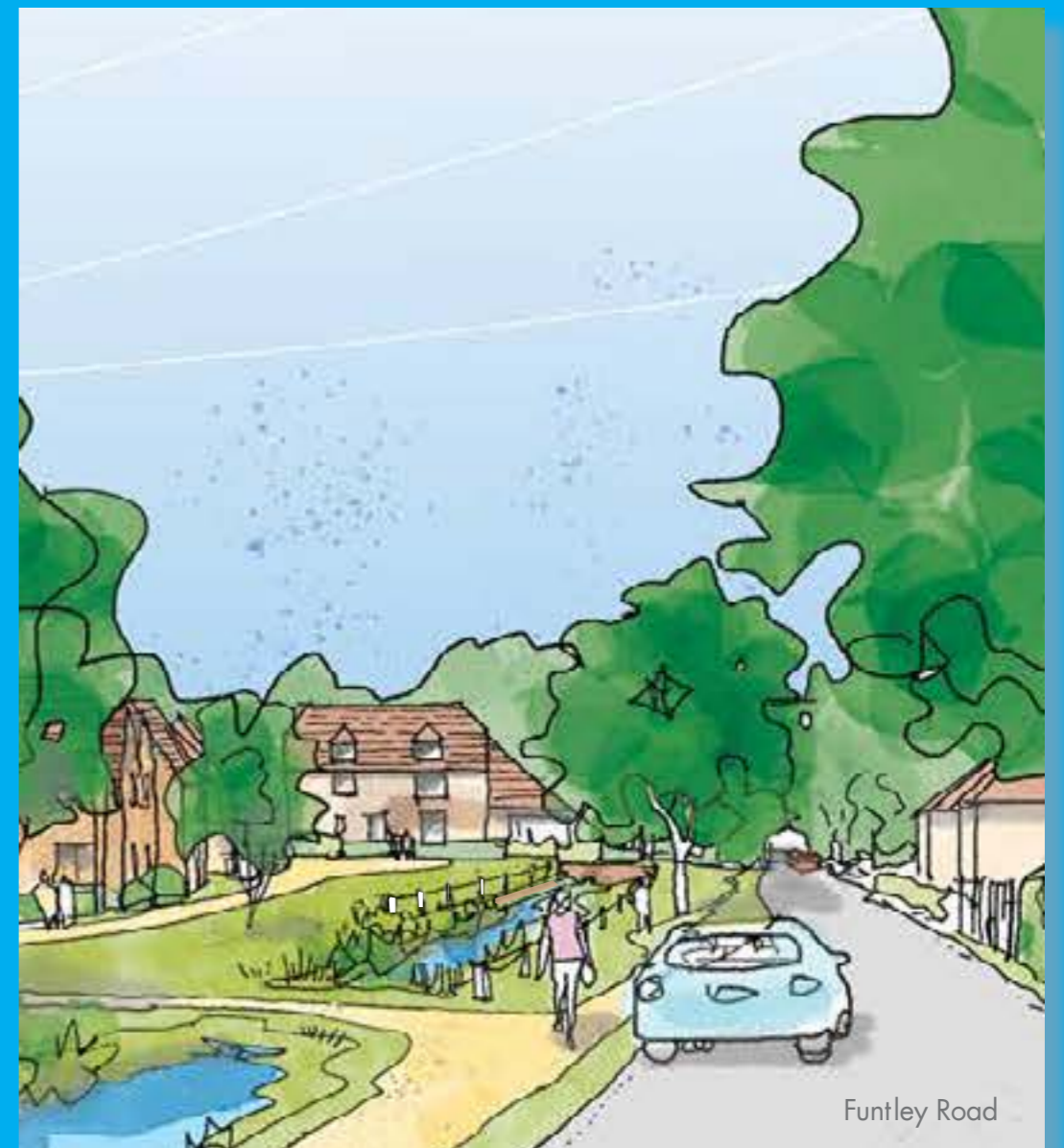


4 The proposal



Section 4: The Proposal

4.1 The Masterplan

4.2 Integration of landscape and development

4.3 Place-making

4.4 Road form and access

4.5 Treatment of water

4.6 Biodiversity

4.7 Sustainability

4.1 The Masterplan

The masterplan which is the basis of this current planning application for up to 125 residential units takes its cue from:

- the wider landscape of the character area and the detail of the landscape on and around the site
- topography
- the context of Funtley
- the need to attenuate water on site
- the desire to create a strong relationship between the development context in which it sits for the benefit of residents and wildlife.

The principles set out in Section 3 have been retained. Development on the lower land, strong view corridors and “fingers” of landscape through the scheme, the creation of clusters of development of varying density; the creation of a strong frontage onto Funtley Road, the use of water, and repair of the wider landscape.



Design thinking of the proposed scheme.

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The principles set out on page 42 translate onto a sketch aerial view as shown below. Key views have been retained and the footpath link with Fareham over the M27 is indicated. A strong but appropriate frontage to Funtley Road is shown schematically here.



preliminary aerial view from the north looking towards Fareham

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1 Plan of typical farm cluster

The farmyard clusters are prestigious low density houses marking the transition to the open space to the south and the new neighbourhood to the north. They form a strong edge facing onto the open space with parking placed within the block as in a conventional farmyard.



2 Part of Funtley Road (borrowing from East Meon)

There is a major opportunity at Funtley Road to create a village scene street as at East Meon; water, pedestrian routes, the calming of the main road and the relationship of the houses will all give prestige to this otherwise undistinguished road. The detached house at the top left terminates the view east to west along the new access lane. Footpath connections across the swale and pond connect with Funtley Road.



3 The village green, shop and community hall

The village green marks a central point between existing and proposed development. Grouped around an important existing tree the village shop and community centre will be visible from Funtley Road. Together with its carpark it will be a valuable amenity for the whole community. The square provides a 'punctuation point' in the road system slowing traffic and giving identity to this part of the site. It also provides parking for the community hall/shop. The square is overlooked by buildings on three sides.



4 Green link

The green links provide visual continuity between the valley floor and the hilltop and also give opportunity for swales and amenity space. To the south they terminate in views to important trees and this can be emphasised in future landscape design. The links break the development into individual neighbourhoods to give identity to individual resident's houses.

The Masterplan



see illustrations on page 44

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4.2 Integration of landscape and development

A new landscape of woodland, wetlands and meadows will be created to connect up existing ancient woodlands, provide an attractive leisure and biodiversity resource and contain the proposed development.

The significant landscape features on the site, including areas of ancient replanted woodland, treebelts and mature trees, will be retained and enhanced, conserving the characteristic wooded horizons. The smaller scale field pattern that once compartmentalised the site and is now only indicated by a few remnant trees, once linked the wooded horizons to the valley floor. This pattern will be reinstated through the proposed north-south green links which will incorporate the remaining trees and provide access routes, SuDS, biodiversity corridors and new native tree and shrub planting, as well as species-diverse grasslands.

View corridors through the development are created to break it into distinguishable neighbourhoods. These greenways consist of wetlands, ponds and swales, and new woodland focused on existing trees.

An interconnected network of footpath and cycle routes will link the site to Fareham North to the south and the Meon valley trail and wider countryside to the north, also allowing existing and new communities to access the Community Park located on the higher slopes south of the residential development. This area benefits from panoramic views northwards towards the South Downs and Meon Valley, which will now become accessible to the community.

The Community Park will provide significant areas of open space for informal recreation, with habitats enhanced through management and planting.

The character of Funtley Road frontage will be designed to reflect the essence of other Meon valley village frontages helping to connect the existing and new communities but also providing a locally distinctive setting within which to integrate development.



lost field boundaries reinstated sweeping down from the wooded slopes, reinstating the historic smaller scale, richer landscape pattern and providing landscape context for development ...

Section 4: The Proposal

The proposed landscape structure of the site will use existing features and will, through development, respect these and augment the landscape structure which is being eroded on this site.

The two green links will protect existing trees but will also use new tree planting in small copses, wetland and water and meadow planting to create a rich matrix which divides the site into roughly three development areas.

Funtley Road will be given a new landscape consisting of existing trees, new tree planting and seasonal and permanent water as part of the setting for new and existing development on Funtley Road.

The Ancient Woodland at Beamond copse will be respected by a 15m offset within which the influence of the Ancient replanted woodland would be augmented; woodland edge tree planting, an informal mix of meadows and tree copses will provide an ecologically rich buffer.

The southern edge of the site is marked by existing important trees but also the change of level between relatively flat and relatively sloping land. This will contain a water catchment series of swales to produce a rich landscape for the 'farmyard' development parcels to look onto and to provide an 'edge' between the developed part of the site and the community park beyond. Further detail will be provided but at this outline application stage the aspiration is to use the development to create a richer landscape for people and wildlife alike.

The landscape will be managed as part of the development adding to its amenity, biodiversity, recreational, educational and landscape value. Management regimes that might be considered could include traditional methods such as coppicing of woodland and diversification of meadows through green haying or grazing.



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4.3 Place-making

The masterplan is designed to emulate the layout characteristics typical of that found in villages in and around the Meon Valley. The diagrams to the right break down the key components of the illustrative masterplan to demonstrate how the parts work together to create a strong built form reflective of this rural area.

figure ground



figure ground – this shows how the built fabric of the proposed development creates a layout of routes and blocks of development that are arranged to relate to one another to create streets and open spaces. The form reflects a village typology that transitions from more orthogonal and regular on its village centre side to more open, irregular and smaller in size towards its rural edges.

key buildings



key buildings – this shows how the arrangement of spaces and streets provides opportunity for key buildings to terminate vistas, deflect important street angles and anchor a sense of character and purpose to the townscape. This suggests how buildings might be arranged so that their massing shapes street spaces and forming an edge to green spaces.

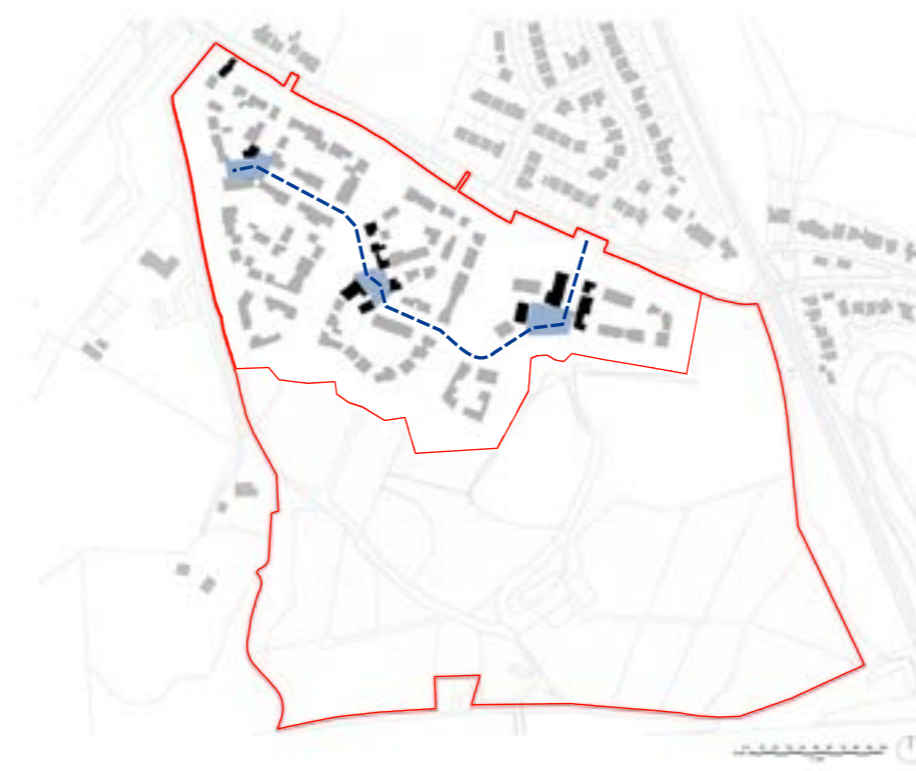
Section 4: The Proposal

house types



house types – whilst the plan is illustrative, the layout does allow for a comprehensive mix of house types and sizes. These range from short regular terraces, detached and paired homes to tightly 'line' some streets, to larger detached homes which largely, though not exclusively, sit towards the edges of the development.

movement/place



green-blue infrastructure – this shows how the development could respond positively to the features of the site itself and the surrounding context beyond the site boundary whilst providing a rural sensibility through the use of green links from Funtley Road up the hill to the south. The green network permits a connected surface water runoff attenuation system that will provide small ponds and swales that will provide a diverse landscape character to the development, and reflect the local setting.

green/blue infrastructure



green-blue infrastructure – this shows how the development could respond positively to the features of the site itself and the surrounding context beyond the site boundary whilst providing a rural sensibility through the use of green links from Funtley Road up the hill to the south. The green network permits a connected surface water runoff attenuation system that will provide small ponds and swales that will provide a diverse landscape character to the development, and reflect the local setting.

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4.1 Integration of landscape and development

5.2 Block form and spatial distribution

4.2 Road form and access
4.3 Place-making

4.4 Road form and access

4.5 Treatment of water

4.6 Biodiversity

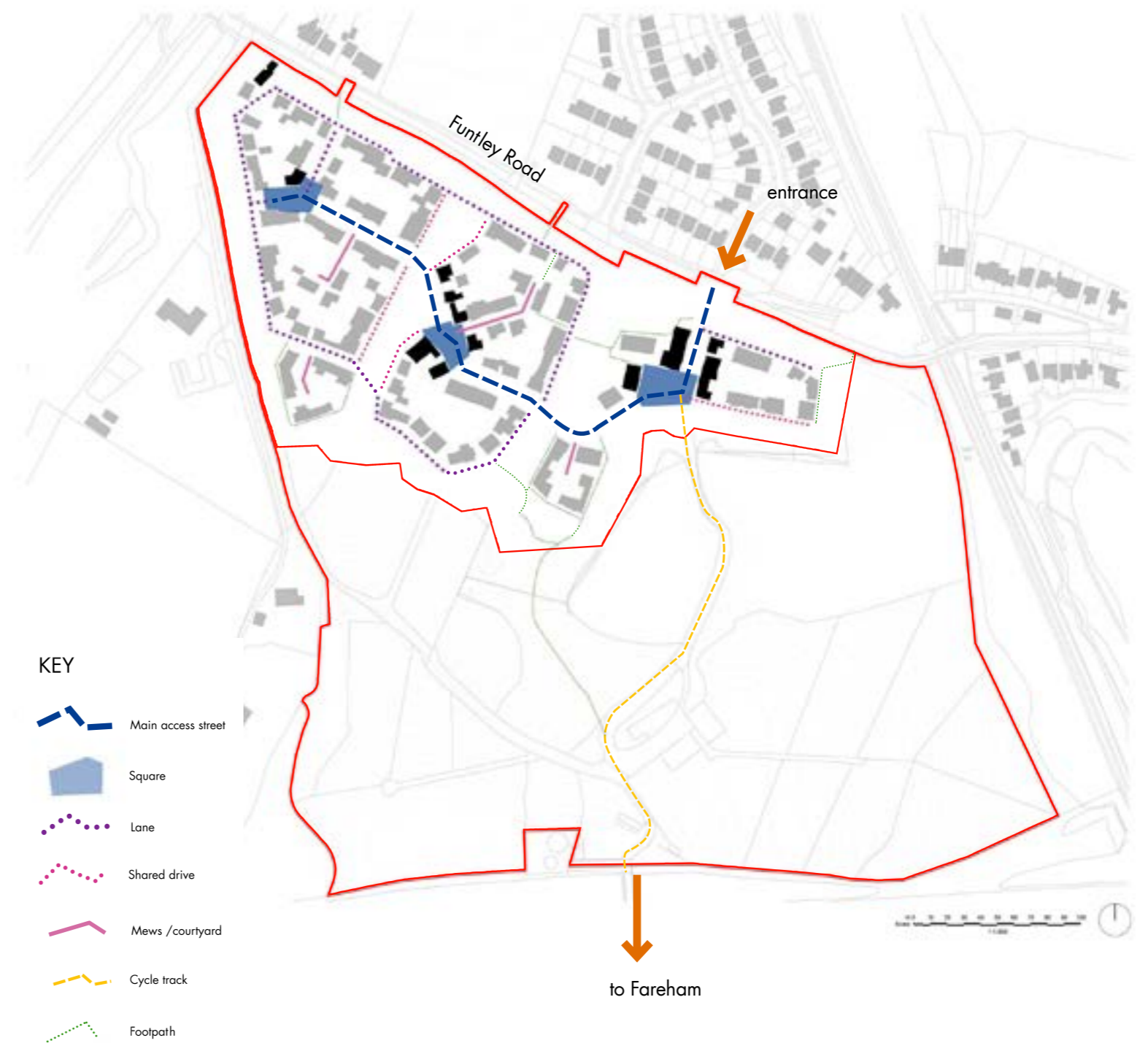
4.7 Sustainability

4.4 Road form and access

As the National Design Guide says *'Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality places for people to enjoy. They also form a crucial component of urban character. Their success is measured by how they contribute to the quality and character of the place, not only how well they function.'*

The proposed layout provides for a hierarchy of routes based around a main access street that links the whole. Pedestrian and cycle only accesses and links on desire lines to surrounding areas and footpaths provide additional connectivity without relying on vehicles for short local trips. All house frontages have short setbacks to prevent parking dominating the streetscene.

It is not intended to offer the roads for adoption but the layout will meet standards of Manual for Streets as required by the highway authority and allow for access and circulation for servicing, refuse and emergency vehicles. Most frequently used street types are designed for 20mph whilst small mews courts and drives are designed to be used at walking pace by vehicles.



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4.2 Integration of landscape and development

5.2 Road form and access
4.3 Place-making

4.4 Road form and access

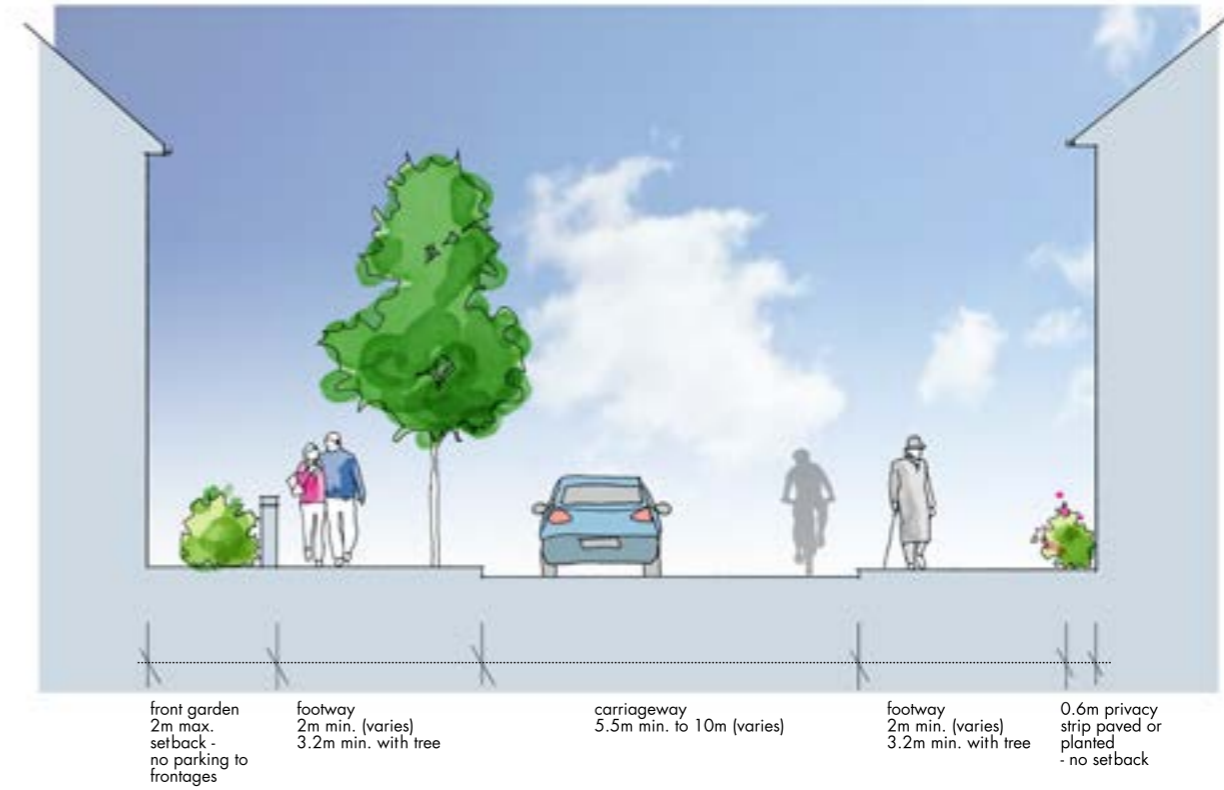
4.5 Treatment of water

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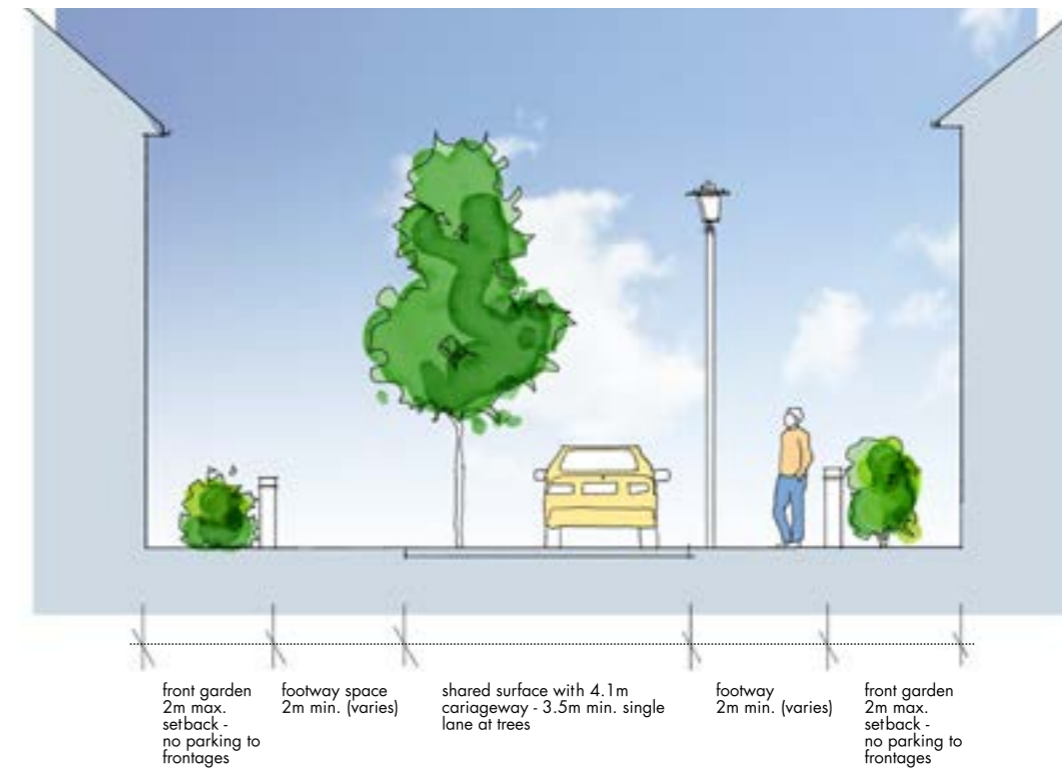
The street types are:

Main access street – a traditionally kerbed 5.5m min. wide street varying to 10m approximately width in places, allowing for splays or sometimes some on-street parking. The irregular kerbline follows the building line arrangement and reinforces the place over the vehicle. Generous footways allow space for tree planting and min. 2m walking space. Cycle users would share this low speed street with other users.



Main access street 

Lane – a shared surface 4.1m generally with occasional single carriageway narrowings to 3.5m for tree planting or furniture. Differentiated surface for footway space.



Lane 

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4.3 Place-making

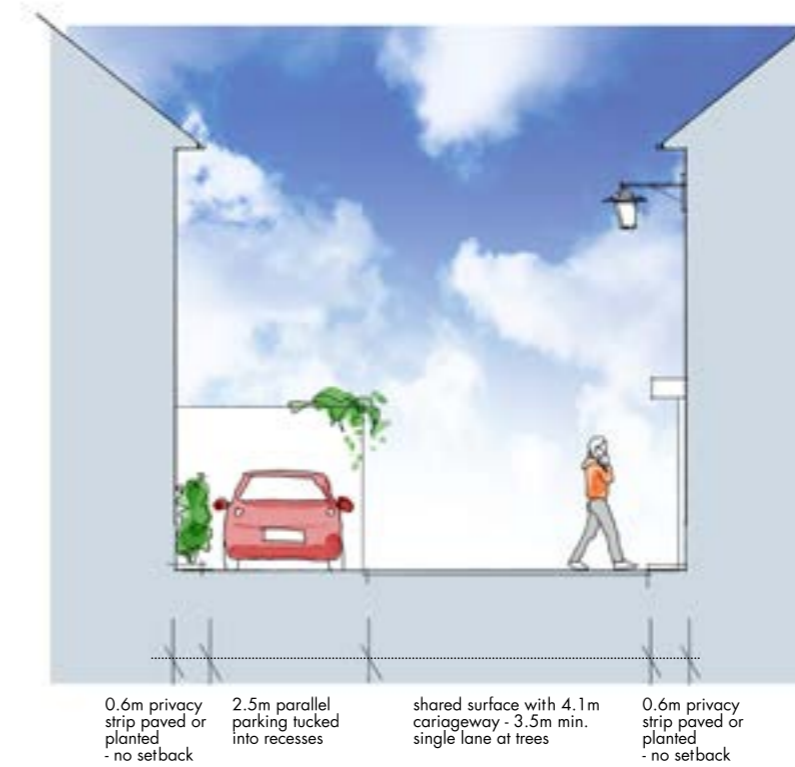
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Mews court – a narrow 4.1m generally 4.5 mph shared surface street with occasional parking tucked in or within parking barn. Lined with building frontages or with tall rear garden walls at its edges to give this a slow speed and intimate environment.



Mews court 

Private drive – a 3.5m min. shared surface 4.5mph shared drive for a small group of houses, with widenings for turning vehicles at driveways or junctions.



Private drive 

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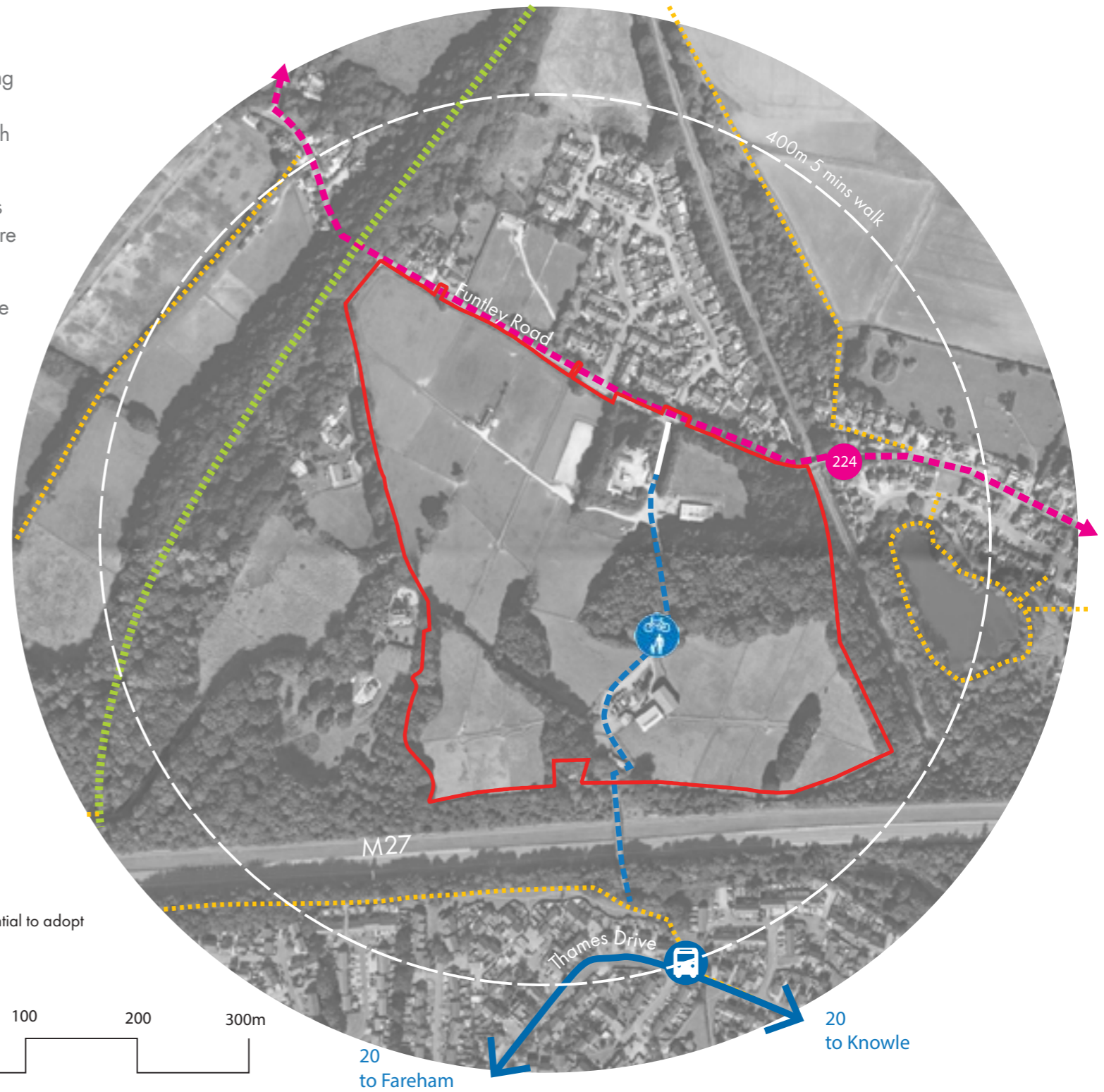
Movement

The proposal includes provision of a new public cycle and footpath track over the bridge link over the M27 from the site.

Because of the new public bridge access, the site is approximately 20 minutes walk (1.5km) to Henry Cort Community College and this route is largely off road if using the public footpath/bridleway network. Walks to the various community facilities on Highlands Road in the north of Fareham are about the same.

Again using the bridge route, Orchard Lea Junior School is 10 minutes walk (800m) away. In addition, Fareham Leisure Centre is 2.5km away, a 10 minute cycle ride.

The bridge also provides pedestrian access to Thames Drive bus stop at Henley Gardens, 6 minutes walk over the motorway bridge link.



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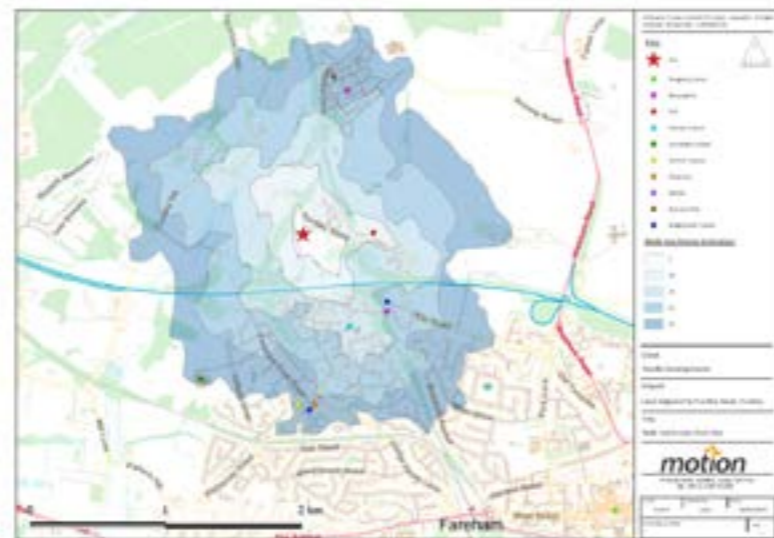
Access

Improvements are proposed as part of this application to increase pedestrian permeability with the surrounding road network. This includes linking the proposed site access with the existing network to the east, as well as introducing crossing points for connections to the northern side of the carriageway.

The proposals will also make use of the route over the M27 motorway, which was secured as part of the previous planning consent. This will enable both pedestrians and cyclists to access facilities to the south without needing to detour east or west to pass over the M27. It will also provide an improvement for existing residents living in Funtley.

There is a range of local amenities within acceptable walking and/or cycling distances of the site, made accessible largely thanks to the bridge connection.

Access to the development site will be provided via a priority junction to the eastern extent of the site onto Funtley Road. The access design is as per the previous planning consent, with six metre kerb radii and a 5.5 metre internal width.



Walk isochrones from site

Internal footways will link with existing external routes to maximise the uptake of sustainable modes

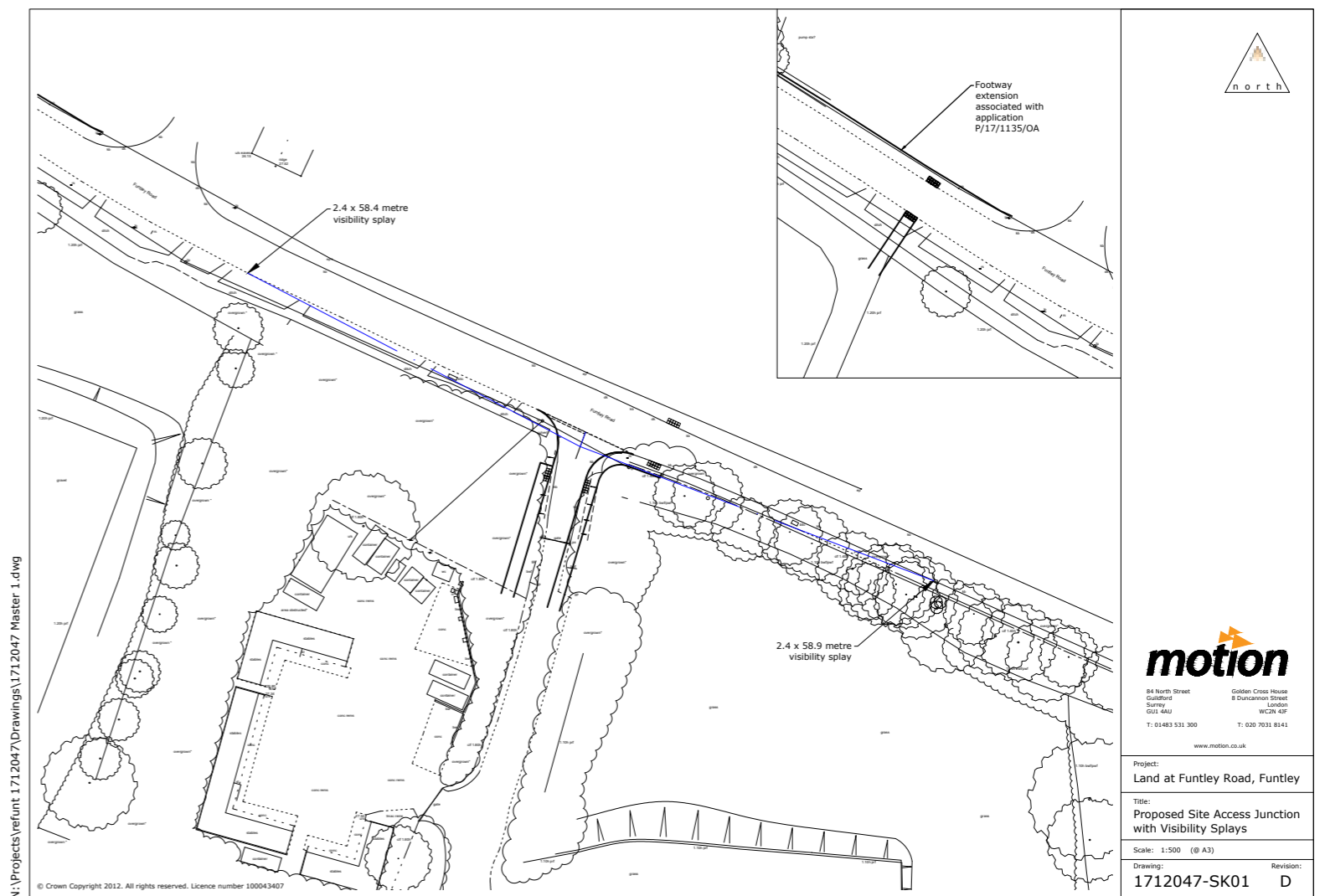
Parking will be provided to ensure that it is well located to the housing that it serves, and to ensure that on-street parking does not occur to any significant degree. This means that access to all parts of the site will be maintained at all times for use by larger vehicles (refuse trucks and delivery vehicles) and for the emergency services.

This approach recognises the need to provide sufficient parking spaces to avoid parking that would adversely affect the operation and appearance of surrounding streets, but not providing parking to a level that would overly encourage car usage. This is a balanced approach that is consistent with local and national planning policies.

The provision of turning heads at appropriate locations will allow for a refuse vehicle to turn safely on-site.

The assessment work undertaken above demonstrates that the proposed development will not have a material impact on the local highway network. The Kiln Road signal junction is shown to operate at capacity during the 2025 peak hours, though mitigation is proposed to address the development impact.

A Travel Plan, alongside further measures to encourage sustainable travel, will accompany any planning submission.



Proposed site access junction with visibility splays

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4.6 Treatment of water

There has been flooding on Funtley Road in the past, which is due to lack of capacity in the drainage system and runoff from the fields. Therefore we propose to capture and control runoff from the development, with flows restricted into the existing ditch adjacent to Funtley Road. The image to the right shows a representation of how this would work in principle.

Flows from the site will be controlled to ensure flood risk downstream is not increased.

Sustainable Drainage Systems (SuDS) will be used on site to provide storage for surface water and help maintain water quality. These will include swales, ponds and permeable paving.

The design of the surface water drainage will allow for extreme events, with allowances for climate change and 'urban creep' (paved-over front gardens, impermeable drives, house extensions etc).



Drainage strategy and SuDs - Motion

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4.6 Biodiversity

A suite of detailed surveys and assessments has been undertaken with a focus upon the extent and quality of habitat features and their potential importance to protected or notable faunal species. The Application Site is deemed to be of moderate value to bats as a foraging and navigational resource and several trees have been identified which could support roosting bats (though these are not directly affected by the proposals). The Application Site is also deemed to be of value to Dormice, Badgers, common reptiles and breeding birds, with mitigation required for each.

Given the nature of the emerging proposals and the extent of informal open space which can be delivered, there is a considerable opportunity, not just to mitigate any impacts but to provide a significant net gain in the quality and diversity of habitats present. Potential habitats to be created include:

- wetland, shrub & meadow matrix
- new shrub bolster planting for Dormice along western boundary
- new shrub/woodland planting
- planted Ancient woodland buffer



Ecological mitigation and enhancement plan - Ecology Solutions



To deliver biodiversity gains the landscape will need to be appropriately managed and designed. Edge conditions will be important, that is the margins between Ancient woodland and woodland edge, the margin between woodland edge and meadow and the margins of water bodies, both permanent and temporary.

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- 4.8 Sustainability

4.7 Sustainability

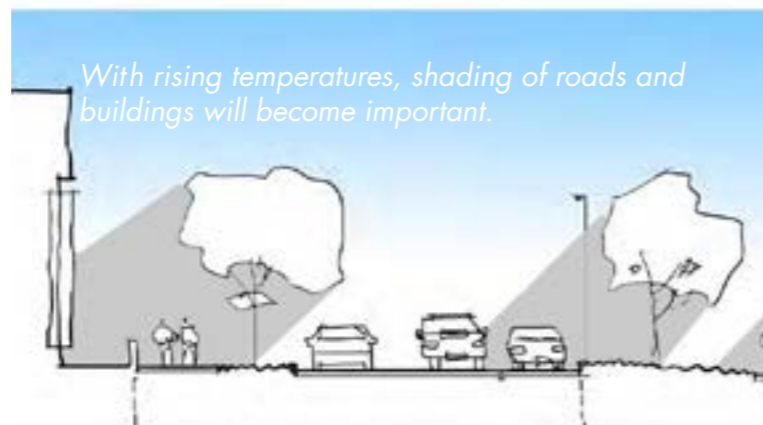
Sustainability has been at the core of this proposal. Conventionally, this subject is considered in three areas - economic, social and environmental but clearly in the design of residential environments these three subjects must be combined and integrated in their application.

The 2016 Paris Agreement comments that wetland and woodland have significant carbon sequestration potential and therefore we expect the scheme to make a contribution in this. The UK has committed to carbon neutrality by 2050 and it is accepted that this will require substantial changes to built development design, its treatment of landscape, the environment and transport; this proposal aims to make a contribution to all of these. It is likely that with the imminent changes to Building Regulations there will be implications for gas heating in residential environments which will inevitably need to be considered in an electricity strategy.

Comfort conditions for people must also be considered; temperatures are rising and there is good evidence that shade will be valued in future. The relationship with the landscape will be important in creating shaded and cooled external spaces and potentially cooler conditions for south facing facades of the buildings.

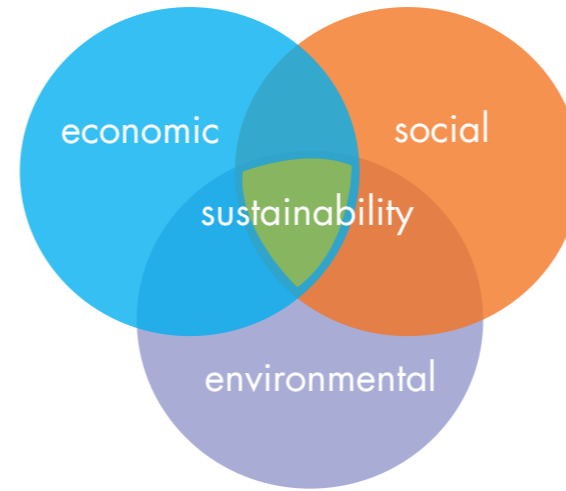


HM Government's Tree Strategy consultation June 2020 is seeking to increase the country's tree cover and provide trees on all streets, amongst other measures.



comfortable conditions for people

sustainability has three dimensions: economic, social and environmental, all interdependent

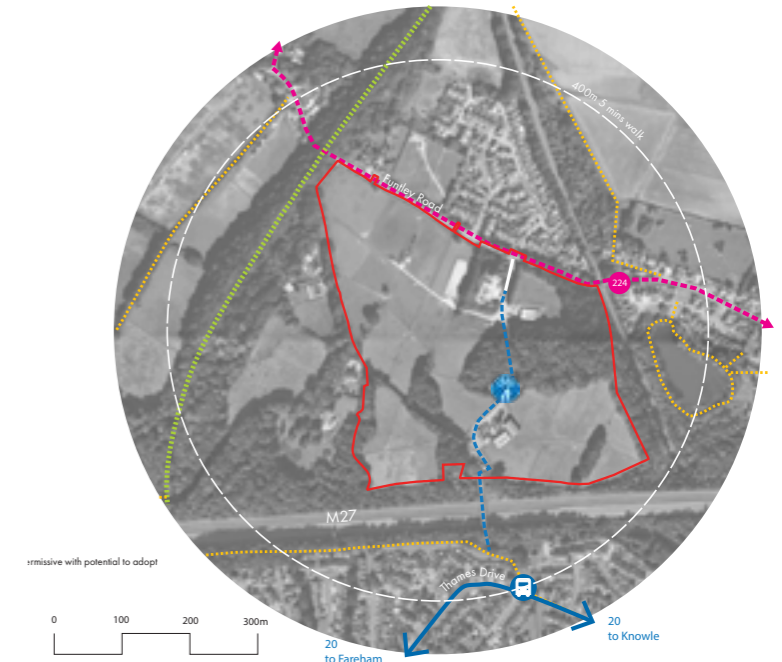


"We will ensure broader landscapes are transformed by connecting habitats into larger corridors for wildlife"

Michael Gove: HM Government "A Green Future: Our 25 year plan to Improve the Environment"



green/blue infrastructure



ease of walking and cycling



carbon sequestration & landscape repair



education



biodiversity

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The proposed development supports the sustainability objectives and includes a range of sustainable design measures to respond positively to Local Policy and National Policy.

The proposed development will include the following sustainable design measures which will provide a range of economic, social benefits, protect and enhance the environment, as well as mitigating and adapting to the effects of climate change.

Mitigating and adapting to Climate Change

The development will incorporate a range of measures to reduce carbon emissions, mitigating the effects of climate change, and adaptation measures to ensure the long term resilience of the development to the effects of climate change. Measures proposed at this stage include:

Passive Design

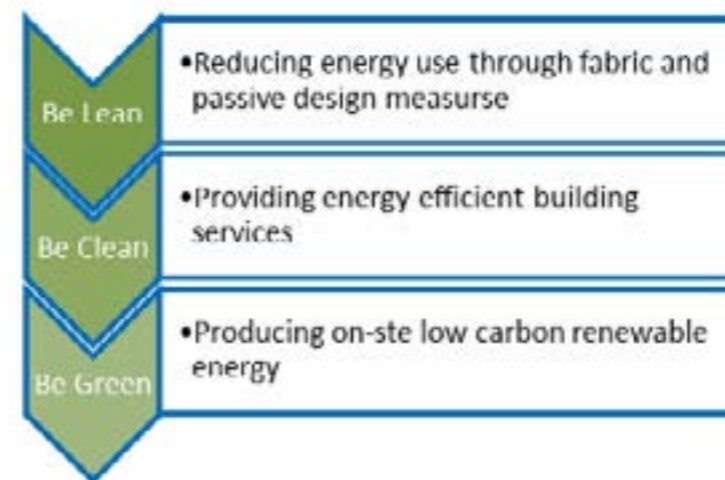
As a result of climate change, summer maximum temperatures are predicted to increase; during the design of the proposed development, the following passive design measures will be considered.

- appropriate orientation of homes and buildings
- appropriate window area to balance daylighting and overheating risk
- passive cooling
- passive ventilation

Energy Hierarchy

The built environment contributes around 40% of the UK's total carbon footprint. In order to reduce the carbon footprint of homes, the proposed development will aim to align with the Energy Hierarchy:

- **be lean:** use less energy and manage demand during operation through fabric and servicing improvements and the incorporation of flexibility measures;
- **be clean:** supply energy efficiently and cleanly where appropriate;
- **be green:** maximise opportunities for renewable energy by producing, storing and using renewable energy on-site where appropriate. The Sustainability Statement has highlighted that solar photovoltaics may be suitable for the proposed development. This will be confirmed at detailed stage.



The proposed development will also aim to provide electric vehicle charging points for approximately 10% of homes. As a result of the energy measures, it is anticipated the development will exceed the requirements of the 2013 Building Regulations through a range of passive and active energy efficiency measures.

Environmental Protection and Enhancement

Through a range of design measures the development aims to protect and enhance the local environment, through:

The specification of sustainable materials and construction methods which reduces resource use and reduces the environmental impact of development through good design; and,

Protection and enhancement of habitats including creation of a pond, along with native planting of mixed shrub, species rich meadow and wetland features to achieve a matrix of higher ecological value than that currently present.

Social and Economic Benefits

The development aims to provide a range of social and economic benefits to both new and existing residents, through:

- development designed in response to local constraints and opportunities considering measures to ensure the character of the development reflects the character of the environment and creates a safe and sustainable community
- greatly improved pedestrian and cycle access to Fareham, providing future residents with a wide range of local amenities and employment opportunities

The proposed development will include sustainable design measures which will provide a range of economic, social benefits, protect and enhance the environment, as well as mitigating and adapting to the effects of climate change for the proposed development and local residents of Fareham.

5 Visualisations



View 1 - idealised view looking west along Funtley Road. The aim is to create a new Funtley Road frontage, rather like the Meon Valley example quoted earlier. This would consist of a carefully composed grouping of houses looking onto swales and permanent water, overlooking the street but within a landscape setting.

houses fronting on to Greenway giving views of landscape beyond

vegetation retained

significant house terminating view

water as part of the street scene

pedestrian connections to Funtley Road

swales & wetland as part of the development

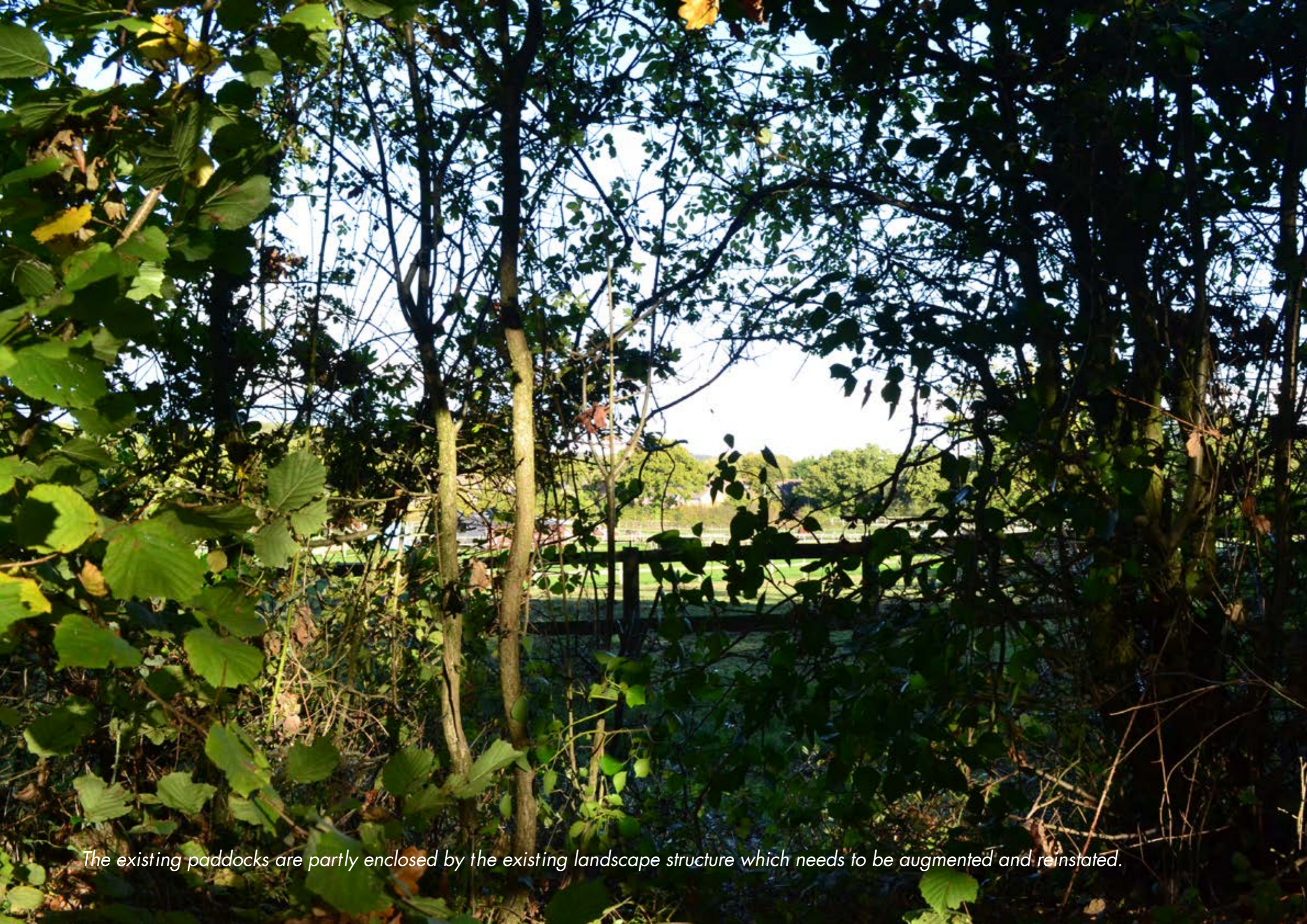
View 2 - looking north along greenway 1 - the village hall is off the picture to the left

important tree retained



The Green

houses looking on to Greenway giving views of landscape beyond



The existing paddocks are partly enclosed by the existing landscape structure which needs to be augmented and reinstated.

6 Conclusion

National Design Guide 2019

The National Design Guide addresses the question of how we recognise well designed places, by outlining and illustrating the Government's priorities for well-designed places in the form of ten characteristics:

- Context
- Identity
- Built form
- Movement
- Nature
- Public spaces
- Uses
- Homes and buildings
- Resources
- Lifespan

Fareham Design Guide SPD 2015

The FDG has the "aim of encouraging well-designed proposals ...". The guide rightly very much focuses on street network layout as key place making tools.

"The Council will expect proposals made in planning applications to have been designed with specific regard to the guidance contained in this document, relevant policies within the local plan and national guidance. It has been written specifically with the aim of encouraging well-designed proposals ..."

Design guidance for attractive and healthy places comes from many quarters. We understand the intention underpinning this advice and have sought to implement the principles ...

Building for Healthy Life

BHL is the recent industry recognised replacement for Building for Life 12, the widely known and most widely used design tool for creating places that are better for people and nature. It is a key tool for helping people improve the design of new and growing neighbourhoods.

- Integrated Neighbourhoods
- Distinctive Places
- Streets for All



6.1 Conclusions

This proposal has sought to respect the environment and structure of Funtley, including its new developments, and to relate these to a landscape which has seen rapid change and possibly decline over the last century. Current and future uses for this formerly agricultural landscape will continue to create pressure for change, so this proposal for up to 125 new dwellings gives the opportunity to arrest this decline. Through sensitive design, landscape interventions and management a landscape structure properly integrated with the built development of the village which will develop and mature into the 22nd Century can be implemented. The thinking for these outline proposals is set out in this Design and Access Statement. In the UK there is currently concern that new housing developments do not always produce healthy and attractive places. There is now a plethora of advice aimed at improving this situation, but in any case the guidance offered is inherent to the thinking which underlies this proposal.

The Fareham Design Guide predates the National Design Guide 2019, Building for Healthy Life 2020 or the Building Better, Building Beautiful Commission 'Living with beauty' report 2020. It does point to the matters of street layout as forming the key framework for place-making and this is carefully considered within this design proposal. Furthermore, the climate and biodiversity emergencies and the need for inclusive design by considering water run-off, summer shading, natural greenspace enhancements and optimisation and connection to the local village and its association with its landscape are also considered. Homes will have cycle storage, cycle track connections, a well overlooked natural play area and good connections to local schools.

The relationship of housing density to place is not made clear in the Guide and it suggests it be based on existing density of local surroundings alone. Density for sustainable development must however be based on other factors such as proximity and access to community facilities, best use of land, public transport and active travel isochrones. At Funtley Road the village is largely late 20th Century contemporary, car-reliant suburban housing arranged culs-de-sac, grouped around the line of the few remaining original cottages that lined the lane close to the 19th Century brickworks.

The design of the application site will seek to reintroduce a more rural characteristic to the village, with greater landscape presence, with built form based on that found in the wider Meon Valley. The design will seek to provide healthy streets, a layout that connects and engages with the wider community, and a rich natural landscape accessible to all. Small squares will offer strong social spaces formed by the houses, and a main square with the potential community hall and shop.

The application includes for 6 custom or self build homes as Local Plan policy requires adding diversity in design socially and visually.

That the housing is needed is beyond doubt; the question is can it be addressed appropriately, attractively and sustainably at Funtley South? These outline proposals demonstrate that it can be and that up to 125 houses could add to the qualities of Funtley and the wider area whilst providing an attractive location for new residents.



7 Appendices

Appendices

- i Parameter plan
- ii Meon Valley Village Precedent Study
(under separate cover)

Section 7: Appendices



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