



NEWGATE LANE SOUTH

Peel Common

DEVELOPMENT FRAMEWORK
DOCUMENT

February 2020

“

Newgate Lane South is a strategic development opportunity where the vision is to create an attractive sustainable neighbourhood complementing Bridgemary, Woodcot and Peel Common. Through comprehensive masterplanning and a joined up approach between the public and private sector, landowners, developers and with local stakeholders it has the potential to deliver approximately 475 new homes in an high quality semi-urban setting. The new neighbourhood will provide a strong network of open spaces and assist in meeting the area's housing need, providing a range of quality new homes and opportunities for sustainable travel and living.

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01

Introduction

The Draft Fareham Local Plan 2036 proposes the allocation of land at Newgate Lane South for housing through Policy DA1 and Development Allocation HA2. The two main parties who own / control the allocation: Miller Homes and Bargate Homes are working together as a consortium to produce a development framework masterplan which will deliver new housing and community benefits in a comprehensive and co-ordinated manner.

Purpose of the Development Framework Document

The proposed housing allocation, HA2, sets out a number of site specific requirements and key principles which Fareham Borough Council expect to be delivered as part of any detailed proposals for the site.

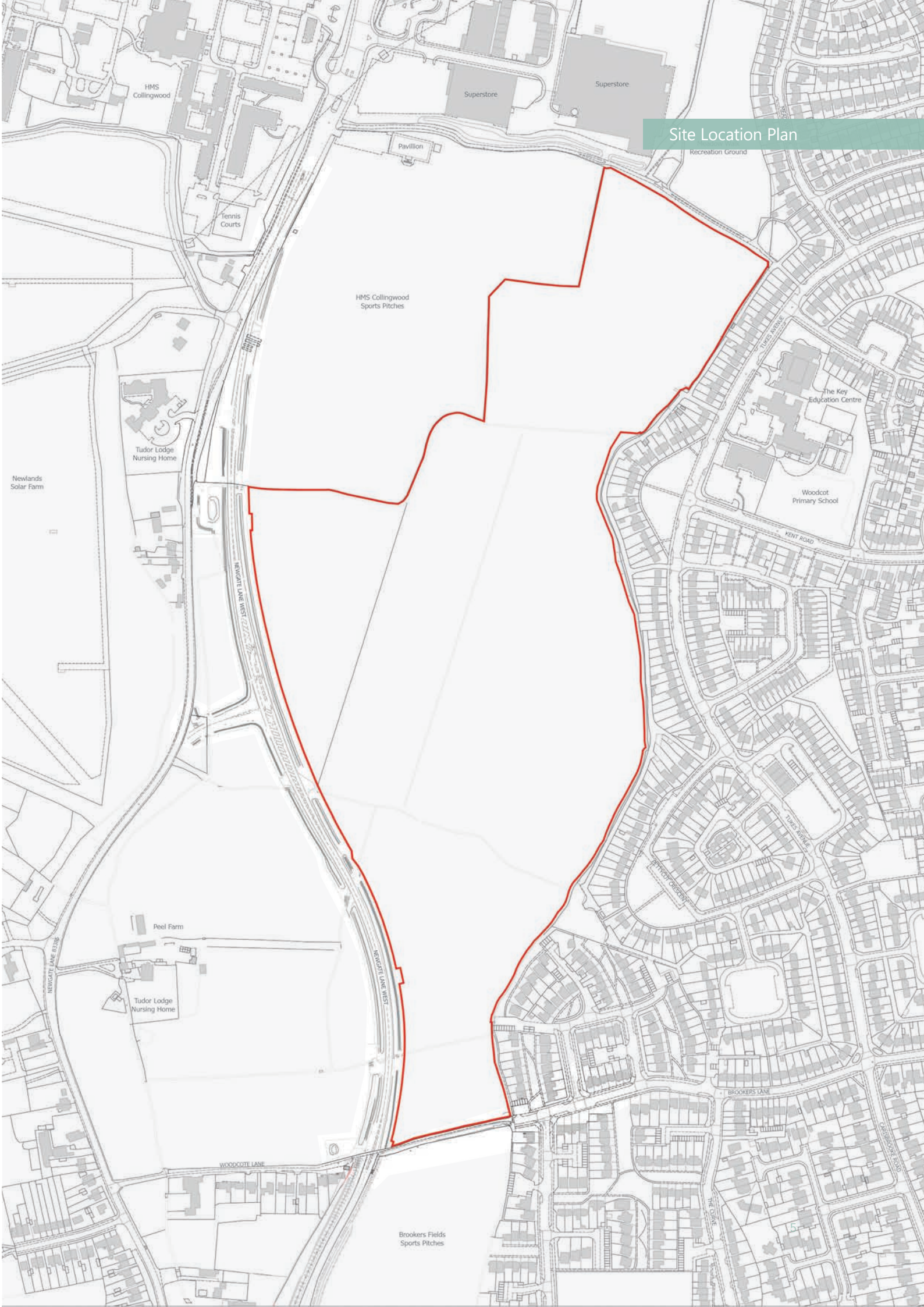
The purpose of this Development Framework Document (DFD) is to expand upon the key principles set out in Site Allocation HA2 through a more refined analysis of the site opportunities and constraints, informed by technical and environmental reports and also to demonstrate how the site can be delivered as part of a joined-up approach between landowners, developers, Fareham Borough Council and other key stakeholders. The DFD will form part of the evidence base for the new Fareham Local Plan and will help inform future versions of the Local Plan. It will also help guide future planning applications across the site allocation, so that individual applications can be delivered in accordance with the comprehensive development framework masterplan for the site.

It is expected that as a minimum, development proposals come forward for each part of the site allocation in their entirety and demonstrate how they would not compromise the delivery of the remainder of the site.

This not only has the benefit of planning the site allocation in a more coordinated and holistic way, but also allows an equalisation approach to land values to be established which ensures that the delivery of key infrastructure such as greenspace, does not fall onto single ownerships, but instead the impact upon land values is spread across the entire allocation.

Document Structure

This DFD begins by setting out the Planning Policy context before describing the site and surroundings. It then sets out the site constraints and opportunities which have been informed by technical and environmental surveys and reports. This, in turn, has enabled the development of a conceptual masterplan and key development principles. Finally, analysis of the potential site capacity and a description of how the site and any off-site infrastructure improvements will be delivered, completes the document.



Site Location Plan

HMS Collingwood

Superstore

Superstore

Pavillion

Recreation Ground

Tennis Courts

HMS Collingwood Sports Pitches

Tudor Lodge Nursing Home

The Key Education Centre

Woodcot Primary School

KENT ROAD

NEWGATE LANE WEST

Peel Farm

Tudor Lodge Nursing Home

WOODCOTE LANE

Brookers Fields Sports Pitches

BROOKERS LANE

Planning Policy

This section sets out the key relevant planning policy at national and local levels, focusing upon the Draft Local Plan allocation HA2 and development principles that it proposes.

National Planning Policy

In February 2019, the National Planning Policy Framework (NPPF) was published. The Framework sets out the Government's planning policies for England and how these are expected to be applied and is a material consideration in all planning decisions.

The National Planning Policy Framework (NPPF) establishes a presumption in favour of sustainable development. Paragraph 8 confirms that there are three dimensions to sustainable development – economic (building a strong, competitive economy); social (providing the supply of housing required to meet needs and creating a high quality-built environment); and environmental (protecting and enhancing the natural, built and historic environment). Paragraph 9 confirms that these roles should be delivered through the preparation and implementation of plans and the application of policies, but they are not criteria against which every decision can or should be judged – development should be guided towards sustainable solutions but take into account local circumstances to reflect the character, needs and opportunities in each area.

Paragraph 11 stresses that plans and decisions should apply a presumption in favour of sustainable development. Development plans should positively seek opportunities to meet the development needs of the area, and proposals should accord with an up-to-date development plan. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, permission should be granted unless policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole. Paragraph 12 confirms that Local Planning Authorities may take decisions which

depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

In terms of the social role for planning, this is to support strong vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations by creating a high quality built environment.

Housing is highlighted within the Framework as having a considerable role to play in achieving each of these dimensions of sustainable development. Indeed, as the core planning principles of the Framework make clear, planning should proactively drive and support sustainable economic development to deliver the homes that the country needs. For the first time, housing development is recognised to be a major contributor to economic growth.

Section 5 of the NPPF on housing sets out that the Government is committed to increasing the overall level of supply and mix of housing in order to meet local needs.



Ministry of Housing,
Communities &
Local Government

National Planning Policy Framework

February 2019
Ministry of Housing, Communities and Local Government

Adopted Fareham Local Plan

The Development Plan comprises the Core Strategy adopted in August 2011 (Local Plan Part 1), the Development Sites and Policies Plan adopted in June 2015 (Local Plan Part 2) and the Welborne Plan adopted in June 2015 (Local Plan Part 3).

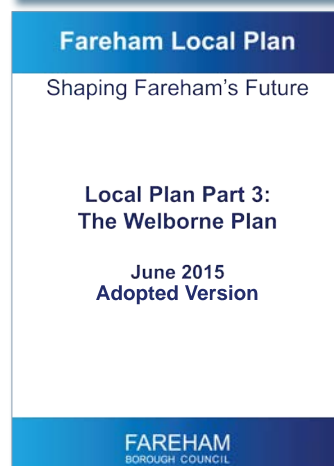
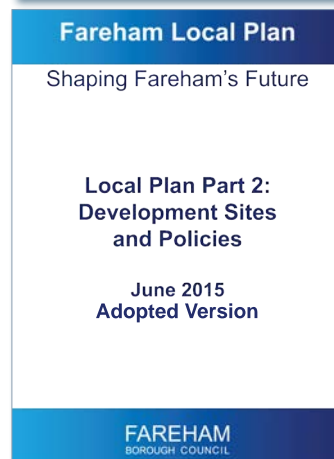
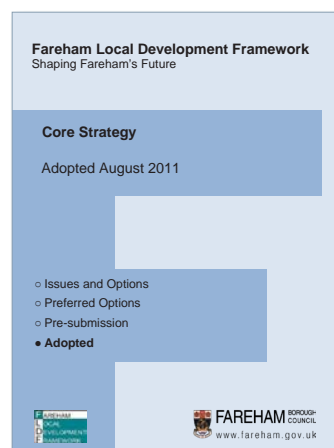
The Core Strategy (Local Plan Part 1) is the overarching strategic planning document for the Borough that sets the overall strategy, objectives and priorities for development within the area until 2026. This document was adopted by Fareham Borough Council on the 4th August 2011 and sets out the wider vision for the Borough.

The Development Sites and Policies Plan (Local Plan Part 2) sets the Council's approach to managing and delivering the development identified in the Core Strategy, excluding the area covered by the Welborne Plan. This document was adopted by the Local Authority on the 8th June 2015 and allocates sites for housing, employment and retail and introduces development management policies for a range of topic areas.

The Welborne Plan (Local Plan Part 3) is a site-specific plan for the development of a new community at Welborne, located to the north of the M27. It was adopted on the 8th June 2015 and sets a wider vision for Welborne accompanied by specific planning policy guidance and targets.

Additional guidance on specific subject areas is provided within a suite of Supplementary Planning Documents (SPDs) as follows:

- Affordable Housing SPD adopted December 2005;
- Residential Parking Standards SPD adopted November 2009;
- Non-Residential Parking Standards SPD adopted September 2015;
- Fareham Borough Design Guidance SPD (Excluding Welborne) adopted December 2015;
- Welborne Design Guidance SPD adopted January 2016; and
- Planning Obligations SPD (Excluding Welborne) adopted April 2016.



02 Planning Policy

Emerging Local Plan

The Council has acknowledged that it must plan for higher levels of development than that set out in the adopted Local Plan if it is to meet the Objectively Assessed Housing Need for the Borough. As such, it has commenced a review of the Local Plan to reflect new housing and employment needs for the Borough until 2036. Once adopted, this document will form the overarching planning document for the Borough, replacing the Local Plan Part 1 (Core Strategy) and Local Plan Part 2 (Development Sites and Policies). This emerging Local Plan is a material consideration and the weight assigned to this will increase as it progresses towards adoption.

The Draft Local Plan was subject to Regulation 18 consultation between the 23th October and the 8th December 2017. As part of this, over 2,500 individuals submitted comments which the Council has now reviewed and published on their website.

The Draft Local Plan acknowledges that providing new homes to address housing need is a critical requirement and incorporates proposed housing targets that were derived in line with the Partnership for Urban South Hampshire (PUSH) Strategic Housing Market Assessment (SHMA) published in January 2014, Objectively Assessed Housing Need Update published in April 2016 and Spatial Position Statement published in June 2016. Policy H1 (Strategic Housing Provision) of the emerging Local Plan sets a target of 11,300 net additional dwellings to be provided in the Borough between 2011 and 2036.

In July 2018, the Government introduced a standard methodology for assessing housing need. The target of 11,300 homes, introduced through the Draft Local Plan, would not meet the new requirement and as a result, the Council has commenced a review of the Draft Local Plan. An Issues and Options consultation was held in the Summer of 2019, followed by a Regulation 18 consultation in the early part of 2020. The Regulation 18 consultation documents include a Local Plan 2036 Supplement and updated evidence base. The policies and proposals introduced through the Supplement are in addition to, rather than a replacement of, existing site allocations.

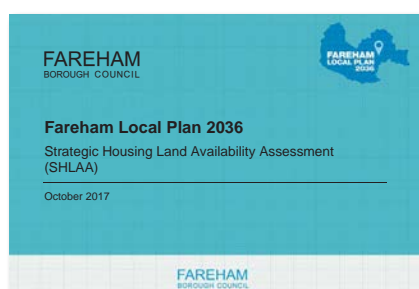
Newgate Lane South is allocated for residential development at Policy HA2 of the Draft Local Plan. This

allocation has not been removed through the Supplement. Policy HA2 identifies an indicative capacity of 475 dwellings on a 22.4 hectare site. The Strategic Housing Land Availability Assessment (SHLAA) (October 2017) and Housing Site Selection Background Paper (October 2017) are key evidence base documents which outline the rationale for the inclusion of this site within the emerging Local Plan. These two evidence base documents have been updated as part of the Regulation 18 consultation 2020, and continue to demonstrate that the site is in a sustainable location, is available, suitable and developable and is therefore deliverable.



Strategic Housing Land Availability Assessment (SHLAA) October 2017

Newgate Lane South was assigned site reference 3133 (incorporating 3002, 3028 and 3057) in the October 2017 SHLAA after being submitted as part of a call for sites exercise. The purpose of the SHLAA is to provide an assessment of land with potential for housing development through a consideration of housing potential, housing suitability and the likelihood of development coming forwards. The SHLAA considered this site to be both available and achievable following a consideration of the individual site constraints and concluded that it was a developable housing site.



Housing Site Selection Background Paper, October 2017

The Site Selection Background Paper, published in October 2017, provides additional information on the processes that informed the selection of housing sites for inclusion within the emerging Local Plan. With regards to Newgate Lane South, this document concluded that:

‘Overall this site has a good sustainability appraisal outcome when taken on balance and considering mitigating opportunities. Accessibility to services and schools will principally be into the adjacent urban area.

Although the site is in the current Strategic Gap the evidence has suggested that its development would not harm the integrity of the gap, particularly now the Newgate Lane East relief road is in place. Newgate Lane East, which opened in April 2018, provides a logical and defensible urban edge.

In addition, the site has the potential to deliver new homes in the short to medium term’,

Newgate Lane South was therefore identified as a preferred site for housing and included within the emerging plan as Development Allocation HA2.

Strategic Housing Land Availability Assessment (SHLAA) December 2019

The updated SHELAA and Site Options Assessment, published as part of the Regulation 18 consultation in January 2020, re-iterate the findings of earlier versions of the SHLAA and Sustainability Appraisal, concluding that the site is deliverable and developable in the short to medium term.

02 Planning Policy

Development Allocation HA2: Newgate Lane South.

Proposed new housing allocation HA2 (Newgate Lane South) seeks to allocate a 22.4 hectare site for circa 475 dwellings. This allocation advises that:

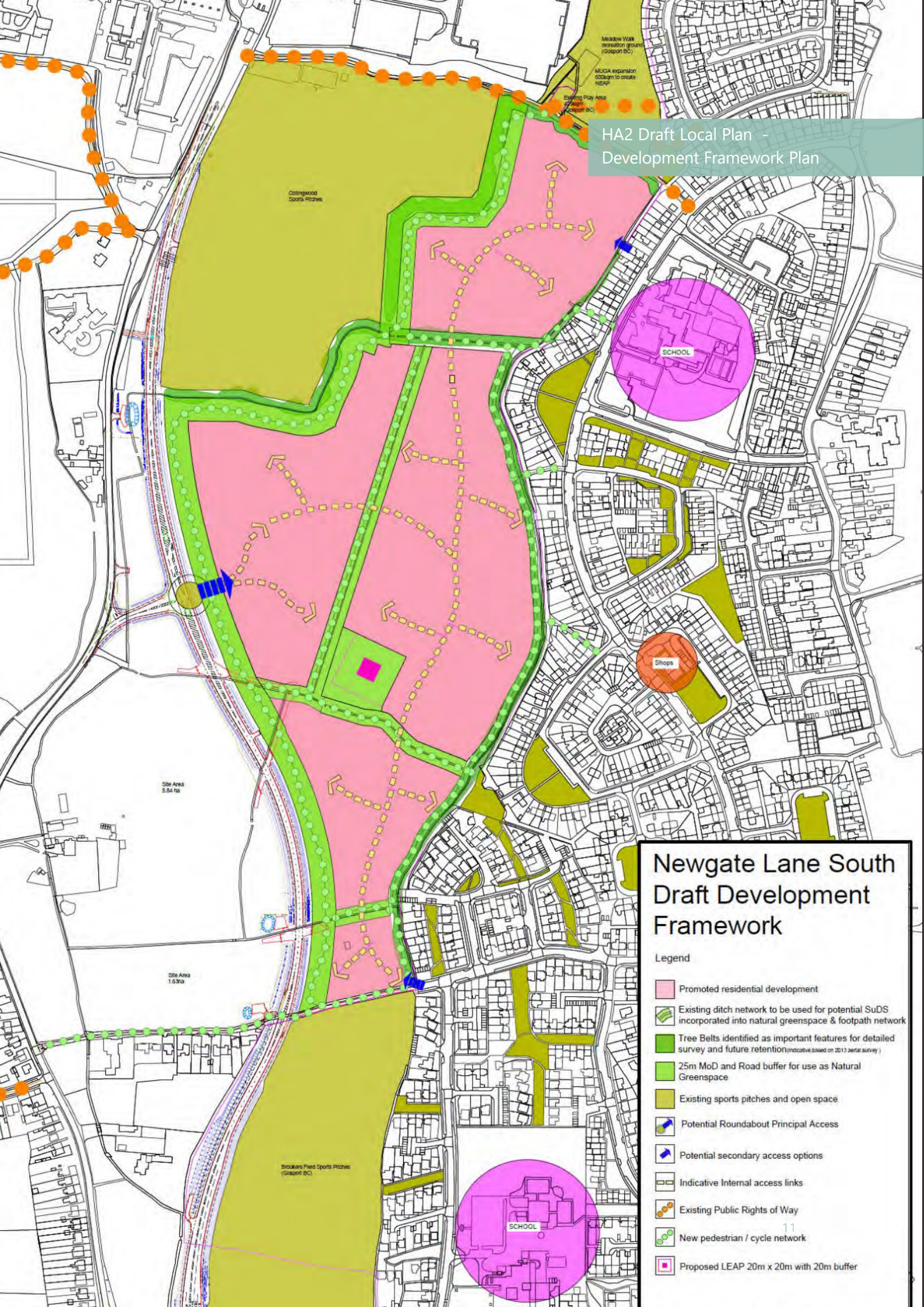
'Planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meet the following site specific requirements:

- a. The design and layout of proposals shall be informed by and be consistent with the Development Framework in Appendix D; and
- b. The quantum of housing proposed shall be broadly consistent with the indicative site capacity; and
- c. Primary highway access shall be focused on Newgate Lane South in the first instance, with Brookers Lane having the potential to provide secondary access for a limited number of dwellings; and
- d. The provision of a north-south natural greenspace buffer of 25 metres minimum width between proposed development and both the boundary of the Newgate Lane South highway and HMS Collingwood playing fields, in accordance with the Development Framework in Appendix D; and
- e. The provision of pedestrian and cycle connectivity between adjoining parcels as identified by the Development Framework, as well as safe pedestrian/ cycle crossing points at Newgate Lane South, safe and accessible walking/ cycling routes to local schools, open spaces and nearby facilities in Woodcot / Bridgemary.
- f. The provision of vehicular highway access between individual development parcels, as identified by the Development Framework, without prejudice to adjacent land in accordance with Policy D4; and
- g. Building heights shall be limited to a maximum of 2.5 storeys, except for buildings which front onto Newgate Lane South and Bridgemary / Woodcot where building heights shall be limited to a maximum of 2 storeys; and

- h. Existing trees subject to a Tree Preservation Order should be retained and incorporated within the design and layout of proposals in a manner that does not impact on living conditions; and
- i. Existing drainage ditches on-site should be retained and enhanced as part of a Sustainable Drainage System (SuDS) incorporated within the overall green network for the site; and
- j. Proposals shall either provide directly, or provide the mechanism for the delivery of the following infrastructure, having regard to national legislation on pooling contributions:

The Draft Local Plan also includes a Development Framework which sets out the rationale for achieving a comprehensive and coordinated development that allows for excellent connectivity throughout the site and to the surrounding area whilst also allowing for development to come forward on a phased basis.

This DFD seeks to expand upon the principles set out above and within the Local Plan Development Framework and also explore how the site can be delivered in a phased manner as part of a coordinated and comprehensive approach.



Newgate Lane South Draft Development Framework

Legend

- Promoted residential development
- Existing ditch network to be used for potential SuDS incorporated into natural greenspace & footpath network
- Tree Belts identified as important features for detailed survey and future retention (indicative based on 2013 aerial survey)
- 25m MoD and Road buffer for use as Natural Greenspace
- Existing sports pitches and open space
- Potential Roundabout Principal Access
- Potential secondary access options
- Indicative Internal access links
- Existing Public Rights of Way
- New pedestrian / cycle network
- Proposed LEAP 20m x 20m with 20m buffer

03

Site Context

Site and Surroundings

The allocation site is located to the east of Newgate Lane East with boundaries to the urban area of Woodcot and Bridgemary in the borough of Gosport, the HMS Collingwood playing fields to the north and Brookers Field recreation ground to the south. The western boundary of the site is bounded by Newgate Lane East South, a new relief road which was completed in April 2018 and which aims to ease traffic congestion within the surrounding area.

The land is largely flat and divided by drainage ditches with associated hedgerows and occasional field trees. There are heavily treed boundaries to Brookers Lane to the south, the northern fields and along the eastern boundary with Woodcot and Bridgemary.

Woodcot and Bridgemary was largely developed in the mid 20th century. It is a low / medium density neighbourhood comprising a mix of semi-detached and small terraces of 2 storey housing with a number of detached bungalow enclaves and occasional detached 2 storey dwellings. The development is characterised by treed streets with grass verges, generous front gardens and pedestrian green spaces and small parks, which all contribute to providing an attractive landscaped public realm. The use of rear parking courts with connected green spaces between the fronts of dwellings is a distinctive and attractive characteristic of the neighbourhood. The neighbourhood also has a number of schools, community centres, local shops and public transport provision.

To the north of the allocation is Speedfields Park, which comprises large food and non food retail warehouse buildings with associated surface car parking. To the west is the existing Newgate Lane, which has a meandering alignment and fronted by ribbon development of detached houses and bungalows from the Victorian period to the mid 20th century, including late 20th and early 21st Century infill or replacement development. The land between the existing Newgate Lane and the new road is in use as horse paddock.

The recreation grounds to the north and south comprise managed amenity grassland for use as playing pitches.



View north west from within site towards Newgate Lane East



View south west towards Newgate Lane East



View of Brookers Lane looking east



View east into the site from Newgate Lane East



Northern part of the site lite looking west towards HMS Collingwood



Tukes Avenues Shops

Site Context

Newgate Lane South Road Scheme

Planning permission for the southern section of Newgate Lane was granted subject to conditions by Hampshire County Council's Regulatory Committee on the 20th November 2015 (ref. P/15/0717/CC). The majority of the new road lies within Fareham Borough however a short section located south of Woodcote Lane is within Gosport Borough. Notwithstanding this, the proposal was determined as a single application by Hampshire County Council.

The description of approved development is as follows:

'Construction of a new southern section of Newgate Lane to provide a new connection from Newgate Lane to Peel Common Roundabout together with the construction of a junction and link road to access the existing route of Newgate Lane'.

The approved road covers a length of 1.5km and comprises a single carriageway of 7.3m constructed on an improved alignment to the east of Newgate Lane. The agreed speed limit for the new road is 40mph. The new road incorporates a new signal controlled connection on the north eastern side of Peel Common Roundabout, linking the new road with the existing highway network.

The old Newgate Lane has been closed to traffic from Tanners Lane to the Peel Common Roundabout. It is used for local traffic movements only (subject to a 30mph speed limit) and is signposted as a cycle link. Vehicle access to the old Newgate Lane is provided through the provision of a new link road to the north of the Peel Common Waterworks.

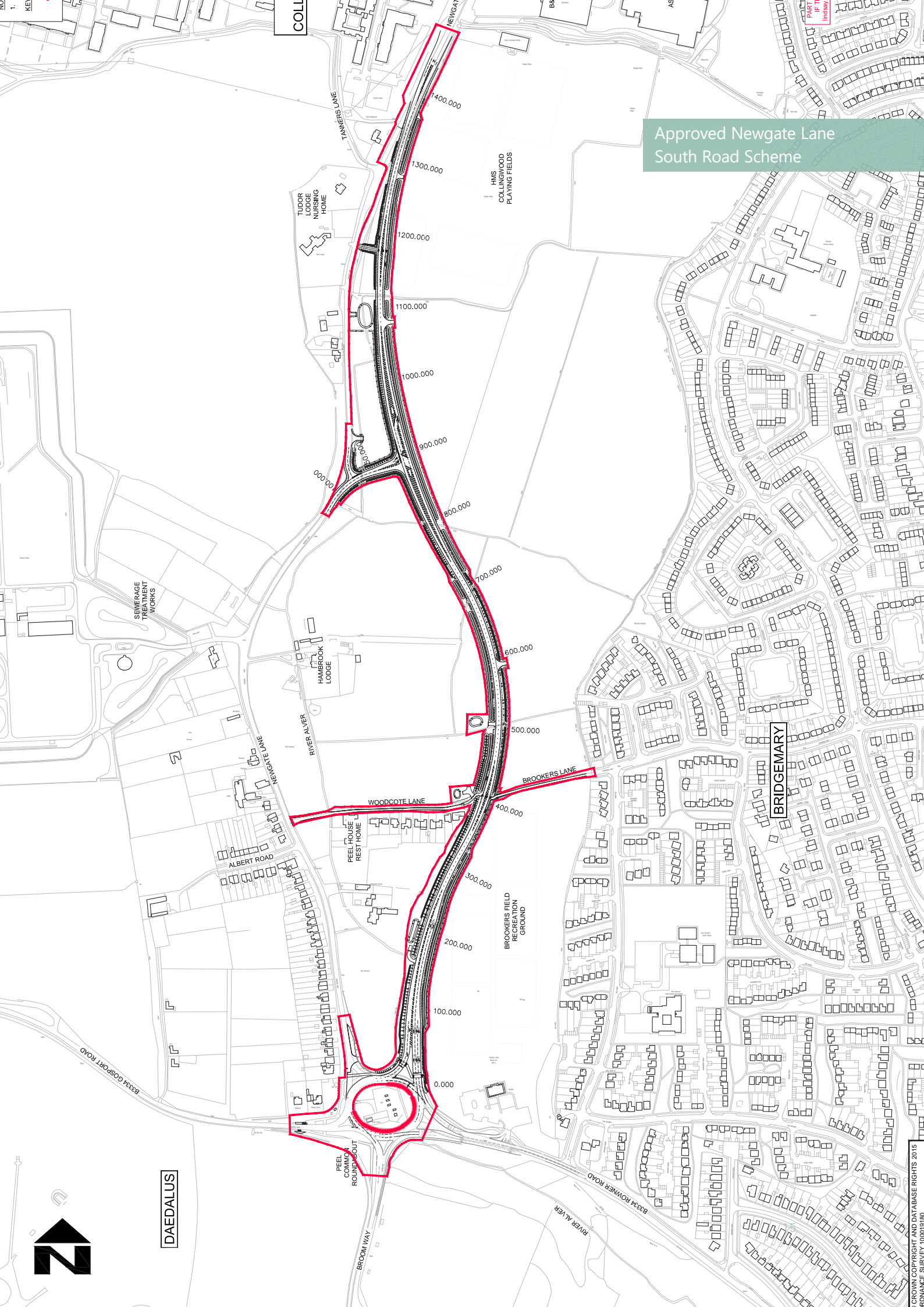
First bus services 21 and 21A have been redirected along Newgate Lane South with new bus stop facilities provided near the Tudor Lodge Nursing Home, the Woodcote Lane / Brookers Lane junction and on Gosport Road near the Peel Common Roundabout.

The new road, which benefitted from support in adopted planning policies within both the Fareham Borough Council Core Strategy and the Development Sites and Policies Plan, seeks to improve capacity on the Newgate Lane corridor, providing an alternative route to the heavily congested A32 and improving journey times and reliability for users.

The new road was opened to the public on the 8th April 2018 and is known as Newgate Lane East.



Recently completed Newgate Lane East Relief Road



Approved Newgate Lane
South Road Scheme

BRIDGEMARY

DAEDALUS



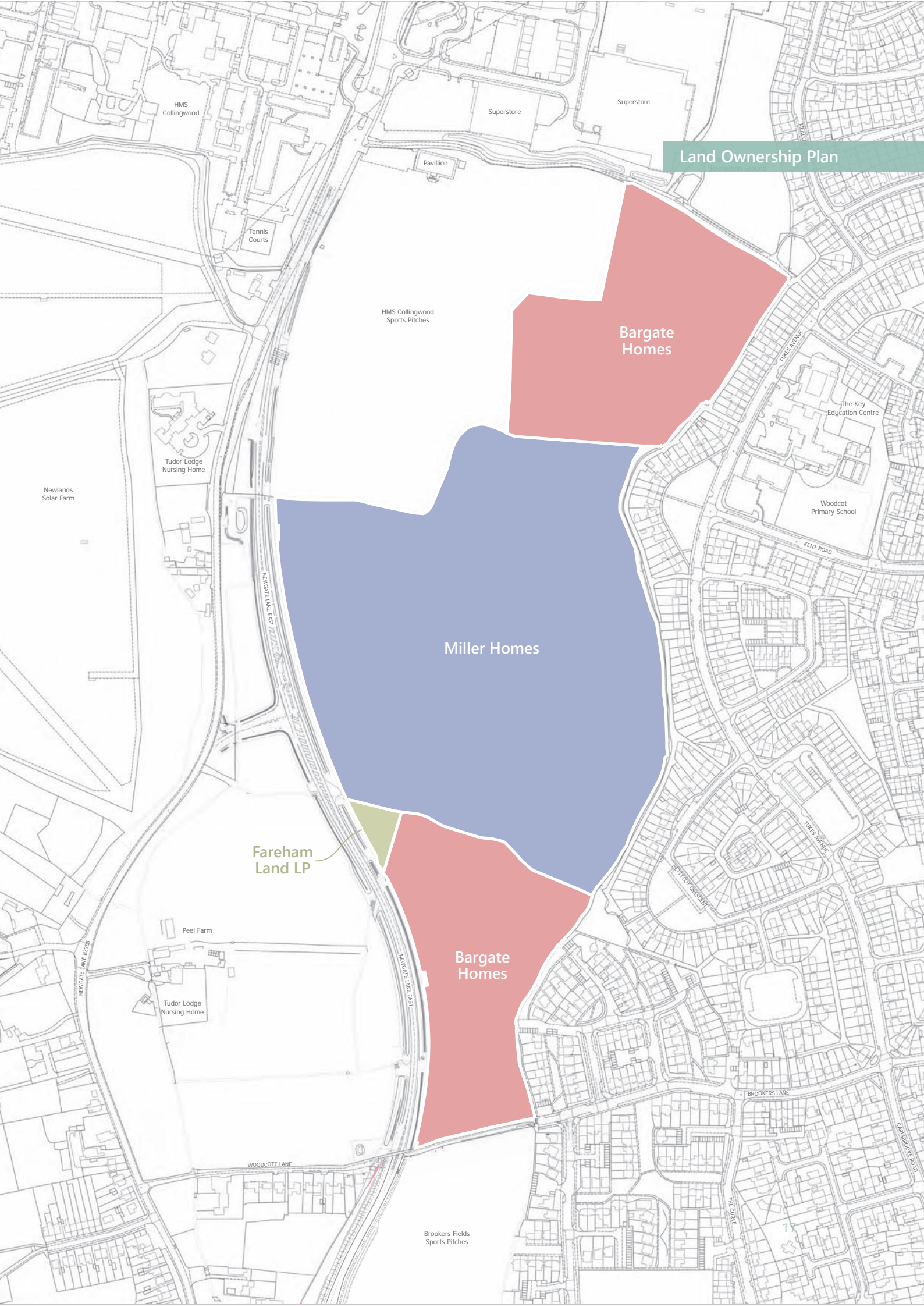
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Site Context

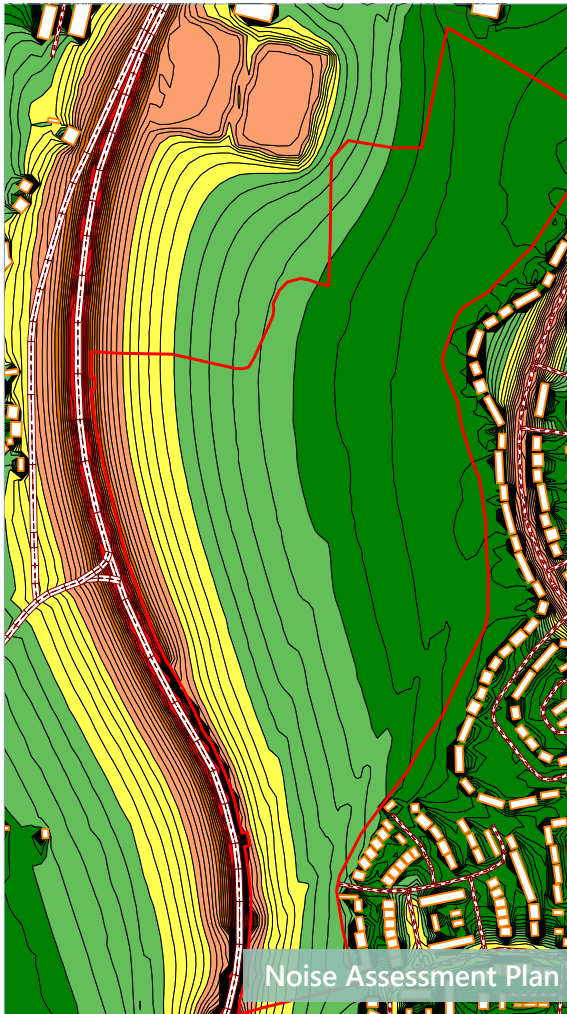
Land Ownership

As illustrated on the Land Ownership Plan, Bargate Homes control the two areas shaded pink (Lane East of Newgate Lane East and Copps Field) and Miller Homes control the land shaded in blue. The small triangular area of land between the Bargate Homes and Miller Homes land is owned by Fareham Land LP.

Land Ownership Plan



Summary of Specialist Assessments and Constraints and Opportunities



A number of specialist technical studies have been carried out, which will influence future development on the site. The following summarises the findings of these studies and sets out the site constraints and opportunities which have informed the design of the conceptual masterplan, set out in the following sections of this document.

Noise

Daytime and night time noise levels in the eastern and central parts of the site fall within the 'Negligible' to 'Negligible – Low' risk category. This part of the site is therefore appropriate for residential development from a noise perspective.

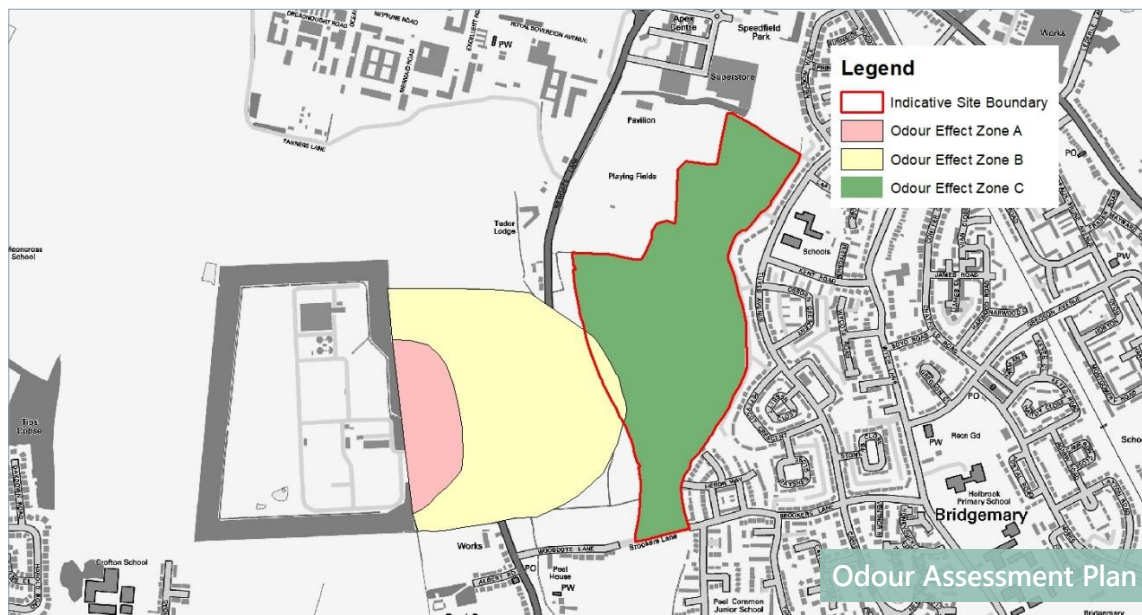
Daytime and night time noise levels along the western boundary of the site are slightly higher and fall within a 'Medium' and 'Medium – High' risk category. This relates to parts of the western boundary which are within 50m of Newgate Lane East. 'Medium' to 'Medium – High' risk category areas are still likely to be acceptable for residential development, provided that a good acoustic design is incorporated into the design process and is adopted as detailed proposals are progressed. This can include consideration of the orientation of dwellings, and positioning noise sensitive rooms and amenity spaces away from noise sources. It will also consider the use of enhanced glazing, alternative means of ventilation and, where necessary, appropriate noise barriers.

With regards to commercial noise within the surrounding area, this is below the current existing background noise level and is not expected to have an adverse impact on new dwellings in this location.

A more detailed noise assessment has been carried out in respect of planning application reference P/19/1260/OA, for the southernmost parcel, north of Brookers Lane. This assessment has concluded that the development, as proposed on the concept masterplan which supports the application, can be accommodated without adverse noise impacts for future residents.

Air Quality

An Air Quality Constraints Assessment has been undertaken. Following a review of baseline conditions, it is predicted that levels of Nitrogen Dioxide, fine particles or soot will not exceed the air quality objective levels at the site. There is therefore no required buffer between the road and the development site. As such, it can be concluded that there are no valid air quality constraints regarding the position of dwellings on site. Additional modelling has been carried out in relation to planning application reference P/19/1260/OA. The Air Quality Assessment which supports this application notes that with appropriate mitigation, any effects during the construction phase will not be significant. The site specific assessment also supports the earlier, site-wide assessment and concludes that during the operational phase, the assessment of changes in NO₂, PM₁₀ and PM_{2.5} exposure as a result of the Proposed Development is 'negligible' for all identified existing sensitive receptors and no additional mitigation is required.



Odour

There is a Southern Water Waste Water Treatment Works (WwTW) located approximately 500m to the west of the site. As such, an odour survey and assessment has been undertaken to assess potential impacts and to mitigate these where necessary. Four field odour assessments were undertaken between the 14th June 2018 and the 2nd July 2018 to assess the presence, strength, character and extent of any odour on or near the site. 108 locations were assessed during each odour assessment.

The results of these assessments have been represented on the 'Odour Effect Zones' plan above.

This provides a useful visual representation of the potential odour impact from the WwTW. As shown, with the exception of a small part of the site adjacent to the western boundary, the site is located within Odour Effect Zone C where odour is unlikely to be detected. As such, no mitigation is required within this area.

As highlighted above, a small part of the site adjacent to the western boundary is located within Odour Effect Zone B. This zone is only likely to experience odour from time to time depending on weather conditions and operations at the WwTW. Whilst there is a risk of odour being detected in this zone, the risk is minimal and can be mitigated by ensuring that private amenity space is not located in this zone.

Drainage and Flood Risk

The site is located within Flood Zone 1 and is therefore assessed as having a lower than 1 in 1000 annual probability of river or sea flooding. Furthermore, there are no historical records of flooding on the site.

The topography is flat with a general fall from north to south and levels indicate that flooding associated with the River Alver would be on the opposite side of the river to the site.

The site is located on clayey soils meaning that groundwater is unlikely to form a continuous aquifer beneath the land. This is therefore considered to form a low risk to the proposed development.

Whilst some parts of the site are potentially susceptible to surface water ponding, this can be mitigated and improved through the implementation of a SuDS strategy which will formally connect and attenuate surface water. This could include permeable paving, detention basins and swales to convey, treat and temporarily store runoff before discharging into the local watercourse network. The risk from surface water flooding is therefore, considered to be low.

Due to the flat nature of the site it is likely that pumping stations or ground level raising will be required to convey surface water into the local watercourse network.

Summary of Specialist Assessments and Constraints and Opportunities

Ecology

Ecological Appraisals have been completed at the site and further survey work is ongoing. The majority of the site is of limited ecological value, comprising fields for arable farming and for the grazing of horses.

Preliminary appraisals show that hedgerows, trees and field margins have the potential to support Great Crested Newts, reptiles, bats, badgers, Hazel Dormice and nesting birds. As such, buffers to these natural features have been recommended. These vary from 5 metres for hedgerows, 8 metres for ditches and 10 metres for trees or mixed tree / hedgerow boundaries and are illustrated on the Constraints Plan. As plans for each part of the site progress, it is recommended that these features are retained where possible.

The Draft Local Plan and supporting documents state that parts of the site have the potential to form a habitat for overwintering birds. As part of the 'low use' site network, development can be mitigated through a contribution towards strategic scale improvements to the wider network.

Strategic Gap, Landscaping and Open Space

While the site is located within the Stubbington/Lee on the Solent and Fareham/Gosport Strategic Gap as set out in the Adopted Local Plan, the Draft Local Plan 2036 seeks to remove the site from this designation and include it within the built up area, through the inclusion of the site as a proposed housing allocation, HA2.

The new Strategic Gap boundary will run along the western boundary of the Newgate Lane East Relief Road. The Draft Local Plan proposes a natural green buffer alongside the relief road to enhance the setting of the new neighbourhood as well as to provide ecological mitigation and enhancement. This principle is considered to be sound and is continued as a key requirement as part of this DFD.

As set out above, there are opportunities to use the existing ditch network and new SuDS features to create linked green spaces as part of comprehensive landscaping strategy.

Existing boundary trees will be retained and opportunities taken to enhance boundary planting as appropriate as part of a landscaped framework providing a setting for the new neighbourhood.

The Draft Local Plan proposes the provision of a central park space that provides a shared and collective focus and sense of place for the new neighbourhood which should include a children's play area. It also proposes that the defining characteristics of Woodcot and Bridgemary will be assimilated into the design and layout of the allocation. This will be focussed on the openness and landscaped street design, dwelling frontage space and the provision of various incidental positive green spaces that will connect with the wider network shown on the Illustrative Framework. These principles are also supported and is continued as a key opportunity as part of this DFD.

Contributions towards improvements to Brookers Field Recreation Ground and Tukes Avenue Open Space Play Area may also be appropriate and will also be subject to further discussions with Fareham and Gosport Borough Council's recreation / open space specialists.

Trees

The closest Tree Preservation Orders (TPOs) to the site are located along Woodcote Lane to the south-west of the site. While these are however, outside of the site boundary, the impact of any works associated with planning application reference P/19/1260/OA have been deemed acceptable by Tree Officers.

While they are not protected by TPOs, there are existing trees and hedgerows along the site boundaries. As set out above, these will be protected and enhanced as appropriate.

Heritage

The site is not located within a Conservation Area and there are no Listed Buildings within the site boundary. The closest Listed Buildings to the site are listed below and shown on the Constraints Plan below in the following section:

- Foxbury Cottages, Foxbury Farmhouse, 2 Newgate Lane (Grade II). To the west of the site.
- Carriston Cottage, Newgate Lane (Grade II). To the west of the site.

- KEY**

 - Indicative site boundary
 - Existing ditches
 - Existing vegetation
 - Ecological buffers to ditches, trees and hedgerows
 - Indicative area of medium noise risk from main road
 - Dwellings immediately adjacent to / overlooking the site
 - Overhead power lines
 - Existing access point
 - Potential vehicle access point
 - Impermeable boundary to military sports ground
- Public Right of Way
 - Existing crossing points on Newgate Lane West
 - Existing play area
 - Existing bus stop
 - Existing shops
 - Listed building
 - Existing acoustic fence
 - Areas of the site suitable for development, but requiring good acoustic design.
 - Odour effect Zone B - minimal risk of odour from water treatment works being detected

Constraints Plan



Summary of Specialist Assessments and Constraints and Opportunities

Residential Amenity

To the east, the site is bounded by residential development within the existing urban areas of Woodcot and Bridgemary in the neighbouring borough of Gosport. There are also a number of dwellings located to the south of the site, along Woodcote Lane. A key consideration will be the protection of the residential amenities of the occupiers of these existing properties.

Access and Sustainability

The Draft Local Plan HA2 allocation identifies that primary access shall be focused on Newgate Lane South, with potential secondary access to Brookers Lane. A roundabout junction is proposed to Newgate Lane South that can be delivered in design terms and would operate efficiently, without introducing any material impact on traffic using the Newgate Lane South corridor. The proposed roundabout would operate under 'Free Flow' conditions. The roundabout has been designed in accordance with the Design Manual for Roads and Bridges (DMRB) standards for a 70kph / 40mph design speed and complies, in full, with all standards.

In addition to the proposed primary access roundabout, the proposal includes a secondary access connection from Brookers Lane, to serve up 100 dwellings with no traffic connection to Newgate Lane. This would be in the form of an extension to the existing Brookers Lane estate road which has been designed to comply with the relevant design guidance and the recommendations of an independent Road Safety Audit have been incorporated.

To provide a permeable development, suitable to encourage sustainable transport modes, a number of access points are proposed for pedestrians and cyclists to:

- Newgate Lane (the retained alignment will be a designated cycle route);
- Tukes Avenue (which are quiet residential streets);
- Brookers Lane (which has been upgraded to a cycle route); and
- Woodcote Lane (which is being designated as a cycle route).

The Overview Transport Strategy (July 2017) submitted to Fareham Borough Council as part of the Local Plan promotion identified the principles that will be applied through the development to encourage access by sustainable modes. These are re-iterated in the accompanying Transport Report. These measures will be developed and will form part of a Framework Travel Plan. The site is very well located to key local facilities and benefits from excellent sustainable connections within the wider area. The site therefore offers a significant opportunity to create a sustainable and integrated development that will positively contribute to the local area. To build on the site's sustainable location, a site specific Sustainable Transport Strategy comprising a package of improvements to enhance access opportunities by all modes of travel will be brought forward.

The traffic impacts of the proposed Fareham Development Strategy (which includes HA2 as part) have been assessed in detail as part of the FBC Traffic Modelling Report, using the Solent Transport Sub-Regional Transport Model. This demonstrates that:

- The delivery of the HA2 site with vehicular connection to Newgate Lane South will not result in any significant impacts on the corridor, with no material delays on the corridor experienced
- Impacts on key junctions in the wider area are small and will not be 'severe' (the test applied by the NPPF)
- FBC is investigating opportunities for mitigating significant impacts and will outline its strategy in a forthcoming Transport Assessment. The development of HA2 can assist in delivering the identified improvements.

On this basis, the site is in a sustainable location for development, where opportunities for sustainable travel can be taken up, access to the site by all modes of travel can be safely achieved, and there will not be a severe residual transport impact arising from the development. In this context, the allocation complies with the primary transport tests outlined in the NPPF and could be brought forward in line with the FBC Development Framework set out in its draft Local Plan.



- KEY**
- Indicative site boundary
 - Existing ditches
 - Existing vegetation to be retained where possible
 - Green corridors
 - Dwellings immediately adjacent to / overlooking the site
 - Potential Vehicle Access
 - Potential pedestrian Link
 - Potential built frontage to Newgate Lane providing acoustic buffer
 - Potential locations for sustainable drainage features
 - Potential central open space and Local Equipped Area for Play (LEAP)

- Potential hedgerow removal - to be replaced elsewhere within the site
- Public Right of Way
- Existing crossing points on Newgate Lane West
- Existing play area
- Existing bus stop
- Existing shops
- Listed building
- Existing acoustic fence
- Impermeable boundary to military sports ground

Opportunities Plan

Masterplan Design Concept and Delivery

Masterplan Design

The design concept retains the various ditches, vegetation and offsets identified during the constraints and opportunities analysis. The masterplan is formed around a strong green infrastructure network with generous areas of open space, most of which comprise natural greenspace.

The main diversion from the design concept set out at Appendix D of the Draft Local Plan 2036, is the central green corridor which provides a more direct link between the existing green spaces to the north and south of the site, as well as the central green and play area. The central green is a key feature of the framework masterplan and has been enhanced by the central green corridor, incorporating existing landscape features and provides a focal point to the scheme.

The development is outward facing to the boundaries of the site to ensure that the trees are not contained within rear gardens and to provide natural green spaces and circular walking routes. The western buffer to Newgate Lane and HMS Collingwood remains, albeit following feedback from HMS Collingwood, the depth of the buffer is reduced in areas but still allows for maintenance of the security fence line and access for vehicles. Planting along the western boundary will form an important buffer to Newgate Lane.

The masterplan provides the opportunity for a network of green links and pedestrian connections. These have the potential to link up to existing footpaths and other off-site features including; the local shops and bus stops on Tukes Avenue, The Key Education Centre, Woodcot Primary School, Meadow Walk Recreation Ground and Brookers Fields Sports Pitches.

Site Capacity

Miller Homes and Bargate Homes envisage that the site will deliver a broad mix of dwellings ranging from 1 to 4 bedrooms, although predominantly 2 and 3 bedroom dwellings. This broadly correlates with Fareham Borough Council's preferred housing mix set out in Table H2 of the Draft Local Plan 2036. The delivery of smaller dwellings is likely to result in a higher average density than that proposed as part of the draft HA2 allocation (30dph).

An average of 37dph is considered more realistic and would allow for an appropriate housing mix to be delivered with a range of densities, achieving variance in character across the site, whilst also respecting the character of neighbouring residential development. A development of this size would benefit from this approach in order to avoid homogeneity and to help create a hierarchy of streets and spaces. In addition, the residential density is dependent on a number of other factors including street layout, building footprints, parking solutions and private amenity space. With this in mind the anticipated residential density could vary slightly.

Work to date indicates the net developable area to be in the region of 13.5-15.5 hectares. A range is provided as the net developable area could change as further technical work is carried out. With an anticipated residential density of 37dph and net developable area of 13.5-15.5 hectares, the site could deliver in the region of 500-575 dwellings, subject to further technical work.

Public Benefits

Any future planning applications will be accompanied by a S106 legal agreement, which will set out on-site, off-site or financial contributions which may include:

- Highway improvements and mitigation works
- Affordable Housing
- Education
- Open Space
- Healthcare
- Brent Geese and Waders
- Solent Recreation Mitigation project

Site Delivery

It is expected that development will commence on site in 2021 and demonstrates that the site is deliverable within the early part of the plan period.





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