant effect on reducing the heating and cooling requirements in the Development. As far as practicable all living and working areas will be laid out to be south facing, ensuring solar gain is maximised during winter. Units will be designed to include high window to wall ratios and roof lights where feasible, to increase internal day time natural light and reduce the requirement for artificial lighting.

Thermal Mass

7.10 The proposed new development will make provision for maximising thermal mass in all building designs demonstrated by the use of heavier weight building materials such as masonry (brick and block) or the design of thermal mass into lighter weight structures (timber frame). This will enable storage of solar heat energy in summer, reducing the risk of overheating and ensure a more comfortable internal temperature.

Behavioural Change

7.11 Most of the variation between new homes in the efficiency of their use of energy is due to occupant choices. Therefore, it is expected that the following measures will be implemented at Newlands to influence this behaviour:

- Residents will be provided with information on EU energy labelling for white goods, including estimates of typical annual energy costs for each grade of efficiency.
- Residents will be provided with energy display devices with simple default displays including traffic light indicators and information on the cost of energy used.
- Visits will be made to each home by energy advisers after a month's occupation.

Water Consumption

7.12 Measures will be taken to minimise water use, with a target 105 litres per day per person. This can be achieved through the use of low flow taps, showers and aerators, dual flush toilets and low volume baths, where applicable. Each unit will be fitted with main drainage fed water buts for rainwater storage.

7.13 Grey and rainwater handling equipment for reintroduction into toilets will be considered at the Reserved Matters stage.

Sustainable Drainage Systems (SuDS)

7.14 SuDS are an approach to drainage which seeks to decrease the amount of surface water runoff and/or divert it for other purposes, thereby reducing the contribution it makes to sewer discharge and flooding. SuDS can also improve the quality of runoff, preventing pollutants from entering the drainage system and provide landscape, amenity and biodiversity benefits.

7.15 In developing the proposals for Newlands, SuDS will be incorporated into the design through new attenuation basins and swales to collect water and convey it at a regulated outfall to the local watercourse network.

7.16 The drainage proposals for the Site, detailed within the FRA accompanying the application, will ensure peak discharges from the development will be reduced to circa 68% below the appraised baseline rates.

Green Roofs

7.17 Green roofs will be considered, where viable, at Reserved Matters for the school and healthcare centre (where shallow pitched roofs allow).

Materials and Waste

7.18 In the design process, materials and systems will be selected that include an environmental assessment using the BRE Green Guide to Specification for Buildings. Wherever possible 'A or A+ Rated' materials will be considered. These selections will include evaluations of cost and performance as well as environmental considerations. Preference will be given to the use of local materials and suppliers, where viable, to reduce the transport distances and to support the local economy.

Storage of Waste

7.19 Provision will be made for the internal and external storage of general household waste and recyclable waste. Internal recycling bins will be provided as will external space in accessible locations. South Fareham currently benefits from Local Authority Waste and recycling services.

Composting

7.20 Composting facilities will be supplied for each dwelling to accommodate recycling of green and garden waste. In addition, these facilities should be made available for proposed new local facilities (i.e. the school, health centre and pub / family restaurant), where appropriate. Communal or community composting will be encouraged across the Development.

Newlands is available for development.

Newlands offers a suitable, sustainable and economically attractive location for a mixed use scheme.

Ecology and Green Infrastructure

7.21 Newlands will be designed to maximise the ecological value of the Site. It is anticipated that green corridors will link the Proposed Development to the Site's existing Green Infrastructure which in turn will be enhanced with new habitat creation. The Proposed Development will incorporate a high level of Green Infrastructure which will include informal wildflower grassland, native hedgerows and woodland.

Adaptable Buildings and Lifetime Homes

7.22 The proposal acknowledges the need to incorporate design features that will create a flexible blueprint for accessible and adaptable housing and working environments on the Proposed Development. .

Private or shared space

7.23 The Proposed Development will comprise a variety of densities of residential units all of which will have access to clearly defined private amenity space as well as open space for public amenity.

Alternative modes of Transport

7.24 Walking forms an essential part of most journeys, ranging from just a few metres to the car park or public transport stop, to several miles. It can form whole journeys from origin to destination or just a small part at either end or along the way, such as changing from a bus to train.

7.25 Whether it is for leisure or utility purposes, the decision to walk is affected by the five 'C's which highlight the need for walking conditions to be:

- Connected - Extent of connectivity to key 'attractors' e.g. public transport, homes, and workplaces.
- Convenient – Ability to compete with other modes and options e.g. by creating, promoting and improving pedestrian priority, journey and route ambience.
- Comfortable –Quality of routes and surrounding spaces and features including maintenance, landscaping, conveniences including toilets and seating.
- Convivial – Pleasantness interacting with environment and other users of the spaces / routes.
- Conspicuous – Extent of invitation and safety e.g. signage, mapping, lighting, visibility, and surveillance.

7.26 The Proposed Development will develop the existing infrastructure to ensure there is good access bus services as a result of service diversions into and through the development. All residential properties will be located within 250m of a bus stop.

Cycling

7.27 Cycle routes will be a feature of the new development offering both access to the natural environment as well as access points which link routes to Fareham Town Centre, to the north, and to the Solent Enterprise Zone to the south.

7.28 A Travel Plan will be developed to consider optimising alternative sustainable modes of transport for the Proposed Development.

Security

7.29 The Proposed Development will be designed to ensure that residents feel safe and secure, where crime and disorder, or the fear of crime, does not undermine quality of life or community cohesion.

There are no overriding constraints to the delivery of the scheme and the development partnership is confident that Newlands is both economically viable and deliverable.