



# Winnham Farm

## Design and Access Statement

August 2020

## DOWNEND ROAD, PORTCHESTER

A sustainable new neighbourhood



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# 01 INTRODUCTION

**1.1** Portchester is located approximately 9.5 km north west of Portsmouth, 3.2km east of Fareham and south of the M27 (junction 11). The site is bounded by Downend Road to the west, the railway line to the south, and the M27 to the north.

**1.2** This design and access statement has been prepared in support of a planning application which includes residential development of around 20ha of land to the east of Downend Road. It sets out the background studies that have been undertaken and a responsive design rationale that culminates in the illustrative master plan.

## PURPOSE OF THE DOCUMENT

**1.3** This design and access statement explains and illustrates the essential place making principles that will deliver a well connected, high quality, sustainable and attractive new neighbourhood at Portchester. The document:

- Sets a framework for the illustrative layout
- Explains how the design captures and responds to the characteristics of the site
- Provides a clear set of development parameters
- Describes and illustrates landscape proposals
- Provides an illustrative layout demonstrating how the site could respond to the development parameters.

**1.4** The design and access statement has been prepared in accordance with government guidance contained within the National Planning Policy Framework (NPPF), which confirms that well-designed places can improve the lives of people and communities (para 8). It has also been prepared in accordance with CABI's guidance document, Design and access statements: How to write, read and use them. Requirements set out within local planning policy, the Farnham Borough Design Guide, and supplementary guidance documents have also been taken into account when developing design proposals.

**1.5** The planning history and policy context are outlined within the planning supporting statement. Technical and environmental issues are addressed within the accompanying documents comprising the planning application.



## PLANNING APPLICATION

**1.6** The planning application is submitted by Miller Homes to Fareham Borough Council seeking outline planning approval for:

**1.7** Outline planning application with all matters reserved (except the means of access) for residential development, demolition of existing agricultural buildings and the construction of new buildings providing up to 350 dwellings; the creation of new vehicular access with footways and cycleways; provision of landscaped communal amenity space, including children's play space; creation of public open space; together with associated highways, landscaping, drainage and utilities.

**1.8** The planning application drawings comprise:

- A site location plan (drawing number: 2495-01/PP-002)
- Parameter Plan:
- Landscape parameter plan (drawing number: 2495-01/RS-PP-001)
- Detailed access proposals: site access arrangement – ghost island, drawing number: ITB12212-GA-014 rev D

**1.9** The landscape parameter plan (figure 1.1) is submitted to enable Fareham Borough Council to secure the green corridors through the site.



Figure 1.1: Landscape parameter plan

## PLANNING POLICY CONTEXT

**1.10** Paragraph 11 of the National Planning Policy Framework (NPPF) places a presumption in favour of sustainable development at the centre of the planning system. The site is in a sustainable location and is suitable for development for reasons set out in the planning statement and accompanying reports.

**1.11** The NPPF recognises that, “well designed buildings and places can improve the lives of people and communities” (paragraph 8). Paragraph 50 requires local planning authorities to “deliver a wide choice of high quality homes, widen choice for home ownership and create sustainable, inclusive and mixed communities”. The delivery of good design is a significant component of achieving sustainable development.

**1.12** This Design and Access Statement demonstrates how the master plan has sought to create an inclusive new community and a development that responds to its surroundings and the local context.

**1.13** The Development Plan for the site is currently made up of two parts. The Fareham

Core Strategy which was adopted on in August 2011 and the Development Sites and Policies document which was adopted in June 2015.

**1.14** Fareham Borough Council is in the process of producing a new Local Plan to cover the period to 2036. The application site forms part of a Strategic Growth Area allocation for 1,000 new homes.

**1.15** Core strategy policy CS17 sets out the Council's policy in relation to ensuring high quality design and place shaping. The need to create a high quality, attractive development with a distinct sense of place has underpinned the evolution of the proposed master plan in accordance with the objectives of this policy. In particular the policy requires proposals to make a positive contribution to the area by:

- Responding “positively to” and being “respectful of the key characteristics of the area, including heritage assets, landscape, scale, form, spaciousness and use of external materials”, the design approach detailed through this statement will complement
- the local character, working with the site's assets to create a unique and attractive new neighbourhood, as set out within section 06

- providing “continuity of built form, a sense of enclosure with active frontages to the street and creating a safe public realm”, as demonstrated by the illustrative master plan, the proposed development will ensure a distinction between public and private through the incorporation of perimeter blocks, providing overlooking and natural surveillance of the public realm, as demonstrated throughout section 06
- ensuring “permeable movement patterns and connections to local services, community facilities, jobs and shops”, the proposed connections to and from and within the site will enable residents to access the wider area via a legible street network
- the “creation a sense of identity and distinctiveness and one that is legible”, is a key consideration of the master plan that will become more apparent through the submission of Reserved Matters details should this outline planning application be successful
- enabling and/or encouraging a “mix of uses and diversity in an area”, by complementing the services and facilities available within Portchester and the wider area
- ensuring that the “public realm has

pedestrian priority, is safe, secure, functional and accessible, and is constructed of quality materials and well maintained”, the street design set out on pages 38 to 41 demonstrates how the needs of the pedestrian are placed above those of the car in a traffic calmed environment

- enabling “buildings to provide flexible accommodation, which can be adapted to suit all members of a community throughout their lifetime”, will be considered at the detailed design stage
- “provide green infrastructure, including landscaping, open spaces, greenways and trees within the public realm”. As set out in the illustrative master plan, the new homes will be set within an extensive and accessible green framework
- “provide appropriate parking for intended uses taking account of the accessibility and context of a development and tackling climate change”, and
- “secure adequate internal and external space, dwelling mix, privacy, and sunlight and daylight to meet the requirements of future occupiers”.

**1.16** Fareham Borough Council also have

a design guide supplementary planning document that was adopted in December 2015. It sets out design principles to guide the development of new streets. This guidance has been taken into consideration in the development of the illustrative master plan, specifically:

- 350 dwellings in accordance with the indicative capacity of the policy
- A design and layout that takes account of the sites constraints, the setting of Portsdown Hill, the Downend Chalk Pit SSSI and the potential presence of Palaeolithic archaeological remains with further detail provided in the accompanying planning application reports.
- Primary access focused on Downend Road.
- A network of interconnecting green and public spaces shown throughout the site that incorporates existing ecological and archaeological features with minimal highway crossover points.
- Pedestrian and cycle connectivity proposed from Downend Road and the Thickett and pedestrian connectivity to Upper Cornaway Lane.

- Building heights will be confirmed at the detailed stage.
- A LEAP will be provided within the green corridor, as shown on the illustrative master plan, encouraging natural play and time outdoors.



## 02 SITE CONTEXT

**2.1** To ensure that the development proposals are responsive to their locality, a full understanding of the site context is essential. This section provides an overview of the area surrounding the site and highlights the key issues that will influence the concept and development of the illustrative master plan.

**2.2** The site is located to the east of Downend Road (figure 2.1), approximately 1.2km north west of the centre of Portchester and 3.2km to the east of Fareham. The site is currently in arable use and is bounded by the Southampton to Portsmouth railway line, beyond which lies the residential area of Winnham and The Thicket. To the east of the site is Portchester Crematorium and Northfield Park, with the northern residential area of Portchester beyond. The M27 borders the north of the site.



Figure 2.1: Aerial view of study area



## TOPOGRAPHY

**2.3** The site slopes from the north boundary at approximately 56 AOD to approximately 14 AOD in the south east corner of the site.

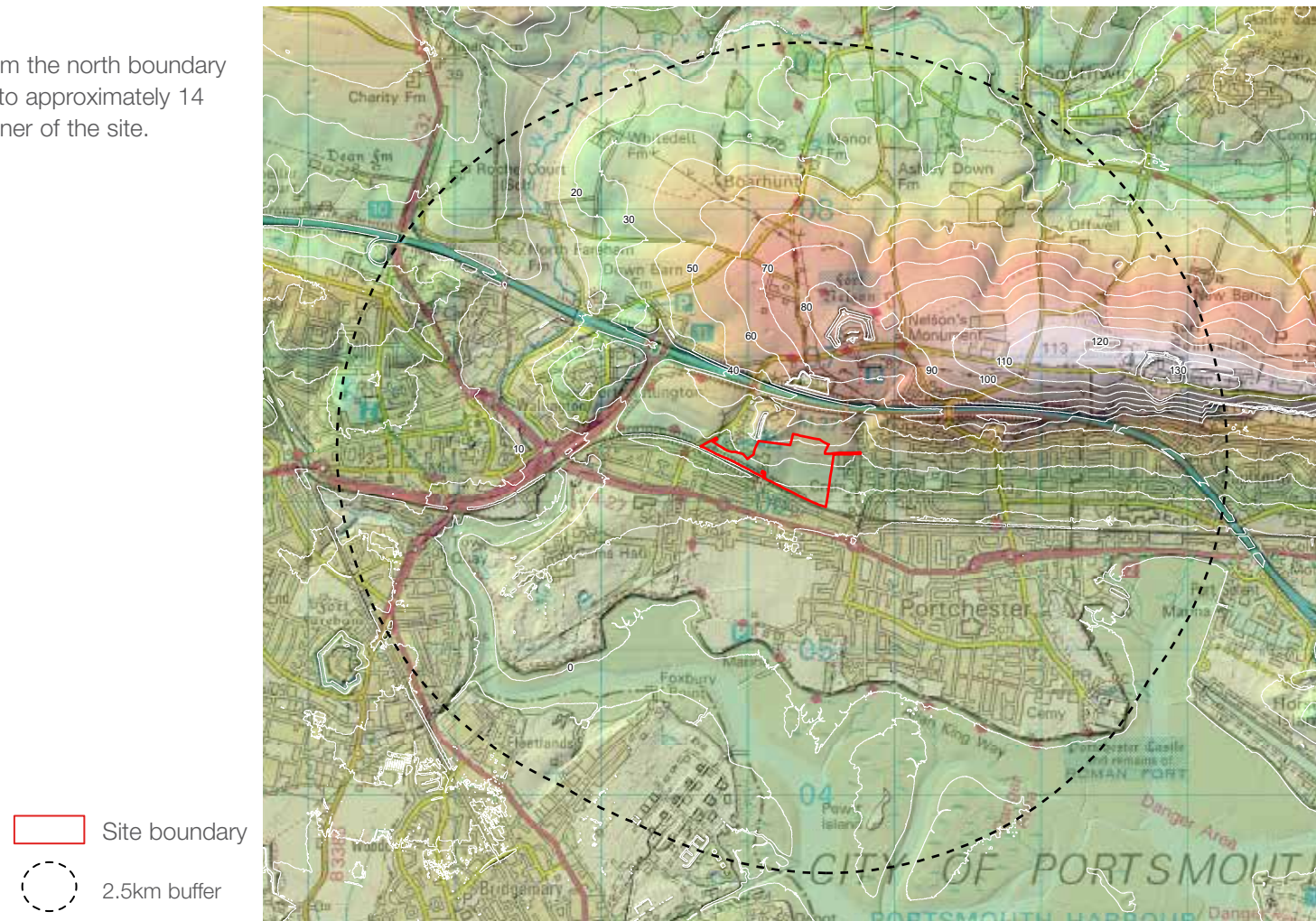


Figure 2.2: Topography



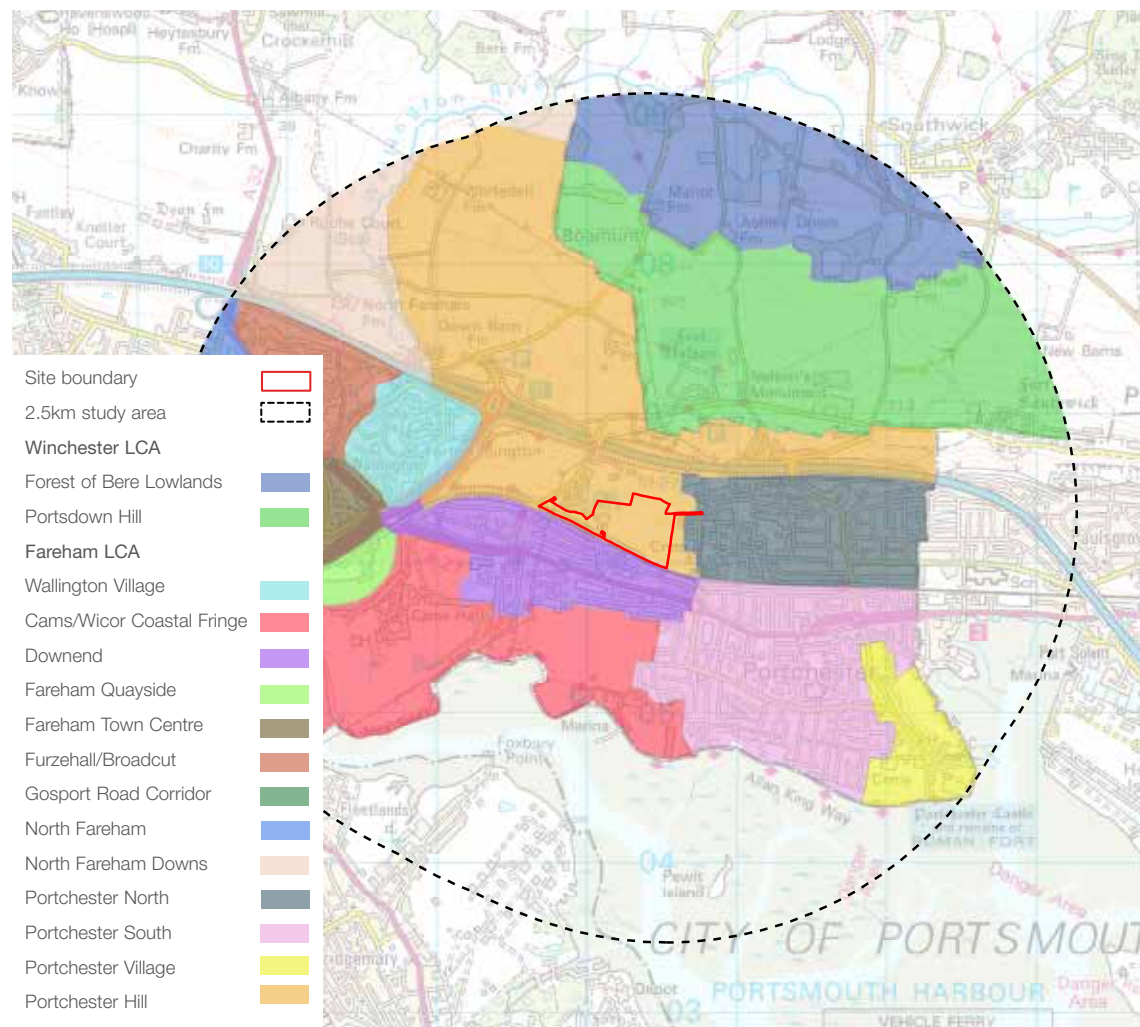


Figure 2.3: Landscape character areas





## LANDSCAPE CHARACTER

**2.4** The site falls within the Portsdown area. The essential characteristics of this area are:

- Large to medium-scale mosaic of pasture and arable fields with an open character and few hedgerows or trees
- The distinctive chalk downland above the Wallington River valley and the dramatic landscape ridge and steep, south-facing scarp of Portsdown Hill itself, which provides the setting for a number of landmark features such as Nelson's Monument and Fort Nelson (both outside the borough boundary) and spectacular views over Portsmouth Harbour and The Solent
- The prominence of a number of unsightly elements in the form of masts, fences and typical roadside clutter
- The intrusion of the M27 motorway which cuts through the chalk scarp and divides its upper and lower slopes
- The physical isolation of the lower slopes by roads, railways and urban development, and the impact of quarrying, all of which intrude upon its open, rural character.

## FLOOD RISK

- 2.5** The site is within flood zone 1 with a low probability of flooding.
- 2.6** There are no watercourses or water bodies within the site.
- 2.7** According to maps provided by Southern Water Services Ltd.(SWSL), there are no public surface water sewers currently within the site boundary, or along Downend Road in proximity to the site access.
- 2.8** There are no public foul water sewers currently within the site boundary, or along Downend Road in proximity to the site access.

-  Site boundary
-  2.5km study area
-  Flood zone 2
-  Flood zone 3

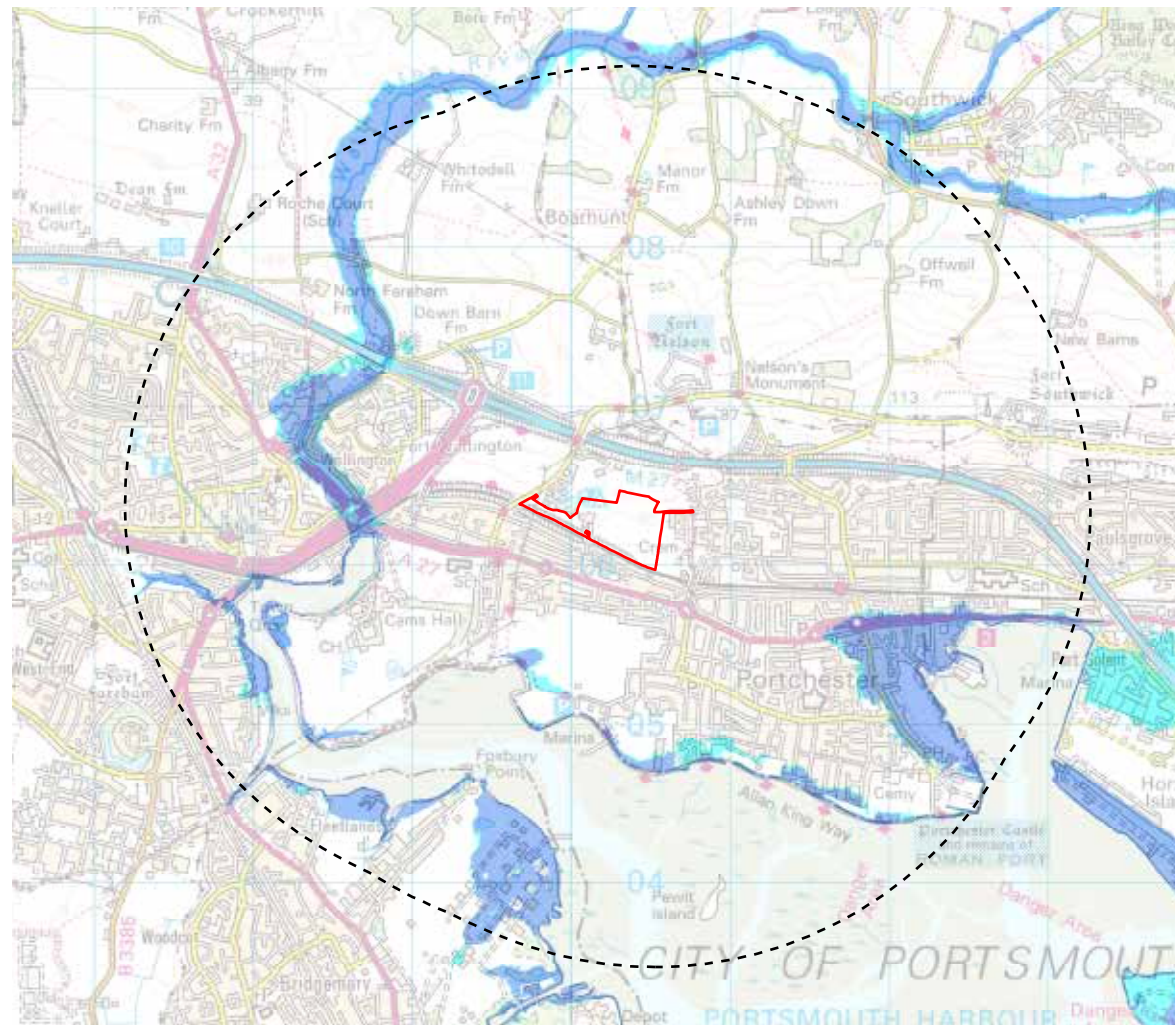


Figure 2.4: Flood risk map

## EXISTING FACILITIES MAPPING

### Education

**2.9** Five schools are located within close proximity of the site. Cams Hill School, Wicor Primary School, Red Barn Community Primary School, Northern Infant and Northern Junior School fall within a 1,200m catchment of the proposed site.



Figure 2.5: Education facilities

### Retail

**2.10** A range of services and facilities are located within close proximity to the site, including the Co-operative, Iceland, a bank and library.



Figure 2.6: Retail facilities

Note: Distances of facilities from centre of the site are shown at 400m, 800m and 1200m (which broadly relate to 5, 10 and 15 minute walking distances). These walking times are subject to the directness of the route available and therefore can be longer.



## Recreation

**2.11** Portchester possesses a good provision of accessible open spaces and recreational facilities, including Portsdown Hill downland to the north of the site, and the 24-7 Fitness centre immediately west of the site.



Figure 2.7: Recreation facilities

## Public transport

**2.12** There are several bus services close to the site including services from The Thicket and Condor Roundabout on the A27 (approximately 400m from the site). Portchester Railway Station is located within an approximate 15-20 minute walk from the site.



Figure 2.8: Public transport connections

## Urban grain

**2.13** The following pages set out an analysis of the local area to help guide and inform the development proposals.

**2.14** Portchester is located 9.5km north west of Portsmouth and has a population of 17,789 (Census 2011; Portchester East and Portchester West ward). Portchester is part of a busy and expanding conurbation between Portsmouth and Southampton on the A27 main thoroughfare.

**2.15** There is a strong east-west and north-south street pattern to the urban morphology. This is apparent along the main road and rail connections as well as lower order residential streets. This grid like urban form has resulted in a permeable street network (see figure 2.9).

**2.16** The urban morphology of the proposed development should follow this street alignment, introducing a less structured approach towards the site's edge to reflect the rural surroundings north of the site boundary.



Figure 2.9: Portchester urban grain



### Built form - south of site boundary



### Key characteristics

- Mix of single storey and 2 storey dwellings
  - Single storey dwellings focused predominately immediately south of the site along The Thickett
  - Private driveways
  - Brick wall boundary treatment
  - Mix of brick and white and cream render materials
  - Mock Tudor style dwellings to the south west
  - Grass verges along streets
  - Linear street pattern, particularly in the east-west direction
- Built form - east of site boundary



The Thickett



Downend Road



The Causeway

### Key characteristics



- 2 storey detached and semi-detached dwellings
- Private driveways
- Garages are a common feature
- Some on street parking
- Front gardens, many with brick wall boundary treatment
- Red brick is the predominant material; some render and white cladding
- Strong grid like urban morphology to the east of this area, with a less structured street pattern to the west
- Green spaces break up urban morphology



View along Saxon Close to the east of the site



## **Built form - summary of key characteristics**

**2.17** The residential areas of Portchester predominately comprise semi-detached and detached dwellings of varying ages. There are a number of post-war single-storey bungalows to the south of the site.

**2.18** Dwellings comprise a variety of architectural styles and materials of varying quality; there is no defining character of the areas of Portchester considered within this study.

**2.19** In summary, key characteristics that have helped to inform the proposals include the following:

- North-south, east-west urban morphology
- Gently curved streets
- Generous set backs, with private driveways and front gardens





## 03 THE SITE

**3.1** A thorough analysis of the site and its immediate surroundings has informed the structure and form of the concept and illustrative master plan. Responding to this analysis is key to ensuring the proposal sits comfortably within its surroundings.

**3.2** The following sequence of diagrams outline how the design concept has developed in response to the site features.

### SITE OPPORTUNITIES

**3.3** In order to identify key design considerations, a comprehensive analysis of the site has been undertaken. The following describes the key features of the site and the opportunities these present for the evolution of the master plan.

#### Adjacent land uses

- To the east of the site is Porchester Crematorium and Northfield Park (formal open space)
- To the west of the site is the Roshauna Riding School and the 24-7 Fitness Gym. Agricultural land lies between Downend Road and the A27
- Veolia Environmental Services solid recovered fuel (SRF) facility is located immediately north east of the site
- The railway line can be found immediately to the south of the site. The impact this will have on future development needs to be given due consideration, particularly with regard to noise
- The M27 bounds the site to the north. A pedestrian bridge provides access north to countryside and the Fort Nelson scheduled monument

## Summary of technical assessments

### Landscape

**3.4** A landscape and visual appraisal has been undertaken and concludes the following.

**3.5** In landscape terms, the site is not covered by any landscape designation and there are no public footpaths within the site itself. The surrounding urban influences of adjacent residential buildings, the railway line, busy roads, and overhead power lines detract from the character of the site and make it less sensitive to change which would arise from residential development.

**3.6** The landscape and visual appraisal identifies key visual receptors to the site and assesses the impact of the development on those receptors.

**3.7** There are a number of character areas surrounding the site that interact with the zone of visual influence. The majority of the character areas are considered to be of medium sensitivity apart from Downend, Portchester North and Portchester South that are considered to be of low sensitivity.

### Transport and access

**3.8** A detailed Transport Assessment (TA) has been prepared to consider the transport impacts of the development proposal, accompanied by a Framework Travel Plan which presents a sustainable transport strategy to serve the development.

**3.9** The TA considers the development proposals against the three critical tests outlined in paragraph 108 of the National Planning Policy Framework:

- Will safe and suitable access be provided to the site for all modes?
- Will the opportunities for sustainable travel be taken up?
- Will there be a 'severe' residual cumulative transport impact or unacceptable highway safety impact?

**3.10** To deliver safe and suitable access, the following access strategy is proposed:

- Vehicular access to Downend Road in the form of a ghost island junction;
- Pedestrian access is provided in three locations:
  - To 'The Thicket' via Cams Bridge;
  - To Downend Road at the site access;
  - To 'Upper Cornaway Lane' via Footpath 117;
- Cycle access is provided at Cams Bridge, Upper Cornaway Lane and Downend Road

**3.11** The Framework Travel Plan identifies opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport to reduce the demand for travel by less sustainable modes and a series of improvements have been identified as part of the Sustainable Transport Strategy.

**3.12** A detailed and robust appraisal of traffic impacts been carried out to assess the future operation of the local highway network when the cumulative effects of growth are considered. This identified that two junctions on the local network are likely to exhibit capacity issues in the future, both 'with' and 'without' the development coming forward:

- A27 / Downend Road
- A27 Delme Roundabout

**3.13** The development proposes to deliver an improvement to A27 / Downend Road junction in line with a scheme agreed as part of the earlier application and provide a contribution to the improvement of A27 Delme Roundabout. Agreement on these matters was reached as part of the earlier submission.

**3.14** Overall, the proposal is demonstrated to comply with relevant transport policy, particularly the NPPF, and is shown to be acceptable in transport and highways terms.



## Drainage

**3.15** The site does not lie in a floodplain and has not flooded in the past. The proposed development will incorporate Sustainable Drainage Systems (SuDS) to ensure that flood risk, both on site and off site, is not increased.

**3.16** The proposed drainage system will comprise a series of detention basins along the southern part of the site. These will be seasonally dry and designed into the green landscape corridor, offering additional green space and ecological benefits. The SuDS strategy has been informed by detailed intrusive ground investigations.

**3.17** Foul flows from the development will be pumped to the north east and connect into the existing sewer system. Southern Water has confirmed that there is capacity in the local sewerage network to accept foul flows from the development, with no requirement for upgrades.

## Arboricultural

**3.18** In April 2017, ACD Arboriculture carried out a Tree Survey of the site at Winnham Farm in accordance with BS5837:2012. The purpose of which was to identify the quality and value of existing trees on or immediately adjacent to site, thus allowing decisions to be made as to the retention or removal of trees in the case of future proposed redevelopment. The constraints posed by identified higher quality/value trees were incorporated into the scheme design where possible.

**3.19** Once the illustrative layout was finalised, an Arboricultural Impact Assessment was prepared to demonstrate that the impact, both direct and indirect, of the proposed development within the site, has been assessed and where appropriate, mitigation measures proposed. As a result of this, a Tree Protection Plan and Arboricultural Method Statement has been produced to ensure that the retained trees are protected throughout the development.

## Ecology

**3.20** An extended Phase 1 habitat survey was carried out at the site during 2015 and updated during September 2017. Further surveys were carried out on site during 2015 and 2016 comprising wintering bird, bat, badger, dormouse, great crested newt and reptile surveys. A site walkover was undertaken in 2020, that re-confirmed previous findings.

**3.21** The bat survey work recorded ten species of bat foraging and commuting within and around the site. Bats are using the boundary hedgerows and other peripheral habitats around the site; no bats were recorded roosting on site.

**3.22** The site supports a population of slow-worm; the species has been recorded along the edge of the paddocks in the western area of the site and along the bund separating the two arable fields. Common lizard has also been recorded along the edge of the arable field abutting the northern site boundary. Reptiles are likely to be present in all “edge/interface” habitats on/ bordering the site.

**3.23** The wintering bird survey indicates the site is not an “important” site for bird species associated with Portsmouth Harbour SPA/Ramsar site. The surveys also suggest a likely absence of great crested newt, dormouse and badger setts. The site is considered to be unsuitable to support any particularly rare or notable invertebrate species but targeted surveys were not carried out for this species group.

**3.24** None of the habitats on site are valuable in terms of species-diversity or rarity. The majority of the site comprises two large arable fields. The corridors of the M27 (north) and the railway line (south) provide good links from the site to the wider landscape for movement of wildlife.

**3.25** Measures for the avoidance of impacts, mitigation and recommendations for enhancement have been provided and include protection measures for reptiles, timings of works to avoid the nesting bird season, avoidance of impermeable fencing, sensitive lighting and landscaping. An ecologist should feed into the landscape proposals and it is recommended that LEMP is produced for the site.

## Air quality

**3.26** Resource and Environmental Consultants Ltd was commissioned by Miller Homes to undertake an Air Quality Assessment in support of a planning application for a residential-led development at land east of Downend Road, Portchester.

**3.27** The proposals comprise the development of up to 350 residential units. The site is located within close proximity to the M27, which is considered to be a significant source of road traffic emissions. As such, there are concerns that the development will introduce future site users to poor air quality. There is also the potential for the site to cause adverse impacts to existing pollution levels at nearby sensitive receptors. These may include fugitive dust emissions from construction works and road vehicle exhaust emissions associated with traffic generated by the site during the operational phase. As such, an Air Quality Assessment was required to quantify pollutant levels across the site, consider its suitability for residential use and assess potential impacts as a result of the development.

**3.28** Potential construction phase air quality impacts from fugitive dust emissions were assessed as a result of earthworks, construction and trackout activities. It is considered that the use of good practice control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level.

**3.29** Dispersion modelling was undertaken in order to quantify existing pollutant concentrations at the site and predict air quality impacts as a result of road vehicle exhaust emissions associated with traffic generated by the development.

**3.30** The dispersion modelling indicated that pollutant levels at all areas of high sensitivity across the site were below the relevant air quality standards and, as such, the location is considered suitable for residential use without the inclusion of mitigation methods. Additionally, the assessment concluded that impacts on pollutant levels as a result of operational phase vehicle exhaust emissions were not predicted to be significant at any sensitive location in the vicinity of the site. The use of robust assumptions, where necessary, was considered to provide sufficient results confidence for an assessment of this nature.

**3.31** The air quality report was reviewed in 2020 and reconfirmed previous results.

## Odour quality

**3.32** The proposal is for a primarily residential site with associated infrastructure. The site is located within the vicinity of a waste wood depot and a waste transfer station. A Qualitative Odour Assessment has therefore been undertaken in order to consider existing conditions at the site and assess its suitability for the proposed end-use.

**3.33** Based on the assessment results, it is not anticipated that significant odour impacts would occur at any sensitive location as a result of the waste wood depot or waste transfer station. Due to the prevailing wind direction, orientation of the site and nature of potential odour releases, impacts are considered unlikely to result in any significant loss of local residential amenity. As such, the potential for adverse odour impacts at the proposed development site is predicted to be negligible.

## Noise and vibration surveys

**3.34** A series of noise and vibration surveys have been completed in order to quantify the impact of road traffic noise, train noise and vibration, and commercial sound upon the proposed residential development.

## Noise and vibration impact assessment

**3.35** The noise and vibration impact assessment has identified that the key noise sources impacting upon the development are the M27 motorway to the north, the railway line to the south and the Veolia site to the north west. Accordingly appropriate mitigation has been specified in order to reduce these impacts for both external and internal habitable areas.

**3.36** The key source of vibration is train pass-bys on the railway line to the south.

### *Recommended noise mitigation measures*

**3.37** This noise and vibration impact assessment recommended alternative ventilation for certain bedrooms lying within 78m of the railway line in the southern part of the site as an alternative to opening windows. Subject to the incorporation of the identified mitigation measures, it is considered that in principle, the site is suitable for the promotion of residential development.

### **Utilities**

**3.38** The proposed development can be accommodated within the existing services infrastructure. Existing infrastructure along Downend Road will be taken into consideration with regards to the new site access junction arrangement. Any diversions of electricity infrastructure will not present a major constraint on development. The site layout to the south has been informed by Network Rail's boundary easement.

### **Agricultural land and ground conditions**

**3.39** Geo-Environmental Services Limited (Geo-Environmental) was instructed by Miller Homes to undertake an Agricultural Assessment and a Phase I desk study into the geotechnical and geo-environmental factors pertaining to the planned redevelopment of land off Downend Road, Portchester.

**3.40** The information collected from the desk study has been used to provide an interpretation of the geotechnical and environmental conditions at the site.

**3.41** The submitted Agricultural Assessment confirms that the agricultural land is classified as grade 3a or 3b, however, there are site specific limiting factors that are very likely to reduce the grade to 3b or 4, i.e. not the best and most versatile agricultural land. The proposal is therefore unlikely to involve the loss of best and most versatile (BMV) agricultural land, which comprises grades 1, 2 and 3a.

**3.42** Findings from geo-environmental and agricultural land investigations into the site have also been used to aid in the preparation of the Flood Risk Assessment.

**3.43** Further details are set out within the supporting Geo-Environmental Desk Study Report and Agricultural Assessment documents submitted separately.

### **Heritage**

**3.44** In order to fully understand the site's archaeological potential a desk-based assessment, geophysical survey, EM ERT Survey and three phases of geo-archaeological test pitting have been undertaken as a part of the planning process to determine the nature and

significance of any archaeological remains at the site.

**3.45** The results of the archaeological investigations have revealed the site contains areas of deposits that are likely to be considered as nationally important non-designated heritage assets comprising geo-archaeological deposits dating to the Palaeolithic period, within identified areas of the site. In discussion with Hampshire County Council's archaeological advisors the archaeological potential of the site has been used to influence the layout and design of the proposed development and a preservation in-situ strategy has been incorporated to ensure any nationally significant remains are not disturbed. Further archaeological investigation is planned in advance of development to ensure any remains affected by the development are suitably recorded.

**3.46** In regards to built heritage, Historic England has also been engaged in pre-application discussions with relation to the potential impact on highly-graded designated heritage assets, via considering new development within their settings. It has been confirmed that, while the proposed development has the potential to cause limited impacts these will remain low in magnitude. Any potential harm will remain less than substantial and, specifically, at the lowest end of this spectrum.

## Topography

**3.47** The site is characterised by a sloping topography falling from approximated 55m AOD in the north to 14 AOD in the south.

**3.48** The topography of the site offers a number of design opportunities.

### Key design considerations

- Maximise efficiency of sustainable urban drainage (SUDs) by utilising the site's topography
- Utilise the south west facing slope for solar gain
- Protect and frame views as part of the design
- Use the topography to enhance townscape features
- Consider the visual impact of development



Respond to topography

## Landscape

**3.49** A layering of landscape will be incorporated into the design in response to topography. Green spaces will be positioned to enhance enjoyment of views towards The Solent.

**3.50** New planting will soften the urban form and be appropriate for the location.

### Key design considerations:

- Layer landscape in response to the site's topography
- Promote a landscape framework as part of the movement network and recreation opportunities
- Include new landscape features appropriate to the location
- Utilise area of archaeological interest as part of the functional open space



Layering of landscape

## Green grid

**3.51** A green grid through the site will connect to the existing public right of way.

**3.52** North south green links will respond to drainage and view corridors. East west corridors reflect the landscape layering and complement the north south green corridors.

### Key design considerations:

- Maximise opportunities for enjoying long distance views
- Opportunity to create green wildlife corridors



Connected green grid

## Sustainable drainage

**3.53** A series of attenuation ponds positioned across the site will provide a landscape feature.

### Key design considerations:

- Reduce risk of flooding
- Opportunity to support biodiversity



Appropriate drainage features

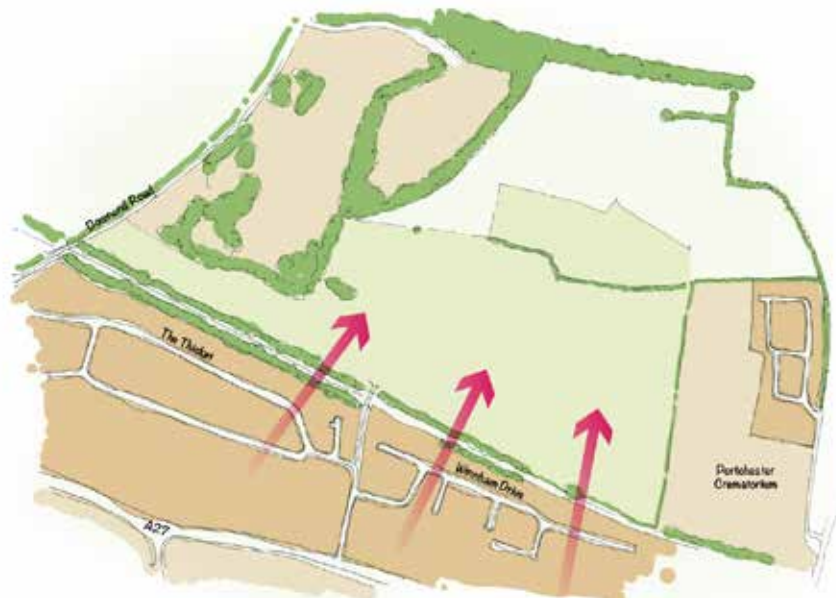


## Views in

**3.54** An important consideration for the design is the visual impact on the surrounding area. Long distance views from Portchester Castle and the setting of Fort Nelson will be safeguarded.

### Key design considerations:

- Safeguard heritage views from Portchester Castle
- Consider impact on the setting of Fort Nelson



Safeguarding views into the site

## Views out

**3.55** The topography of the site offers the opportunity for long distance views enhancing the townscape experience within the site.

### Key design considerations:

- Opportunity to enhance views towards The Solent and frame vistas



Enhancing long distance views

## Sun path

**3.56** The topography provides an opportunity to orientate homes to benefit from passive solar gain.

### Key design considerations:

- Maximise solar gain
- Maximise provision of natural light



Maximising solar gain

## Railway

**3.57** A buffer of 15m will be provided between the railway line and development to minimise noise impact.

### Key design considerations:

- Reduce noise impact
- Incorporate buffer as part of green framework



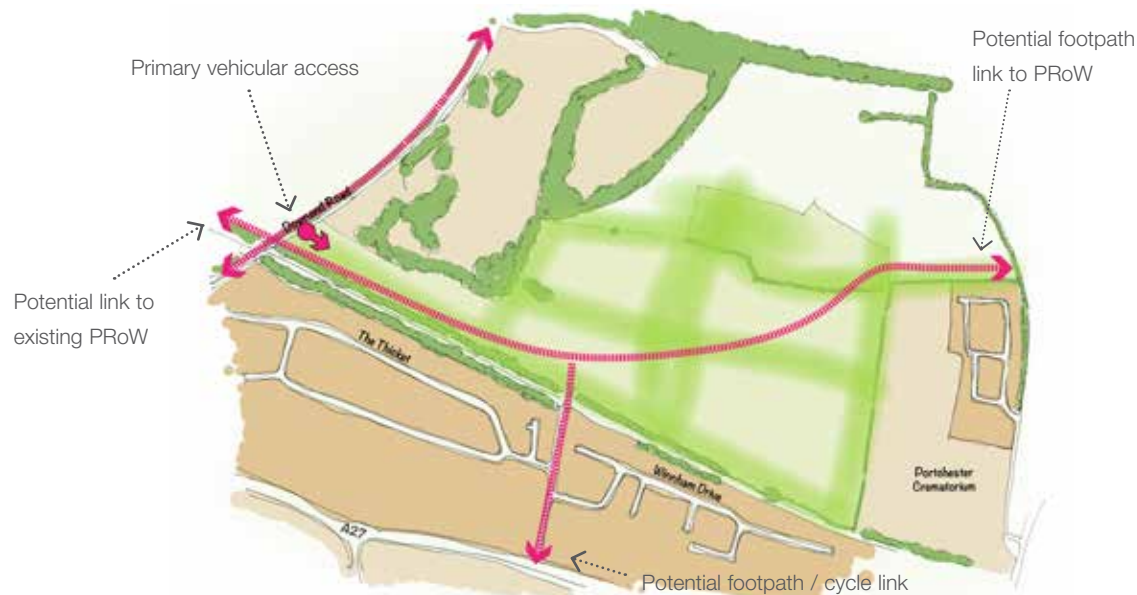
Minimising noise impact

## Connections

**3.58** The site offers the opportunity to provide new footpath connections to the existing PRow to the east of the site, and a new footpath/cycle link to Cams Bridge to the south, connecting up with the existing settlement.

### Key design considerations:

- Create primary access from Downend Road
- Potential footpath/cycle link to Cams Bridge
- Potential footpath link north to existing PRow



Connect with the wider area

## SITE OPPORTUNITIES - SUMMARY

**3.59** The site features and setting, together with the application of the development rationale, will provide an attractive new neighbourhood to the north west of Portchester that will also facilitate new footpath connections providing a link between the northern and western parts of the town.

**3.60** Appropriately chosen landscaping will help the development blend in sympathetically with the surrounding countryside and provide a buffer between the railway line and the development.

**3.61** Recreational walking routes through the site place an emphasis on the pedestrian, creating a healthy, safe and sustainable development that connects with existing cycle / footpath links with the wider area and to the facilities available at Portchester.



## 04 CONSULTATION

**4.1** Ahead of submitting outline planning application P/18/0005/OA Miller Homes engaged in detailed pre-application discussions with both the LPA (planning policy and development management), statutory consultees and the local community.

**4.2** Following refusal at appeal, Miller Homes has continued detailed discussions with the Highways Authority and LPA in order to successfully resolved the highway matters relating to the Downend Road railway bridge. Miller has also written to local residents in the immediate proximity to the site as well as local Members (Leader of the Council, Ward Councillors and members of the Planning Committee) to inform them that the application is being resubmitted, explain how the previous reason for refusal has been satisfactorily addressed, and set out the minor changes made to the Landscape Parameter Plan. A Statement of Community Engagement update note has been produced and submitted as part of the application.

**4.3** Consultation with the public and local stakeholders, including individuals and local groups as well as technical stakeholders and the local authority, has been influential in shaping the clear and robust development principles at the heart of the new neighbourhood.

**4.4** Information gathered during the consultation process has helped with ensuring a robust and site specific master plan.

**4.5** A public exhibition was held at Cams Hill School on Tuesday 4th April 2017 between 4pm and 8pm. The exhibition provided an opportunity for local people to receive information and give their thoughts on all aspects of the development. It also enabled a better understanding of the issues considered most important by the local community.

**4.6** To publicise the exhibition, a newsletter was sent via direct mail to residential and business addresses within an identified consultation zone (see figure 4.1). This consultation zone included 648 addresses.

**4.7** Exhibition boards were displayed at the event detailing the local context and proposed development. Members of the project team were on hand to introduce the scheme and answer any questions from the public.

**4.8** All attendees were encouraged to provide written feedback using the forms available.

**4.9** A total of 170 people attended the exhibition. 73 feedback forms were submitted during and after the event.

**4.10** Further details are included within the statement of community engagement.

millermhomes



We are writing to you today to let you know about proposals for a new residential development we are progressing on land east of Downend Road, Portchester. We are bringing forward this application to meet the growing demand for new homes in Fareham and creating an attractive new development with associated open space and contributions towards local services and facilities.

The proposed development has been carefully designed to reflect the local character and respond to site features. To mitigate the impact on local infrastructure where required a package of financial contributions will be made to the council and service providers to improve things such as local education, health and public transport facilities. We welcome views on the infrastructure improvements you think should be delivered as part of the new development. To let us know please complete our feedback form and return to us Freepost, or visit our website – [www.millerhomesnorthportchester.co.uk](http://www.millerhomesnorthportchester.co.uk). You can also visit our drop in event on Tuesday 2nd May.

**WINNHAM FARM**  
DOWNEND ROAD, PORTCHESTER  
Community Newsletter, April 2017

### DROP IN EVENT

**4pm – 8pm**

Exhibition Hall, Ground Floor,  
Humanities Block - Cams Hill School

**Come along & find out more**

**We believe that the application proposals will deliver a range of benefits including:**

- boosting the supply of housing to meet local needs;
- delivering up to 40% affordable housing for shared ownership or below market rent;
- a range of house types to meet varied housing needs and demands in the area;
- high quality housing reflecting the character of the local area;
- provision of significant areas of public open space;
- the retention of existing hedgerows, provision of additional green infrastructure and the creation of enhanced wildlife habitats.



Figure 4.1: Newsletter



Figure 4.2: Exhibition welcome board



Figure 4.3: Photograph of consultation event

**4.11** The development proposals received mixed reviews. For instance, some residents welcoming the provision of family housing whilst others raised concerns. The primary areas of concern raised by residents related to potential traffic impacts, specifically the potential use of The Thicket as a cut through to the A27, and potential increased congestion along Downend Road. The provision of adequate local infrastructure, particularly local schools and GP surgeries, was also raised as a concern. The location of the footpath to existing homes was also highlighted as a area of concern, specifically in relation to safety and potential ecological impacts.

**4.12** Whilst there was mixed opinion on the provision of new homes, provision of affordable homes in the local area for younger people moving onto and up the housing ladder was supported by some residents.

**4.13** A full summary of the consultation is in the statement of community engagement that accompanies this planning application.

#### Key design change following consultation

- The redline has been widened to allow the proposed footpath connections to be set back from the site boundary and adjacent homes. The increased width will also allow for low level planting to provide a buffer and secure edge, whilst not resulting in a loss of light.

## 05 DESIGN EVOLUTION

**5.1** Following the development of the concept framework, a number of sketch master plans were developed to test various ideas and options in greater detail.

**5.2** The following pages illustrate how the design has evolved in response to the key design considerations set out in chapter 3.

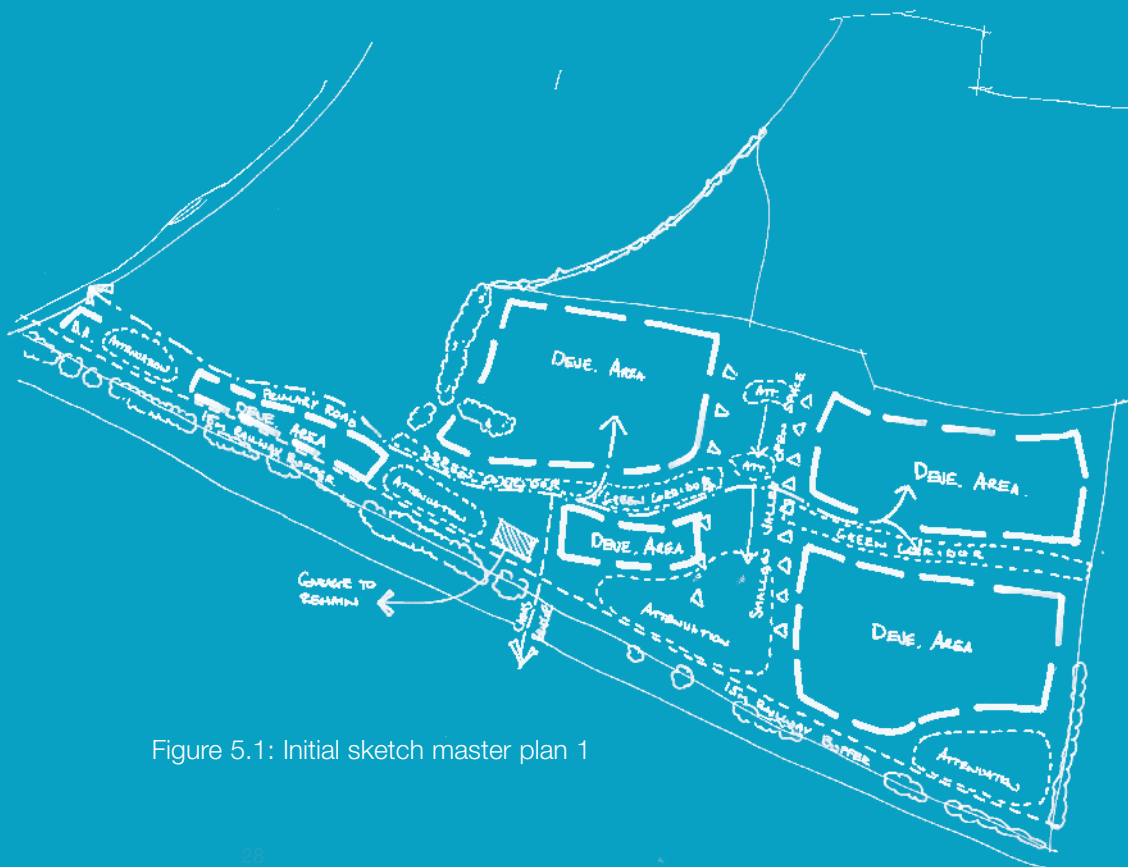


Figure 5.1: Initial sketch master plan 1

**5.3** Utilising the site's topography and ensuring views toward The Solent are maintained were key considerations in the formation of the design response.

**5.4** The initial sketch master plan orientates the development area in line with the topography, facing in a south west direction. This also allows for SuDS to be incorporated efficiently into the site design.

**5.5** A strong landscape framework was a key consideration and thus a layered approach to landscaping was incorporated into the sketch proposals. This also ensured an appropriate buffer between the built development and railway line.



Figure 5.2: Initial sketch master plan 2



**5.6** The master plan evolved from the initial sketch to locate the formal sports provision to the north west of the site. This allowed for the inclusion of sufficient attenuation basins along the southern edge of the site. An additional northern parcel of development was also incorporated into the design.

**5.7** Following results of the archaeological survey, the green corridor along the eastern boundary was increased (figure 5.3). Two options were then considered, with one proposing an additional parcel in the north east of the site (figure 5.4).



Figure 5.3: Formal sports provision located in the north west of the site

**5.8** A public footpath connecting the site the existing public right of way has been included in the north east of the site in response to consultation feedback.

**5.9** Following further investigations at the site, amendments were made to the size of the drainage basins, resulting in minor alterations to the illustrative layout. This led to the illustrative master plan detailed on the following pages.



Figure 5.4: Additional housing parcel included in the north east of the site

### Archaeological site

**5.10** Detailed investigations and surveys of the site have identified a Geo-Archaeological heritage asset that crosses part of the site. This feature was identified following the first design iterations on the previous page. As a result of this feature the proposals have been redesigned and configured to ensure no impacts on this feature, leading to the final illustrative master plan and parameter plans. The following also highlights how the incorporating the feature into the design works with the previously identified design principles.

### Nature of the archaeological feature

**5.11** The Geoarchaeological deposits, mapped into a series of zones, as shown in the plan opposite, include a range of high quality samples from which palaeoenvironmental conditions and age could be determined. Each of the mapped zones has a distinct sedimentary sequence, and the band identified with the GPZ5 zone being of greatest archaeological importance. The GPZ5 banding is thought to comprise the highest Palaeolithic and palaeoenvironmental potential and as such it has been advised that the master plan should avoid built development in this zone. Zones GPZ 1-4, are considered to have low significance and therefore do not restrict the development of the site. Further details of the archaeological interest are outlined in the Heritage Statement that accompanies this planning application. Archaeological significant site

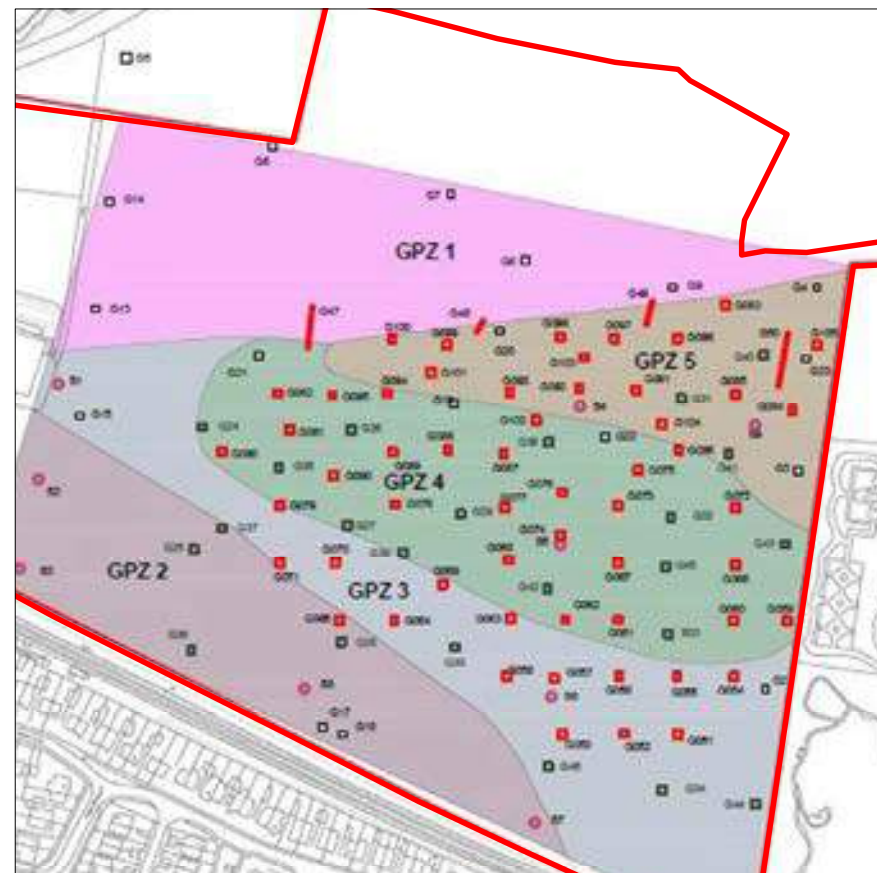


Figure 5.5: Plan of Palaeolithic and Geoarchaeological potential zones

**5.12** The evolution of the master plan by retaining the area of archaeological interest as open space fits within the design principles previously discussed. The open space comfortably sits as part of the green grid, indeed the space now helps to provide a termination point to the primary street. The space, together with appropriate planting, will soften the impact of development on views from the south and its location and the fall of the site will ensure that expansive panoramic views will be afforded from the space providing a dramatic piece of townscape.

**5.13** Furthermore, the open space will enable the pedestrian and potentially cycle connections to Cornaway Lane to be more direct than the previous iterations of the master plan.



Figure 5.6: Design alteration to accommodate the archaeological feature



## 06 THE ILLUSTRATIVE MASTER PLAN

**6.1** The proposed development will complement the local character, working with the site's assets to create a unique and attractive new neighbourhood. The proposed masterplan will create a place that promotes health, happiness, and well being among the community, providing a range of house types and styles, prioritising the pedestrian and encouraging time outdoors.

**6.2** Both private and affordable homes will be provided as part of the scheme, focusing predominately on family housing, set within an extensive and accessible green framework.

**6.3** The proposals are for:

- Up to 350 high quality new homes
- Up to 40% affordable homes, in accordance with policy
- Extensive network of accessible green space
- New footpaths providing east west links to the existing public right of way network
- Potential for formal sports provision, or improvements to existing off-site recreation grounds
- Local highway improvements
- Potential recreation grounds
- Children's play area

**1 Parkland approach**  
Retaining the existing attractive character from Downland Road

**2 Low density housing**  
Low density housing that sympathetically responds to the natural setting and that provides natural surveillance along the parkland approach - subject to engineering advice

**3 Potential formal sports provision**  
Around 1ha provision to meet requirements of policy CS21. The location will benefit from expansive views along the green corridor to the south

**4 Cams Bridge**  
The bridge will provide pedestrian and cycle access to the surrounding area including local schools and regular bus services

**5 Pedestrian connections**  
Pedestrian connections to the public rights of way to the east and west of the site will improve permeability in the area

**6 Children's play**  
This would anchor the northern end of the central green corridor. This could take the form of a LEAP, or play features could be distributed along the green corridor as natural and imaginative play

**7 Street alignment**  
North south street alignment will offer long distance views along the street. This also provides east west orientated development to benefit from passive solar gain

**8 Retained hedgerow**  
Retained hedgerow, to be enhanced with new planting and gaps in appropriate places to open up views

**9 Central green corridor**  
Utilising the alignment of the existing shallow valley the corridor offers views south and is the primary drainage corridor

**10 Primary street**  
The tree lined street will include an east west corridor to complement the north south corridors and allow planting to soften the built form when viewed from the south as a layered landscape approach

**11 Attenuation basins**  
Attenuation basins will be sensitively designed to sit comfortably within the landscape

**12 Set piece**  
Homes clustered around the existing tree group will create a characterful set piece that utilises the site features

**13 Railway buffer**  
Additional planting could screen the railway line, with the landscape corridor forming part of the green framework and recreational walking routes



Figure 6.1: Illustrative master plan

## DESIGN APPROACH

**6.4** The illustrative layout seeks to create an attractive development that sympathetically responds to the local context and site attributes.

**6.5** The access road will create a dramatic entrance to the site. Gateway buildings, a change in surface materials, and parkland landscape will enhance the entrance. This will open to expose views towards Portsmouth and The Solent.

**6.6** The strong north-south, east-west urban grain of the surrounding area is reflected in the design. Visually enclosed streets combined with shared surfaces and a legible street layout place an emphasis on the pedestrian, creating a walkable neighbourhood that links with the wider area.

**6.7** A green buffer between the development and railway line will incorporate walking routes and provide an amenity space for residents.

**6.8** A central green corridor will act as a focal point, offering a place for residents to meet, rest and play. This central space will also provide views

south toward The Solent.

**6.9** In addition, green fingers will permeate the development, providing an attractive setting to the proposed housing. Tree planting throughout the site will soften the built form.

**6.10** Further to new planting, the master plan aims to retain and enhance the existing landscape features, ensuring the proposed development reflects its environment and merges with the surrounding countryside. This includes new tree planting and the reinstatement of an historic hedgerow.

**6.11** Landscaping combined with street alignment will enhance views north towards the countryside and Fort Nelson, and south towards The Solent.

**6.12** The illustrative master plan demonstrates how the proposals could come forward. The layout aims to create a legible urban form that reflects the morphology of the surrounding area.



## APPEARANCE AND LAYOUT

**6.13** The use of traditional perimeter blocks ensures a distinction between the public and private spaces. The provision of active frontages will address the public realm through overlooking and natural surveillance.

**6.14** The layout aims to maximise views north towards countryside and south towards The Solent. The built form will frame these views and be softened by an extensive landscape framework.

**6.15** The architectural style will be determined at the detailed design stage but will reflect the character of the local area drawing on cues from the surrounding area.

**6.16** The illustrative master plan is based on a traditional block structure providing a clear distinction between public and private realms and positively addressing all public spaces. The townscape framework includes a number of elements to create a legible and attractive environment.



## TOWNSCAPE

### Key spaces

**6.17** A series of connected spaces will create a sequence of experiences that utilise the site features and frame views towards The Solent.

### Marker buildings

**6.18** Marker buildings can aid in creating local identity, contributing to the site's townscape quality. These should be strategically positioned to terminate key vistas and used to emphasise gateways and key spaces.

**6.19** Marker buildings are defined through an alternative approach to the architectural design, and/or scale, so that the buildings are distinguishable from the prevailing urban form. However, these buildings must still sit comfortably within the surrounding context.

### Visual enclosure and exposure

**6.20** Appropriate building height to street width ratios reinforce feelings of comfort throughout the site.

**6.21** The layout has been designed to emphasise the visual links to the surrounding countryside with the use of framed vistas.

### Vistas

**6.22** The street pattern results in a number of internal vistas that ensure a continuity of frontage and enclosure, aiding visual interest. Internal vistas are terminated by marker buildings.

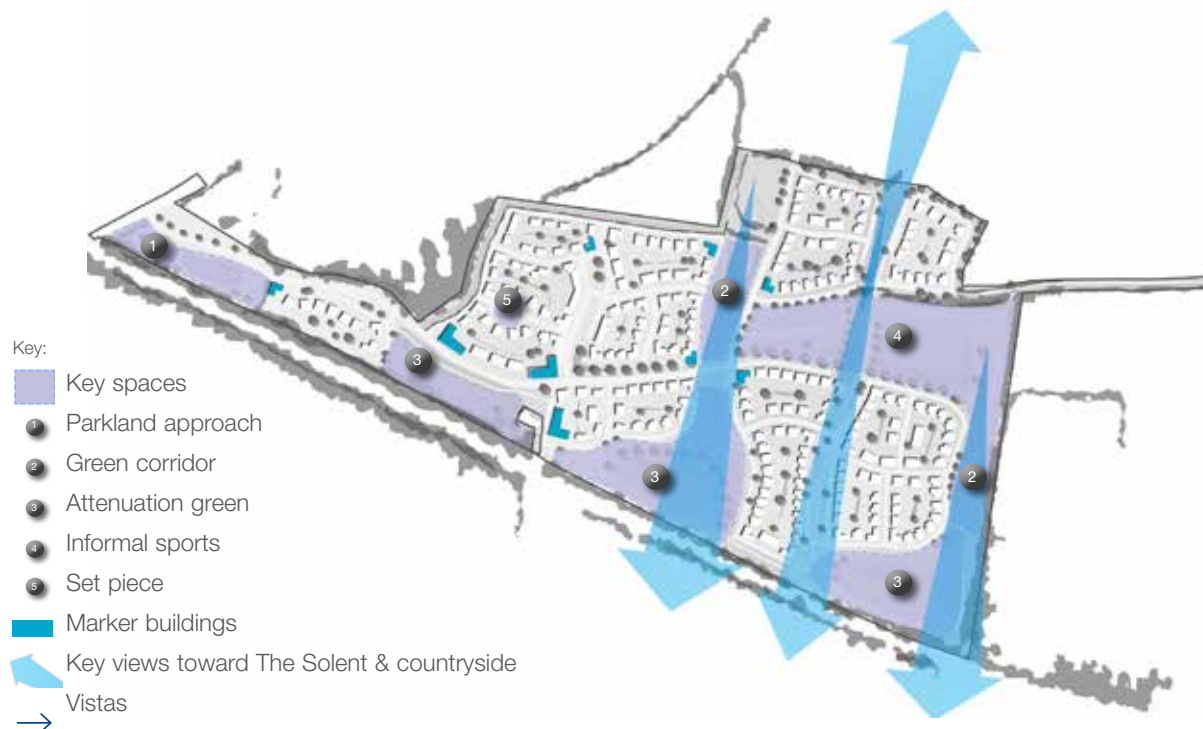


Figure 6.2: Townscape plan

### Townscape features: gateway



Figure 6.3: Indicative view of gateway entrance to site from Downend Road

**6.23** A key element of the design is to create a dramatic entrance to the development, creating a clear sense of welcome.

**6.24** The entrance will extend from Downend Road leading through to the new development. The parkland approach will be an attractive entrance to the development comprising retained trees and new planting. Gateway buildings contribute to a sense of welcome and aid legibility.

- ① Parkland gateway approach
- ② Retained vegetation
- ③ Swale
- ④ Low density dwellings
- ⑤ Gateway building
- ⑥ Attractive views towards wider development
- ⑦ Curved road

## Townscape features: central green corridor



Figure 6.4: Indicative view of children's play area within the central green corridor

**6.25** The central green corridor forms a distinctive feature within the development, providing a nodal point within the site that aids legibility.

**6.26** The green corridor will be a tranquil space in which to meet, rest and play and will include children's play area (LEAP) and offer long distance views towards the Solent.

### Key

- (1) Children's play (LEAP)
- (2) Long distance views toward The Solent
- (3) Building line frames vista
- (4) Medium density dwellings
- (5) Pedestrian connections



## LAND USE & AMOUNT

**6.27** The proposed land uses have been carefully considered throughout the design process. The analysis and understanding of the constraints and opportunities, and of the local context, will enable the realisation of a responsive and attractive design. The proposed land uses are summarised on the land use parameter plan.

## DWELLING TYPE & MIX

**6.28** The site will primarily comprise new residential dwellings, with a focus on the delivery of family housing. A range of housing types and tenure will be provided to respond to local housing need and characteristics.

**6.29** Tenure will be distributed across the site. Affordable housing will be in accordance with policy requirements, and is likely to be located in small clusters across the site.



Figure 6.5: Land use parameter plan

## SCALE

### Building heights

**6.30** Building heights will predominately be of 2 storeys across the site, with some buildings increasing to 3 storeys along the primary street where appropriate.

**6.31** A variation in height within the maximum range is acceptable and would aid the streetscape. Gateway buildings may be defined by an increase in scale, which could include an increase in height against the prevailing urban form.

**6.32** Building heights will reflect the site's topography, ensuring minimum impact on views into the site and the setting of the Fort Nelson scheduled monument. Lower building heights will be located on higher ground, where views are more sensitive. There is potential for bungalows to be included towards the northern edge of the site.

### Density

**6.33** The site will be developed at an average of 34 dwellings per hectare (dph), and up to 350 dwellings on the site.

**6.34** Density will be feathered across the site in response to the site characteristics, reflecting the topography of the site and landscape features.



## TOWARDS A DETAILED LAYOUT

**6.35** The following section outlines how parts of the site could be translated into a detailed layout. The illustrative layouts show how the differing density ranges, appropriate to the parameter plans, could be articulated at the detailed design stage. This demonstrates the site's capacity design potential and how the site's character will alter across the areas.

**6.36** The example illustrative layouts show how:

- The illustrative master plan can be progressed into a detailed layout
- A mix of housing types and sizes can be achieved
- A varied style of street form can be achieved
- An appropriate level of parking can be achieved
- The green spaces can relate to the building proposals.



Figure 6.7: Towards a detailed layout site plan



## Parkland approach

### General design approach

**6.37** The parkland approach comprises an attractive, green gateway entrance to the development. The parkland approach will include detached dwellings and significant areas of landscaping. Homes with large gardens can be provided in this area with on-plot parking.

**6.38** The landscaping along this central green corridor will be defined by existing mature trees and new complementary planting. Pedestrian and cycle paths will run along the length of the green corridor, providing safe, attractive and direct links towards the local centre and primary school.

**6.39** Private driveways will serve all homes

**6.40** Large driveways will provide a green setting and attractive gateway to the site

**6.41** Incidental planting and gentle curves in the road will slow vehicles and create an attractive street scene



Figure 6.8: Indicative plot layout - parkland approach (indicative)

### Semi-formal heart

#### General design approach

**6.42** A continuous frontage is maintained along the primary street to aid legibility. The internal streets have a varied building line with a greater degree of semi-detached and detached housing. The majority of homes are provided with on-plot parking.

- Potential for the integration of a set piece, focused around existing mature trees
- Corners are articulated by the built form
- Curved roads slow traffic
- Limited courtyard parking
- All houses have private rear gardens
- Building frontage provides good enclosure and overlooking of green spaces
- Cam's Bridge approach
- Agricultural track along the western edge



Figure 6.9: Semi-formal area, with high density adjacent to the primary street (indicative)

### General design approach

**6.43** The higher density area includes some flats, along with some terraced housing and semi-detached dwellings.

- Flats overlook pedestrian only routes, increasing natural surveillance and contributing to a sense of safety within the public realm
- On-plot parking, or courtyard parking for flats, for all dwellings
- Pedestrian only access to Cams Bridge, providing connections to the wider area



Figure 6.10: Cams Bridge approach (indicative)



**ACCESS & MOVEMENT**

- 6.44** The layout aims to create an attractive, legible and sustainable street network that accommodates all travel modes, with an emphasis on pedestrian and cyclist movement.
- 6.45** Measures to reduce traffic impact on local roads will also be considered in the design process.
- 6.46** The street network will connect to existing footpaths, linking the site to the wider area.
- 6.47** A transport assessment, prepared by iTransport, has been prepared in support of the planning application.

**SITE ACCESS**

- 6.48** The proposal aims to create a connected and accessible community which enables easy movement by all modes of travel, including:
- Vehicular access provided to Downend Road, along with a pedestrian connection to the existing footway and possible improvements for pedestrians using the Downend Road Railway Bridge
  - Pedestrian and cycle access to The Thicket via Cams Bridge
  - Pedestrian access to Upper Cornaway Lane

**VEHICLE ACCESS**

- 6.49** The new homes will be accessed from Downend Road where the existing junction will be upgraded and moved slightly south to provide a right-turn pocket and improved pedestrian connections to Downend Road.



Figure 6.11: Proposed access

## INTERNAL ROAD LAYOUT

**6.50** The internal road layout will be designed in accordance with Fareham Borough Council Design Guidance SPD and Manual for Streets principles. The road layout is intended to accommodate all modes of transport, in a traffic calmed road network. Measures to reduce traffic impact on local roads will also be considered in the design process.

## STREET HIERARCHY

**6.51** The street hierarchy aims to create a legible movement network and comprises a series of primary, secondary, and tertiary streets. Shared surfaces and private drives have also been incorporated.

## PEDESTRIAN MOVEMENT

**6.52** The site is well located to encourage sustainable travel:

- Local primary and secondary schools are within a short walk
- Everyday shops and services in Portchester are within both walking and cycling distance
- High frequency bus services on the A27 corridor connect to Fareham and Portsmouth
- Portchester Railway Station is within walking and cycling distance, offering longer distance connections to destinations including London, Southampton and Winchester.

## PARKING

**6.53** A range of parking solutions including on-street, on-plot and parking courtyards will be utilised across the site in accordance with Fareham Residential Car & Cycle Parking Standards SPD (2009). On-plot parking will predominate, enhancing the public realm and pedestrian experience. Visitor parking will be on-street. Parking provision will comply with council parking standards.

**6.54** Provision will also be made for on-plot cycle storage.



Figure 6.12: Indicative street hierarchy plan

### Primary street

**6.55** The primary street will be clearly distinguishable from other streets, tree-lined through the central part of the site. The street will be sufficient for the manoeuvring of refuse and emergency vehicles.

### Secondary street

**6.56** Secondary routes will have a narrower carriageway than the primary street. The planting arrangement will be less formal.

### Tertiary streets

**6.57** Tertiary streets will extend through development parcels and along the green edges of the site.

### Private driveways / shared surfaces

**6.58** Shared surfaces will be located at junctions crossing the green corridors, delineating these spaces and encouraging slower driving speeds.



Figure 6.13: Indicative primary street section

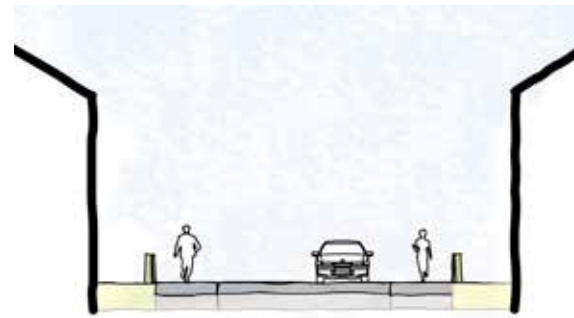


Figure 6.14: Indicative secondary street section





## PEDESTRIAN AND CYCLE ACCESS

**6.59** Pedestrian and cyclist only access via Cams Bridge and the public right of way provide safe and attractive routes to and from the site to the surrounding area.

## FARMLAND ACCESS

**6.60** Vehicular access to the existing farm will be retained along the west of the site. A green buffer will separate this access road from the residential areas.

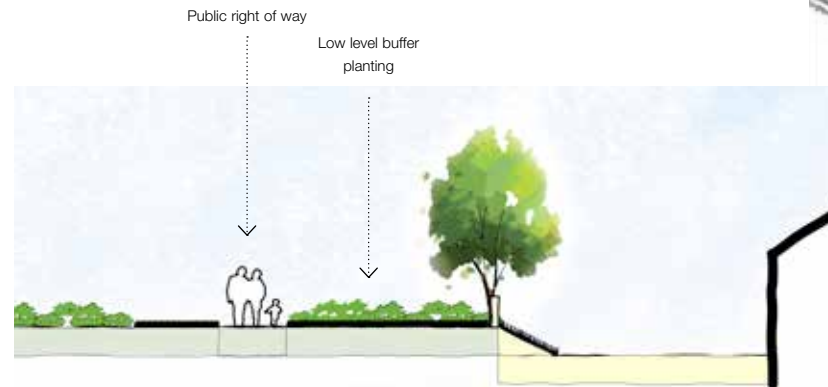


Figure 6.15: Indicative pedestrian access section

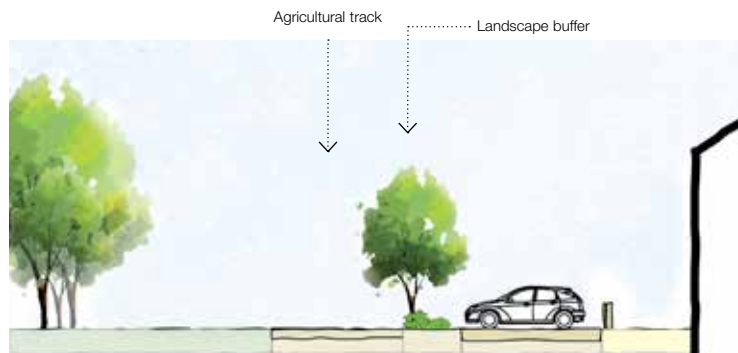


Figure 6.16: Indicative farmland access section

WIDER ROAD IMPROVEMENTS

6.61 Access to the development will be via Downend Road. Improvements to Downend Road will be required in order to serve the development. The transport assessment submitted in support of the application recommends that a simple priority junction would be appropriate.

6.62 Improvements to the pedestrian access across the railway bridge along Downend Road are also proposed to encourage sustainable movement. It is proposed to provide a formal footway on the western side of the bridge, converting the road to one-way priority working controlled by traffic signals. The works have been designed in accordance with design standards and subject to a Road Safety Audit, with all matters addressed. Modelling demonstrates that the traffic signals will work well, without significant impact for traffic on Downend Road.

6.63 Improvements are also proposed to The Thicket, where the bridge and its approaches will be improved to provide high-quality pedestrian and cycle access (in line with the planning consent for those works) and to Upper Cornaway Lane where the public footpath will be improved for pedestrians and cyclists.

TRAFFIC IMPACTS

6.64 Traffic surveys have been carried out to understand local traffic issues. Assessment work in consultation with Hampshire County Council to establish what network improvements may be required is ongoing.

6.65 As part of the earlier application, improvements to the Downend Road / A27 traffic signal junction were agreed which will significantly improve its operation by:

- Providing a second approach lane on Downend

Road; and

- Installing the latest signal technology to improve efficiency

6.66 Improvements to the A27 Delme Roundabout were also agreed and the Applicants will make a financial contribution to enable it to be improved in the future.

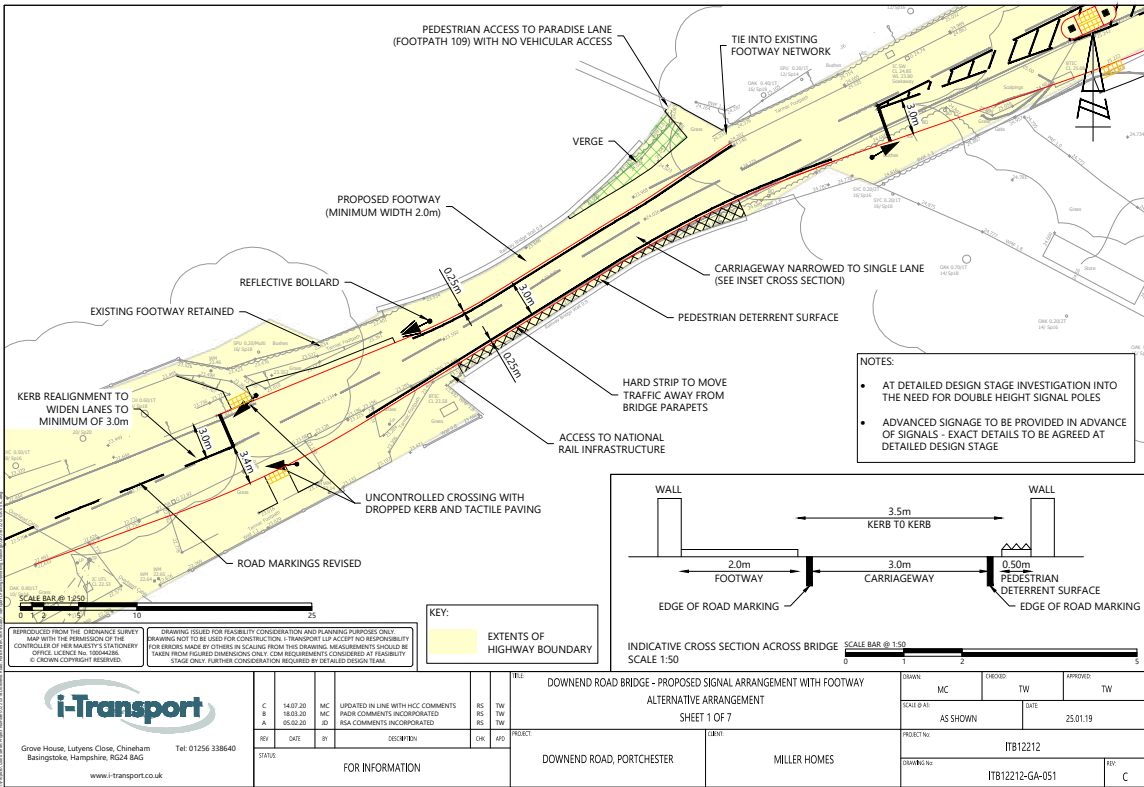


Figure 6.17: Pedestrian improvement options for Downend Road bridge

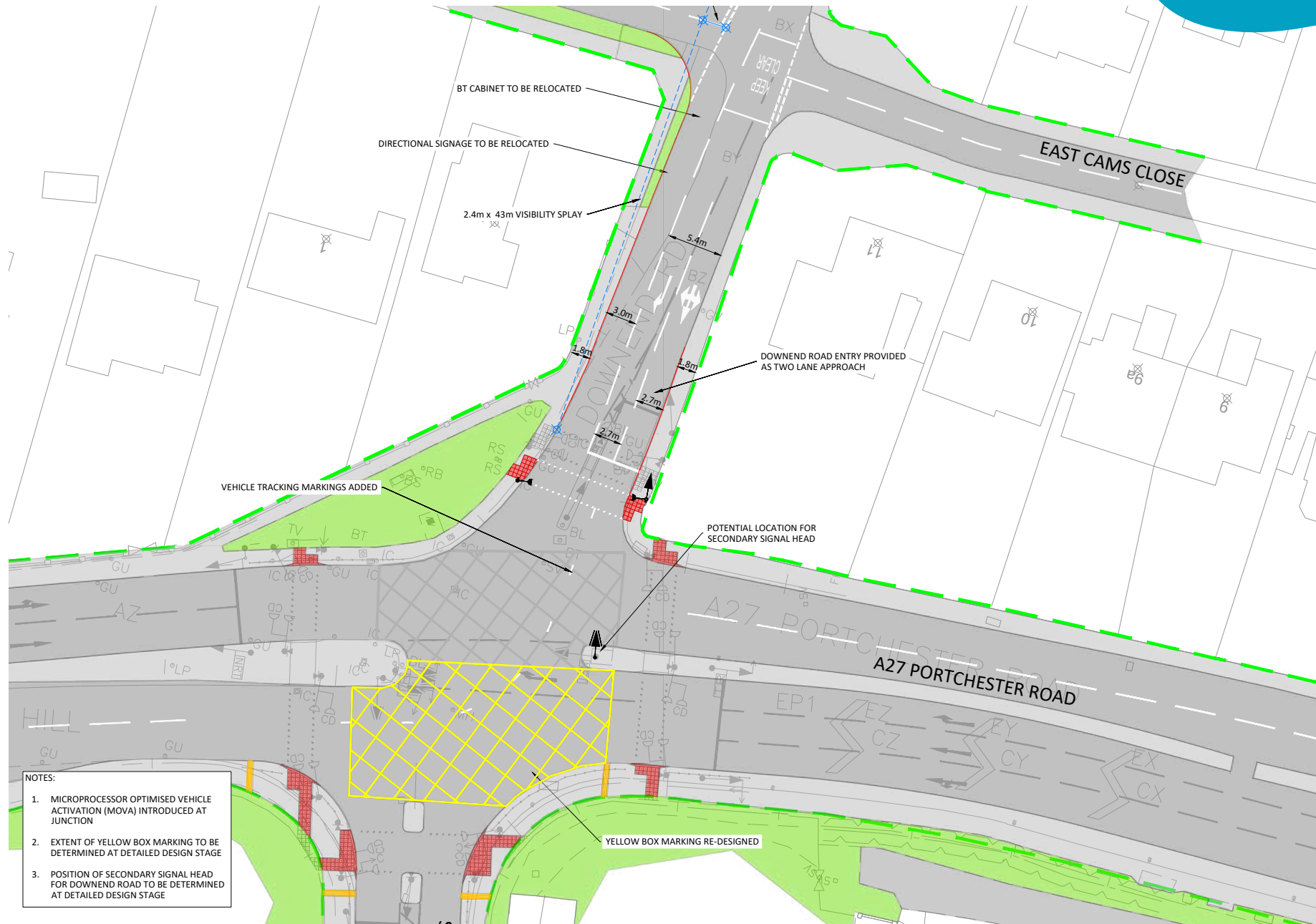


Figure 6.18: Proposed improvements to Downend Road A27 junction



## 07 LANDSCAPE, ECOLOGY AND DRAINAGE

### LANDSCAPE

**7.1** The proposed new homes will be set within an extensive and accessible green framework (see figure 7.1). This will allow for formal and informal play, walking routes and new habitats encouraging biodiversity.

**7.2** The landscape-led master plan is designed around a connected green grid, which links up with the existing public rights of way. New linked habitat areas will provide wildlife corridors and help increase biodiversity across the site.

**7.3** North-south green corridors will provide long distance views to The Solent, with east-west corridors allowing for planting to soften the built form.

**7.4** Extensive new planting will be incorporated into the proposed master plan, creating an attractive environment. Existing planting will be retained where appropriate and the historic hedgerow will be enhanced.

### ECOLOGY

**7.5** The site is currently of limited ecological quality. Miller Homes has undertaken surveys that have found limited ecological value on site, which is primarily restricted to the field margins and boundary of the site.





Figure 7.1: Illustrative landscape framework

## OPEN SPACE

### Local standards of open space provision

**7.6** Local standards of open space provision, referred to in the Fareham Core Strategy Development Framework Document adopted August 2011 policy CS21 are as follows:

- *"Parks and amenity open space - 1.5 ha per 1,000 head of population.*
- *Outdoor sport - 1.2ha per 1,000 head of population.*
- *Children play equipment - 14 pieces of equipment per 1,000 1-12 year olds.*
- *Youth facilities - 1 youth facility/MUGA per settlement area*
- *Accessible natural greenspace - 2.1 ha per 1,000 head of population."*

**7.7** The proposed master plan requirement for provision of recreational space, based on 350 homes and a population of 2.4 people per dwelling therefore a population of 840, is highlighted below.

**7.8** Overall the proposed master plan over provides open space with 7.17ha of on site green infrastructure.

Policy CS21 requirement for population of 840	Proposed provision for application
Parks and amenity open space 1.26ha	The over provision of accessible natural greenspace allows for a park and amenity open space should the council require one. Discussions on the council's requirements should be undertaken at reserved matters.
Outdoor sport 1.01ha	Outdoor sport 1.08ha
Children's play equipment estimated 6-8 pieces of equipment	Children's play 0.1ha sufficient space for a NEAP
Youth facility - 1 youth facility/MUGA	There is sufficient informal open space to incorporate a youth facility should the council require one.
Accessible natural greenspace 1.76ha	Accessible natural greenspace 6.04ha

Table 1: Open space policy requirements



## Key open spaces

**7.9** The master plan includes the provision of a number of green open spaces, in accordance with policy.

### *Green corridor*

**7.10** The master plan includes a green corridor (see figure 7.2) as part of the landscape framework, providing an attractive place for residents as well as enhancing biodiversity. The space will be well overlooked providing a safe naturally surveyed space whilst maintaining views of The Solent.

### *Pedestrian connections*

**7.11** The master plan includes provision of east west links connecting the public right of way to Downend Road and Upper Cornaway Lane. Pedestrian and cycle links over Cams Bridge will also provide access to Portchester Road.

### *Formal sports provision*

**7.12** The site has potential for formal sports provision and children's play areas, in accordance with policy requirements and pre-application discussions. Given Portchester is well served by recreation grounds, a financial contribution to improve existing facilities may be an appropriate alternative. The final provision of formal sports facilities and children's play will be determined through discussions with the local planning authority during the planning application process.



Figure 7.2: Green corridor

## VISUAL IMPACT

**7.13** The site sits on a gently sloping south facing slope. Vegetation within the site is limited to a few trees. There is an intermittent hedgerow forming the northern boundary that follows a historic field boundary.

**7.14** The proposed development is not necessarily uncharacteristic in the receiving landscape, as the urban edge of Portchester lies to the east, and extends up to the M27 motorway.

**7.15** The development does not break the ridgeline of the downlands and retains the landscape setting in front of the ridgeline. Furthermore, as the illustrative view in figure 7.3 shows, the proposals ensure the rural foreground in front of the fall is maintained.

**7.16** The introduction of new planting, green corridors and the retention of the green space to the north of the proposed built form, alongside existing hedgerows, shrub planting and woodland, ensure the impact of the development is minimal.

**7.17** For more detail of landscape and visual impact refer to the landscape and visual impact appraisal document submitted separately.



Figure 7.3: Map indicating illustrative view point





Figure 7.4: Illustrative view of development - before and after



## DRAINAGE

**7.18** There are no watercourses or water bodies within the site and the site does not lie in a floodplain. Sustainable drainage systems (SuDS) have been incorporated into the development proposals to ensure that future occupants are not affected by an increased risk of flooding or that third party land is not exposed to a greater risk of flooding.

**7.19** The SuDS strategy proposes to manage surface water in a series of detention basins along the southern part of the site. These will be seasonally dry and designed into the green landscape corridor, offering additional green space and ecological benefits. The SuDS strategy has been informed by detailed intrusive ground investigations at the site.

**7.20** Southern Water has confirmed that there is capacity in the local sewerage network to accept foul flows from the development with no requirement for upgrades.







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