

LAND EAST OF NEWGATE LANE EAST

FAREHAM

DESIGN & ACCESS STATEMENT

P20-3154 | JANUARY 2022

PREPARED BY PEGASUS GROUP ON BEHALF OF
MILLER HOMES & BARGATE HOMES



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P20-3154

1 INTRODUCTION

ABOUT THE DOCUMENT

This Design & Access Statement relates to the outline application with all matters reserved except Access for residential development of up to 375 dwellings, access from Newgate Lane East, landscaping and other associated infrastructure works on land east of Newgate Lane East, Fareham, Hampshire.

This document explains how the proposed development can help to address the serious and persistent under-provision of housing in Fareham in a sustainable manner.

The document clearly explains the rationale for development of the site. It tells the story of how the design process has shaped the masterplan, from early analysis and consultation, through to the design framework.

DOCUMENT OVERVIEW

Earlier sections of the DAS present an appraisal of the site in its context, including reference to other relevant technical disciplines and environmental topics. The process of appraisal and assessment has been part of an iterative design approach for the site, and this feedback has informed design iterations of the concept masterplan.

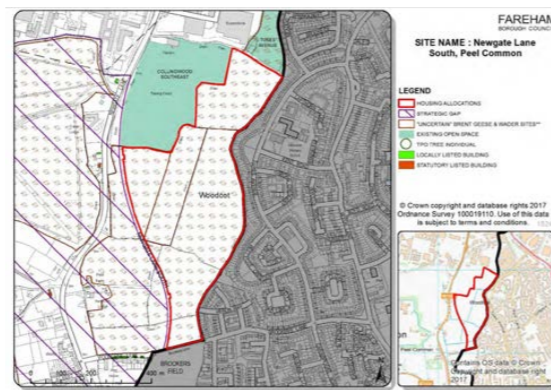
This includes a strong influence in respect of landscape and visual matters as the analysis has helped to identify potential sensitivities in respect of the site and its context.

The constraints and opportunities were developed at very early stages of the project and have informed the iterative design of the concept masterplan. In turn, this has informed a landscape and environmental strategy, intended to mitigate impacts and consequently avoid or minimise effects.

This approach is also intended to help assimilate the proposed development into the landscape and into a high-quality landscape design setting. Together these will ensure that the masterplan responds to the context of the site and surrounding landscape and complete the extent of residential development in this location in a well-planned manner.

PLANNING BACKGROUND

The application site forms the central and northern portions of land that was proposed to be allocated for about 475 dwellings in the Fareham Draft Local Plan 2036 (Regulation 18, published in October 2017) under allocation HA2 'Newgate Lane South', as shown on the extract from the Regulation 18 Local Plan below.



Extract from Draft Fareham Local Plan 2036 showing HA2 allocation

The HA2 allocation was supplemented by a Development Framework which provides further detail on the indicative layout and access points.

HA2 remained a proposed allocation in subsequent iterations of the emerging Local Plan for over 3 years until it was deleted as a proposed allocation in the Regulation 19 Publication Local Plan in November 2020.

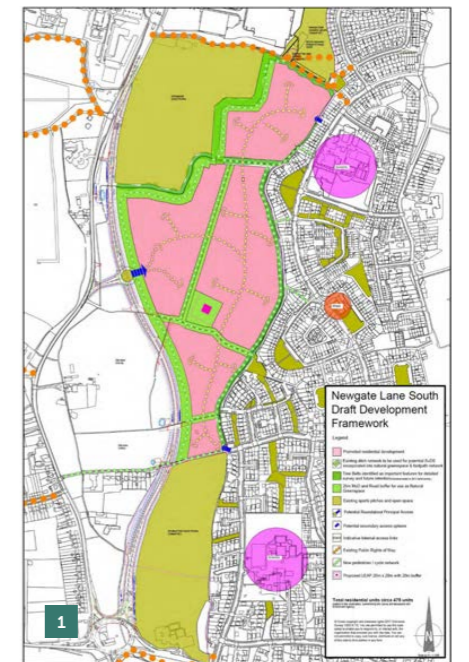
More recently, planning appeals relating to Bargate Homes' proposals for the development of up to 99 dwellings on the southern portion of HA2 at Brookers Lane were allowed in July 2021. In reaching his decision, the Inspector concluded that "the development would be sustainable development in terms of the Framework... such that the site is a suitable location for housing" and that, as a result of the development of the appeal site, "there would not be a significant effect on the integrity of the Strategic Gap, be it individually or cumulatively". This represents a very significant change in circumstances which must now be taken into account in assessing the current application.

In seeking to resist the Bargate Homes proposal, Fareham Borough Council argued during the appeals, *inter alia*, that the development would not be well integrated with the adjoining urban area of Bridgemary / Woodcot as it would extend the urban area westwards.

Although the Bargate appeals scheme was described by the Inspector as "protruding westward into the countryside" and "not an ideal form of development", he concluded that the proposal was "sustainable development in terms of the Framework", that the site was a "suitable location for housing", and that "the collective weight of the adverse impacts would not significantly and demonstrably outweigh the considerable benefits". Hence, the appeals were allowed and planning permissions were granted. In the context of this approved development, the current planning application proposal constitutes a rounding off of the urban edge of Bridgemary / Woodcot at this point, as it will deliver the planned and comprehensive development of the former HA2 allocation. Thus, it will fully integrate with the adjoining settlement edge in all regards.

The Planning Statement submitted in support of the application sets out full details of site's planning context and relevant planning policy. In particular, it explains how, in the absence of a five-year housing land supply within Fareham Borough, Policy DSP40 'Housing Allocations' is engaged, which allows for the release of sites outside the urban area provided certain criteria are met. In the Planning Statement, the proposal is assessed against the relevant Development Plan policies, including DSP40, and is shown to be compliant in respect of its impact on the built and natural environment and local infrastructure.

In the absence of a five-year supply of housing and the failure of the Housing Delivery Test, the presumption in favour of sustainable development set out in the National Planning Policy Framework is engaged, which establishes that new development should be approved without delay unless adverse impacts would significantly and demonstrably outweigh the benefits. The Planning Statement demonstrates that on the counts of economic, social and environmental dimensions, the proposed development meets and in fact exceeds this test and planning permission should be granted accordingly.



1 Extract from Draft Fareham Local Plan 2036 showing HA2 Development Framework

2 Approved Bargate Homes development at Brookers Lane

“ THIS DEVELOPMENT CAN HELP TO ADDRESS THE SERIOUS AND PERSISTENT UNDER-PROVISION OF HOUSING IN FAREHAM IN A SUSTAINABLE MANNER. ”

1 THE SITE & SURROUNDS

The proposed development site comprises an area of undeveloped land located on the southern edge of Fareham. Its western boundary is broadly defined by the route of Newgate Lane East (relief road, completed April 2018) and its eastern boundary situated directly adjacent to the urban area of Woodcot and Bridgemary (in the borough of Gosport). It is located within Fareham Borough Council (FBC) adjacent to the Gosport Borough Council (GBC) boundary.

The total site is shown on the adjacent plan and measures **20.04ha**.

Meadow Walk recreation ground and play area, along with a public footpath, are located immediately to the north of the site with existing sports pitches and playing fields (related to Royal Navy HMS Collingwood) adjacent to the northern and north-western boundaries. To the south, the land between the site and Brookers Lane is currently characterised by small to medium scale agricultural fields (noting that the future baseline for this area comprises residential development, with the extant outline consent allowed at appeal for up to 99 dwellings (19/00516/OUT & P/19/1260/OA)). The western edge of the site is defined by the settlement edge of Woodcot and Bridgemary, which is defined at this point by a line of mature trees and hedgerow, with access track, rear gardens and twentieth century residential development beyond.

In the broader context, the site is situated toward the northern extent of the Alver Valley, but at this point the subtle valley formation is lost and

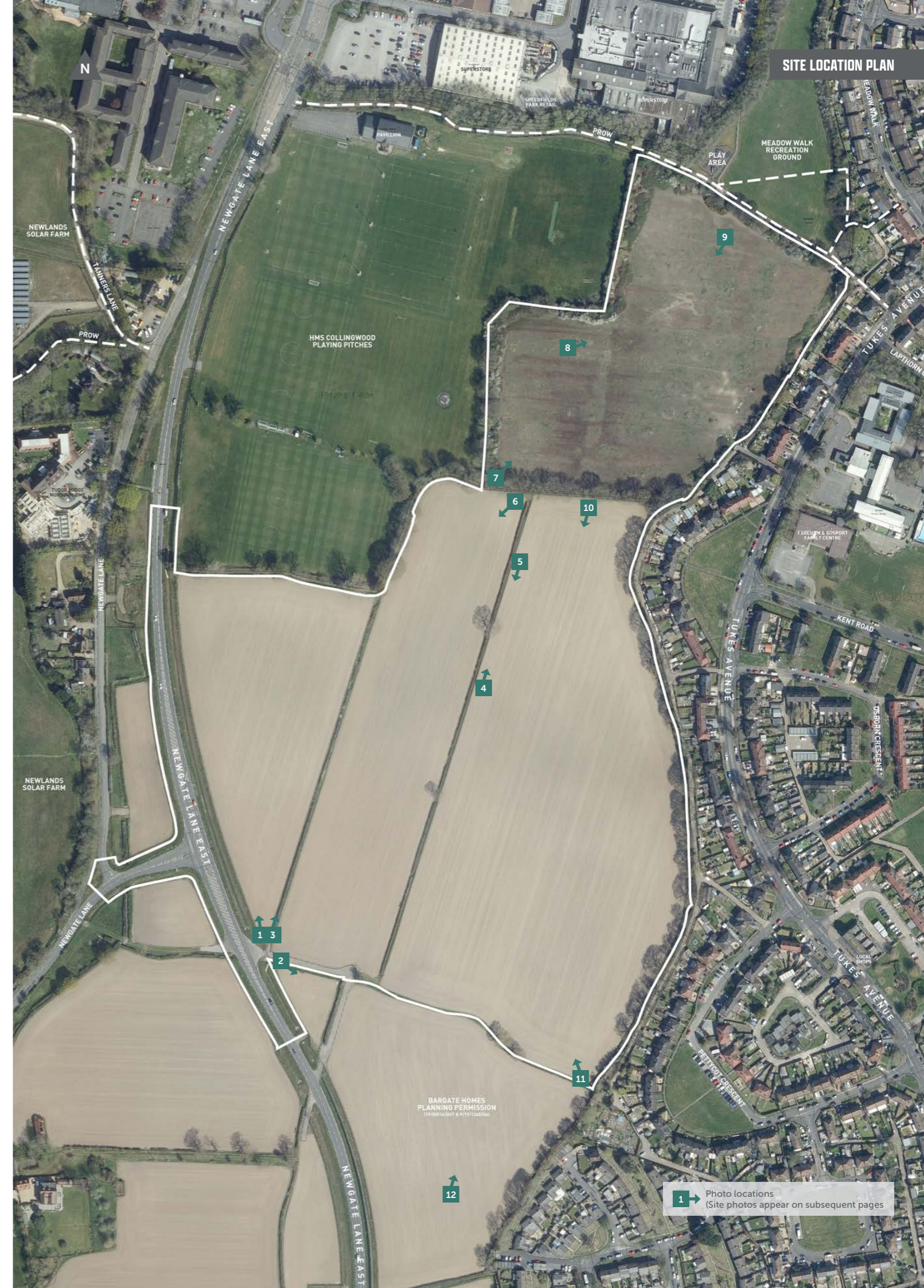
the topography of the site is largely flat, forming a wider plain of very slightly more elevated landscape between the valleys of the River Meon and River Wallington that are situated to the west and east respectively.

Drainage ditches with associated hedgerows and occasional field trees divide the site into a series of field parcels, currently in agricultural use. There are heavily treed boundaries to the adjacent sports pitches and a strong linear hedgerow that divide the internal field parcels. Although the vegetation along the settlement edge at Bridgemary comprises mature trees, this is generally a single line of trees with hedgerow beneath.

The settlement edge of Woodcot and Bridgemary is characterised by the low to medium density residential areas, comprising a mix of semi-detached and small terraces of predominantly two storey housing with occasional enclaves of detached bungalows. These existing residential areas are characterised by treed streets with grass verges, generous front gardens and pedestrian green spaces and small parks. To the north and north-west, the settlement edge of Fareham contrasts with this, characterised as it is by 'Speedfields Retail Park' and HMS Collingwood, which together comprise large retail warehouse buildings with associated car parking, along with the institutional character of the naval base. To the west is the existing alignment of Newgate Lane East with the ribbon development along Newgate Lane further west and forming the 'satellite' settlement area of Peel Common.



Drainage ditches with associated hedgerows and occasional field trees divide the site into a series of field parcels







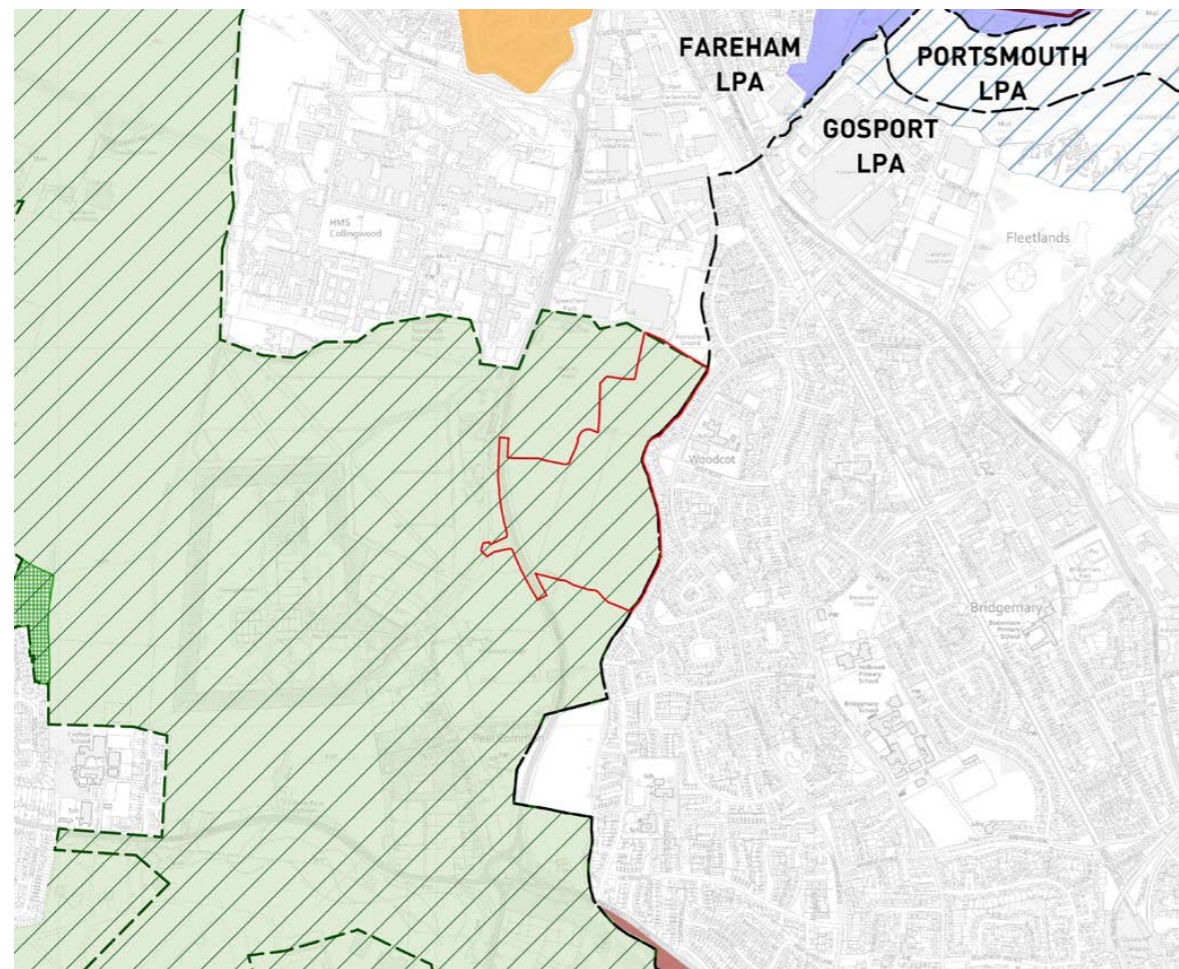
2 WIDER SITE CONTEXT

The wider landscape context is set within the low-lying ground of the coastal plain landscapes and characterised by the often abrupt transitions between the open landscapes of the coastal plain and the urban environments which abut these (including Fareham, Woodcot and Bridgemary).

The settlement area of Stubbington, a medium scale, predominantly residential area is located to the west, forms the western extent of the Fareham to Stubbington strategic gap. In this context the strategic gap comprises an area of open landscape

that extends across the coastal plain between the local settlement areas. Separation is most pronounced across the arable areas between Fareham/Peel Common and Stubbington.

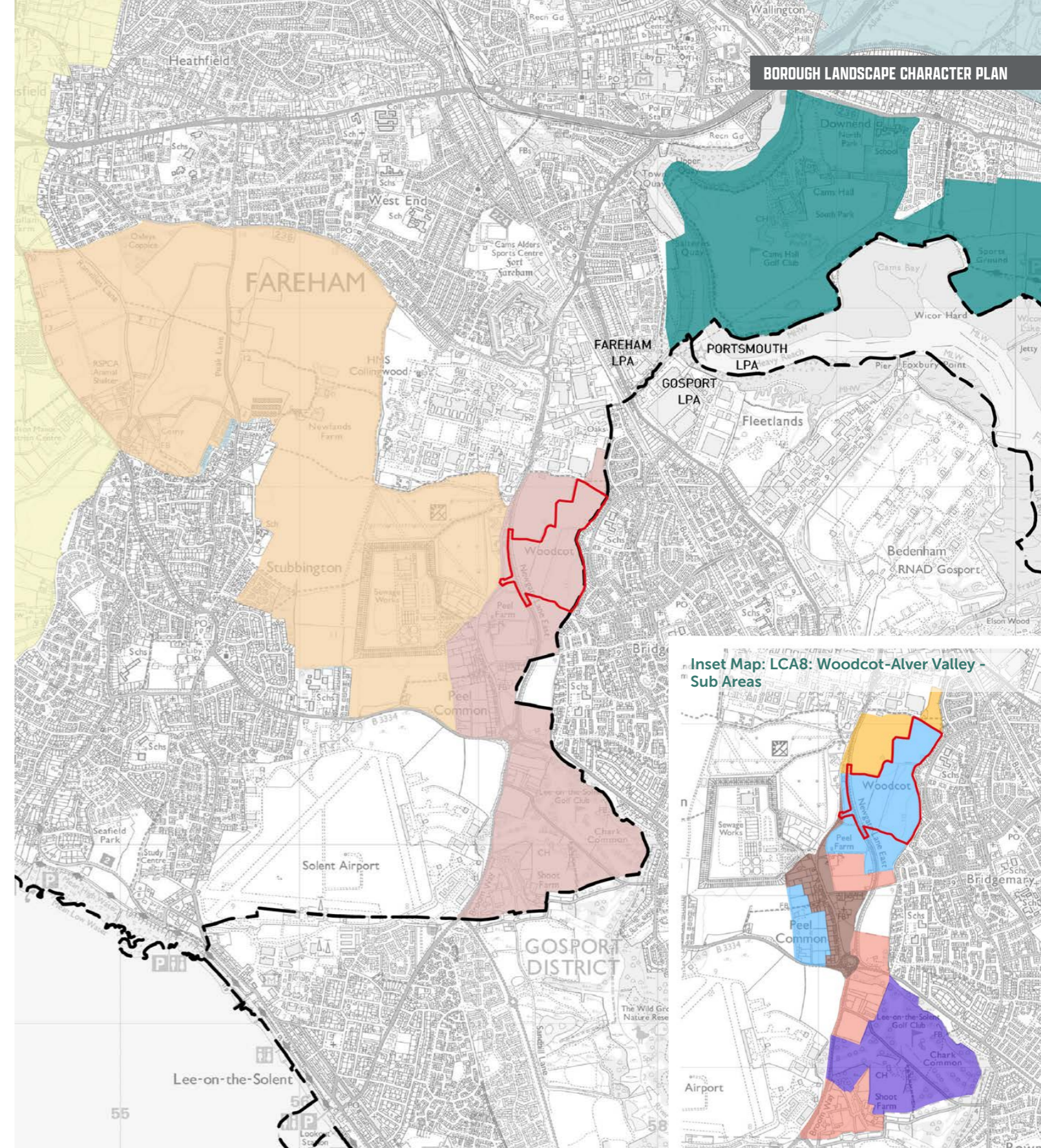
Further landscape change is currently occurring in the strategic gap between Stubbington and Fareham, due to the ongoing construction of the Stubbington Bypass (linking the B3334 Gosport Road, east of Stubbington to the B3334 Titchfield Road, north of Stubbington).



Site Context & Planning Designations

- Site boundary
- Local Authority Boundary***
- Areas of Special Landscape Quality (DS3)**
- Countryside (CS6, CS14)**
- Strategic Gap (CS22)*
- Strategic Gap (DS2)**
- Ancient woodland***
- Country Parks & Gardens***
- Cams Hall Conservation Area Boundary*
- SSSI***
- Scheduled Monuments***

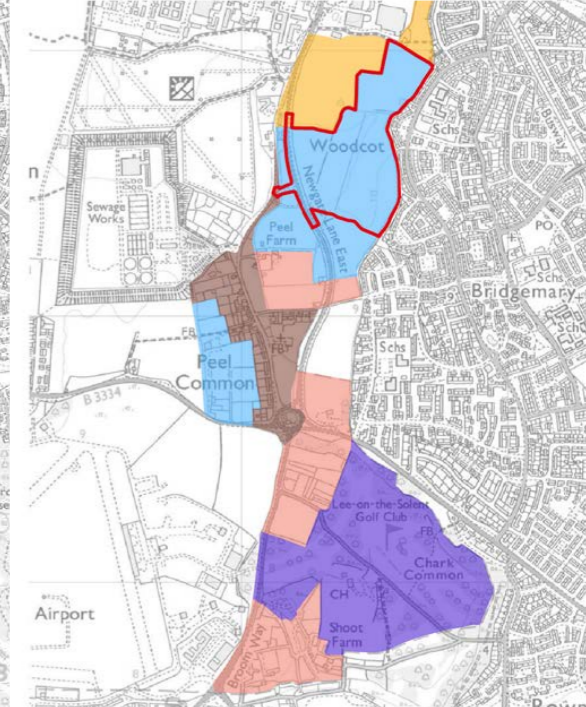
Sources:
 * Fareham Borough Local Plan Part 2 (Adopted June 2015)
 ** Fareham Borough Local Plan 2037 Publication Plan (Consultation Nov-Dec 2020)
 *** Magic.gov.uk



Fareham Landscape Assessment - Landscape Character Areas

- Site boundary
- Local Authority Boundary
- 6 Meon Valley
- 7 Fareham/Stubbington Gap
- 8 Woodcot/Alver Valley
- 11 Portsdown
- 12 Cams-Wicor Coastal Plain

Inset Map: LCA8: Woodcot-Alver Valley - Sub Areas



Inset Map Key

- 08.1a Open Coastal Plain: Weak Structure
- 08.1b Enclosed Coastal Amenity Land
- 08.2a Open Coastal Plain: Fringe Character
- 08.2b Open Coastal Plain: Strong Structure
- 08.2c Enclosed Coastal Amenity Land

2 LANDSCAPE AND VISUAL ASSESSMENT

ANALYSIS

In respect of landscape and visual matters, the development and landscape strategy for the site has considered landscape components, landscape character and visual amenity.

The site represents a relatively 'ordinary' part of the landscape, located directly adjacent to the settlement edge and, in terms of its wider context, forming part of a gradual transition between the coastal landscapes to the south and the more open coastal plains to the north and west.

The wider site represents a pocket of the agricultural landscape comprising a mixed scale field pattern, divided by a series of hedgerows and linear tree belts. These compartmentalise the wider site into a smaller scale series of enclosures. The overall perception of scale is difficult to interpret given the frequent barriers to views across this part of the landscape, which include both physical built form and layers of mature vegetation.

The site is framed by the prominent urban fringe of Fareham and of Gosport, and by highways infrastructure.

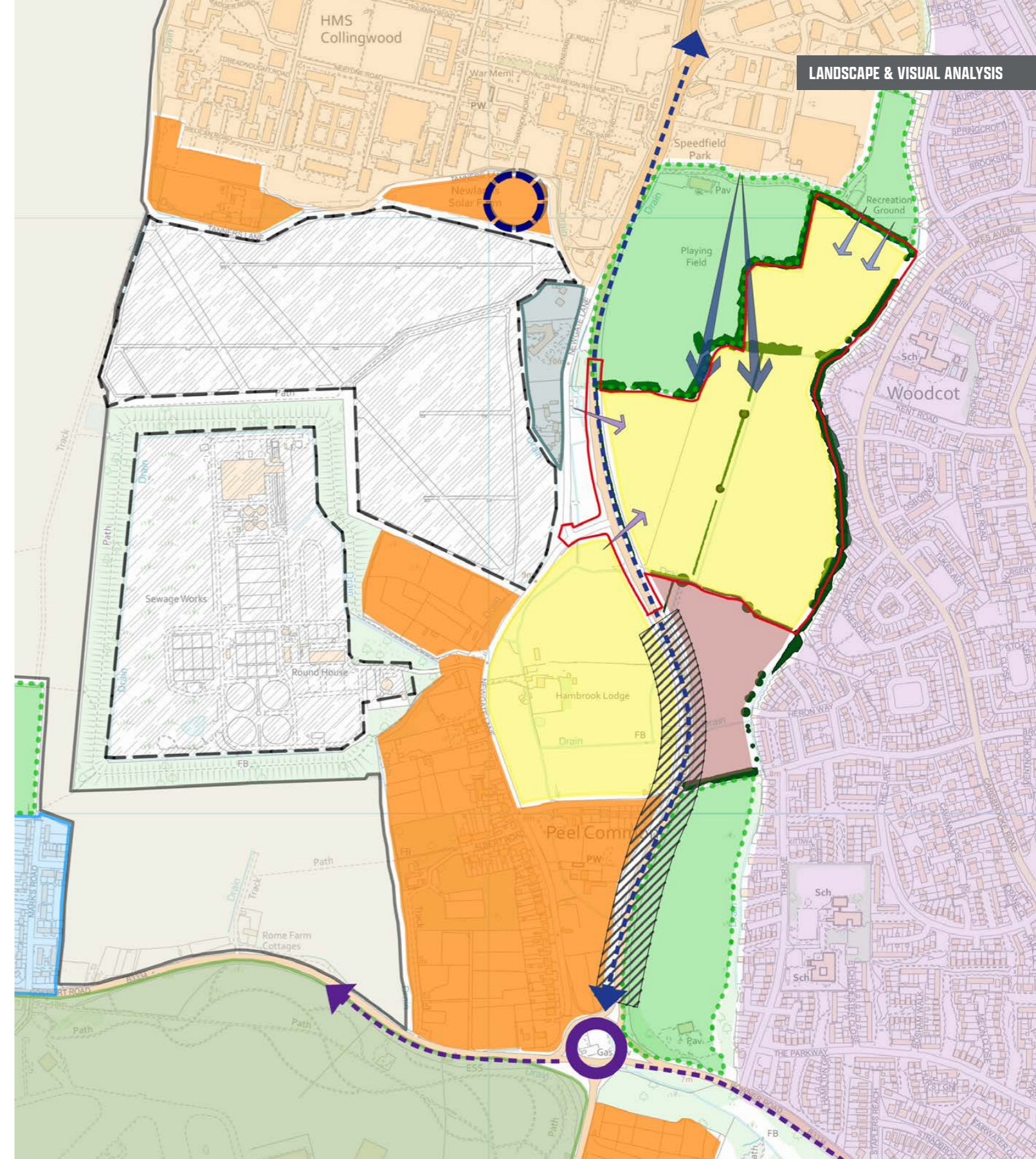
To the north the urban fringe includes the relatively more open amenity sports pitches associated with HMS Collingwood, but this area is also strongly characterised as part of the urban fringe due to the more substantial built form on HMS Collingwood and of the adjacent buildings located on the Speedfield Retail Park. To the east the site is strongly delineated by settlement edge of Gosport, including Bridgemary and Woodcot where the residential areas influence the fringes of the site. To the south and west, there is a strong influence of highways infrastructure which form connections between Gosport and Peel Common, the latter forming a small settlement parcel or satellite comprised mainly of ribbon development along the route of Newgate Lane. Also to the south is the future residential site (19/00516/OUT & P/19/1260/OA)) with the amenity landscape of Brookers Field Recreation Ground beyond, bordered to the north and west by more substantial tree planting but connected to the edge of Gosport and also influenced by the large-scale noise attenuation barriers that are located along much of Newgate Lane East.

In summary the site sits within a variable pocket of landscape. Its function is defined by its existence as a relatively ordinary and unremarkable part of the landscape that cannot be accessed for any form of recreational purposes or enjoyment. Instead, it's function relates to the experience of the landscape from the outside, looking in or across. Consequently, the experience of the landscape is continuously linked to the suburban edge, as these features form a component or backdrop to views from almost all locations.

In isolation the site comprises remnant agricultural enclosures however it cannot be separated from the extensive urbanising influences which surround and frame it, particularly in the context of the more recent severance of the agricultural land that has arisen from the route of the bypass (Newgate Lane East). Consequently, the condition of the landscape is mixed.

Overall, the value, susceptibility and sensitivity of the site are affected by these influences, contributing to some potential capacity to accommodate development, but also highlighting that if there is development potential, there are also some landscape components that present 'inherent' sensitivities. Such sensitivities can be addressed through a comprehensive and considered approach to mitigation.

There is also the 'future baseline' to consider, whereby the land immediately to the south of the site (between the site and Brookers Field recreation ground) is subject to an extant permission for residential development which will alter the context of the site to the south. Furthermore, whilst the highways infrastructure of Newgate Lane East is completed, its associated mitigation planting (largely linear planting along the alignment of the road) is yet to fully establish and mature; over several years this vegetation will grow to create a further layer of green infrastructure in the landscape, screening and foreshortening views particularly from Newgate Lane East itself.



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|--|--|--|--|
| | Site boundary | | Structural vegetation forming distinct features and boundaries |
| | Existing agriculture | | Approximate route of Stubbington bypass (in construction) |
| | Consented residential boundary baseline | | Western area of strategic gap comprising arable landscape of an open character |
| | Existing urban edge of Stubbington strongly defined by green infrastructure | | Highways infrastructure |
| | Existing settlement edge of Woodcot defined by thin, linear green infrastructure | | Section of highway with existing acoustic barrier |
| | Existing wayside/ incidental development | | Highly transparent views from highways corridor |
| | Existing amenity landscape | | Near distance views from Public Right of Way |
| | Existing area of Peel Common within strategic gap | | Filtered views from Public Right of Way |
| | Large scale solar site | | Battery storage development (in construction) |
| | Open landscape of the airfield in development | | |

2 SITE ANALYSIS

Based on the analysis of landscape and visual constraints and opportunities, two main considerations were identified in respect of strategic development potential for the site:

- Identify the extent of appropriate 'development envelope' of built form and infrastructure.
- Establish a robust and enduring green infrastructure framework to balance with that.

Both elements have developed in response to the local landscape context. Adopting this approach ensures that the development and landscape strategy incorporates mitigation as an inherent component of the proposals, intending to avoid or minimise potential effects of the development proposal from the outset.

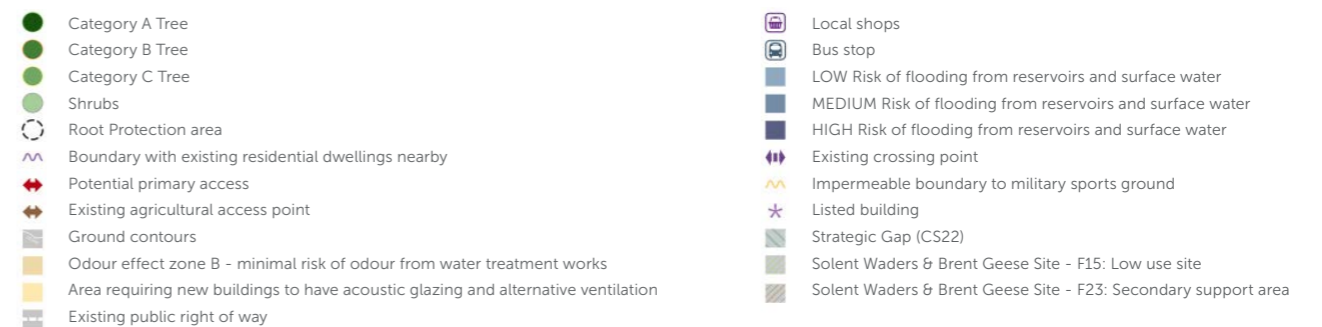
Incorporating the over arching strategy for green infrastructure into the design at the outset of the process also has linked benefits in terms of other environmental matters, particularly biodiversity.

SUMMARY OF CONSTRAINTS

- The proximity of residential properties to the site. Various properties have back gardens adjacent to or overlooking the site;
- Areas of surface water flooding, although not a significant constraint, must be considered;
- Ecological buffers to the existing dry ditches and hedgerows running across the site and along the site boundaries;
- The Odour Effect Zone B classified as an area at minimum risk of Odour from the Water Treatment Works. This zone only affects a small section on the south western edge of the site close to the road and proposed residential development will need to be set back from this;
- Existing landscape components and vegetation structure, including the open agricultural context and the associated network of hedgerows, both within and on the boundaries of the site – to be retained wherever possible with appropriate stand offs from development;
- Although the main functioning gap is between Stubbington and Fareham (and Peel Common), the site and surrounding context is within the Strategic Gap and consequently makes some contribution, albeit with limitations to its contributions and condition/quality
- Noise associated with Newgate Lane East;
- Retention of access to the boundary with HMS Collingwood for security and maintenance.
- Views and potential visual impacts from adjacent public areas (including public footpaths and open spaces) as well as from some residential receptors and, to a lesser extent, views from Newgate Lane East (noting that all views are near distance and concentrated around the site)
- Part of the site is low use habitat for wintering birds.

SUMMARY OF OPPORTUNITIES

- Future pedestrian and cycle connections through the site linking to the surrounding area.
- A positive built frontage to Newgate Lane East and to the south creating an attractive interface with the consented scheme to the south.
- Incorporate attractive green buffers and retain and enhance the existing trees and hedgerows within the site and on boundaries.
- Public open spaces which include habitat areas, natural landscapes and a play.
- Deliver strategic green infrastructure links between nearby landscapes, particularly to the north and south.
- Provide an attractive neighbourhood presenting a clear hierarchy of streets and spaces.
- Integration of sustainable drainage systems.
- Provision of a mix of housing types, including affordable homes, to help meet the needs of the local area.
- To provide a development pattern that is consistent with the existing settlement edge and which would not unduly intrude into the wider countryside to the west of Newgate Lane East or into the strategic gap between Stubbington and Fareham.
- Integrate the development with Bridgemary / Woodcot and the approved housing scheme to the immediate south (controlled by Bargate Homes / Vivid, one of the applicants) to deliver a comprehensively designed development.
- Set development back from its western boundary to Newgate Lane East in response to noise / odour / landscape constraints identified.



2 LOCAL CHARACTER

The proposed built form should be designed to reflect some of the principles of architectural style, materials and forms evident within the local area. From this study, key elements can be drawn in order to influence the design of the proposed development.

The local character study will assess the immediate site context, including Peel Common, Woodcot and Bridgemary. The architectural character, materials, detailing, landscape and townscape qualities of these areas should influence future detailed proposals.

PEEL COMMON SETTLEMENT

Peel Common is a small, free-standing settlement lying between Stubbington and Gosport. It is comprised largely of linear frontage development along (old) Newgate Lane, Woodcot Lane and Albert Road.

Newgate Lane is fronted on its west side by ribbon development of detached houses and bungalows dating from the Victorian period to the mid-20th century, including late 20th and early 21st Century infill or replacement development. Buildings are set back from the road behind short front drives with minimal vegetation. Short sections of repeating built form and a strong and consistent building line create an element of formality and rhythm to the street. Mature vegetation lines the eastern side of the street which breaks up to allow field views in sections creating a more informal character.

Woodcote Lane has a distinct character defined by mature trees on its southern side, with an unbroken mature hedgerow separating it from arable fields to the north. Detached houses and bungalows of varying sizes and styles line the southern side of the lane.

Albert Road is lined on both sides with residential accommodation set back from the road with short drives. The southern edge includes semi-detached bungalows with grass verges and front gardens. The northern edge is defined by a rendered two storey terrace of houses. Towards the end of the road is a lane which opens to an informal farmstead, surrounded by thick vegetation.

PEEL COMMON ESTATE

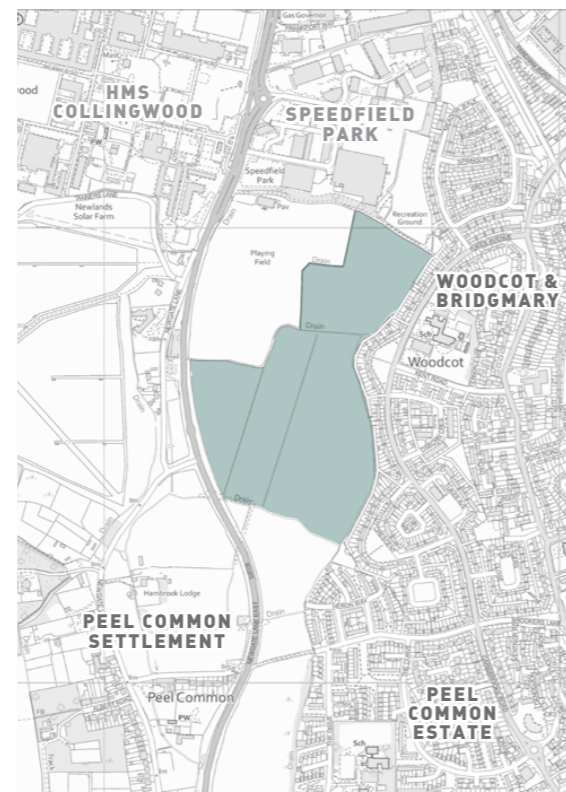
The Peel Common estate was developed in the 1960s based on an American Radburn System whereby rear gardens and parking areas face the street, with the fronts of houses facing shared greens. Whilst the streets behind the houses do not create the most desirable environment, the

combination of vehicle free linear greens, and wide, tree lined connecting streets with grass verges, contribute to a good network of safe and welcoming spaces.

Housing style is typical of the period with varied materials including brick, tile hanging, timber boarding, pale render and reconstituted stone. Many of the house types include a mix of up to four different facing materials and vary from detached bungalows to terraced houses.

WOODCOT & BRIDGEMARY

Woodcot and Bridgemary was largely developed in the mid-20th century. It is a low / medium density neighbourhood comprising a mix of 2 storey semi-detached and terraced housing with some detached houses and bungalows. Street character varies from wide arterial streets to more intimate cul-de-sacs. A number of public greens form important community spaces that break up the built form. The wider streets have green verges and some benefit from mature avenue trees that form a strong feature. Whilst the majority of the area is 2 storeys high, there are some exceptions, including the 3 storey building housing the shop on Tukes Avenue, and a number of 3 storey apartment buildings further east.



1 Newgate Lane



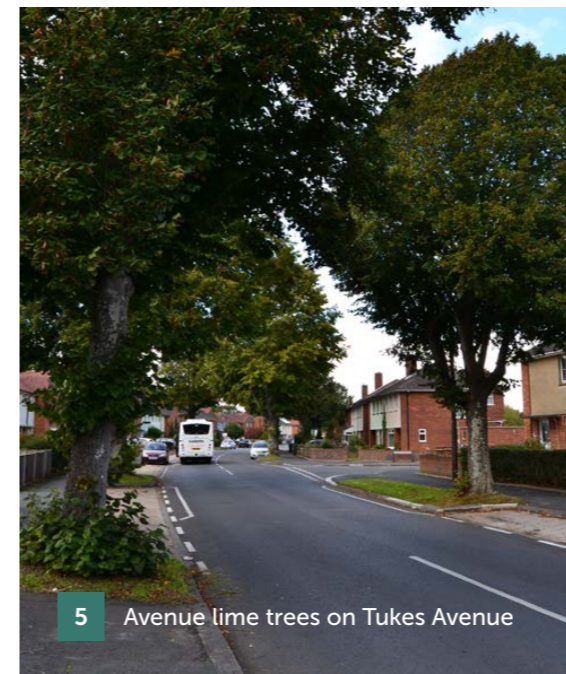
2 Woodcote Lane



3 Peel Common



4 Peel Common



5 Avenue lime trees on Tukes Avenue



6 Communal crescent green on Tukes Avenue

2 ACCESSIBILITY & AMENITIES

The site benefits from its location close to and well connected to a wide range of local services and facilities, which future residents of the proposed development will visit on a regular basis.

Future residents of the proposed development will have the opportunity to access a range of everyday destinations by a choice of different travel modes.

Walking is a realistic mode of travel to and from the site. The access strategy provides a permeable and connected development with connections to the north, south, east, and west to reduce travel distance. A significant proportion of travel from the site can be expected to be made on foot to reach local facilities and services.

Many facilities and services are located within a reasonable cycle distance from the site. The site provides direct connections to the cycle network to the north, west and south of the site, and to the east onto signed and appropriate roads. The development will facilitate safe and easy cycling in the site and to surrounding routes.

Frequent and regular bus services operate within the local area, with the Services 9/9A and the BRT particularly attractive to future residents and providing direct and frequent access to Fareham, Gosport, and the wider area.

A Sustainable Transport Strategy has been developed which will be delivered through the Framework Travel Plan. This 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.

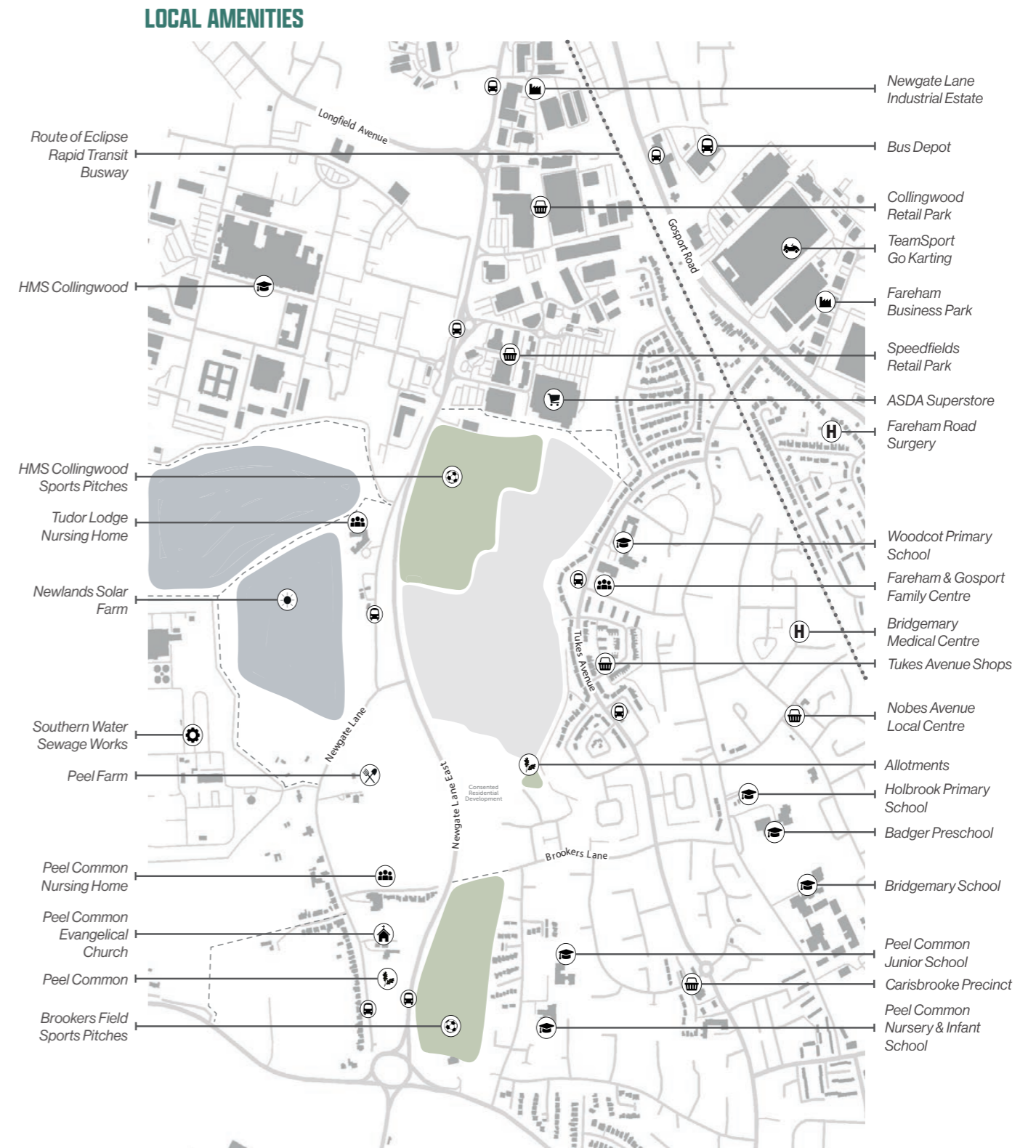
Future residents therefore have the opportunity to access a range of destinations by a genuine choice of sustainable transport modes. The proposed development is located where the need to travel will be minimised and, through the Framework Travel Plan, the use of sustainable transport modes can be maximised.

In line with the NPPF requirements and local plan requirements (CS5 / DSP40), it is therefore demonstrated that the opportunities for sustainable travel can be and have been taken up.

Further information can be found in the Transport Assessment and Framework Travel Plan documents (produced by iTransport) that form part of the application.



- 1** Convenience shop on Tukes Avenue
- 2** Speedfields Park retail
- 3** Public Right of Way and play area and park to the north of the site



3 CONSULTATION & DESIGN EVOLUTION

PUBLIC CONSULTATION

Miller Homes and Bargate Homes undertook a virtual public consultation in November 2021 to enable the local community to view and comment on the draft proposals for up to 420 new homes.

The virtual public consultation was published at www.newgate-lane-east-development.co.uk on Monday 1st November 2021 and ran until Monday 22nd November 2021. The development proposals remain online for local residents to reference and the development team can be contacted via the information provided on the website. The local community made good use of the virtual consultation with 643 comments received during the consultation period providing detailed feedback on the proposals.

96% of respondents said they objected to the proposed development. 2% supported the proposals and 1% supported with reservations.

The most common issue raised by respondents is that they are worried about the potential traffic impact of the development on a local road network that they view as already very congested (357). 84 respondents were concerned specifically with the impact on Newgate Lane East.

Secondly respondents also raised existing issues with the capacity of doctors, dentists, (308) and schools locally (284), expressing concern that the development would add to an already overburdened system. These issues were the most given reasons for objecting to the proposed development.

Following these, the next most common reasons for opposition respondents cited were development in the strategic gap (113), development of a greenfield site (103) and a perception that the Gosport peninsula is already very heavily developed and overpopulated (79).

The next most frequent comments made were concern for the air quality in Gosport and how increased congestion could detrimentally affect this (55), the potential impact on wildlife on the site (54), and finally how the services that the new residents would likely use will be provided and funded by Gosport Borough Council but Fareham Borough Council will receive the funding provided by Council Tax (50).

PRE-APPLICATION MEETING

A pre-application meeting was held with Fareham Borough Council's (FBC) Peter Kneen on 24 November 2021 at their offices regarding the draft proposals for up to 420 new homes. It was confirmed that, given that the Council was no longer proposing to allocate the site for development in its emerging Local plan, it no longer supported the site's development in principle. However, the discussion on the proposals was constructive. The design team expressed the intention to work with officers towards a position where it is only the principle of development that remains in dispute.

The design team was informed that FBC's Urban Design Officer (Dominic Lyster) had no negative comments to make in respect of the draft proposals, although he did query the loss of the western-most hedgerow.

Peter Kneen expressed concerns about the impact of the proposals upon the Strategic Gap and landscape / character of the area. He also expressed the view that views across open farmland towards the tree-lined urban edge of Bridgemary were an important characteristic of the local area. It was queried whether the extent of built development could be pulled eastwards towards the western extent of the built development allowed at appeal to the south, such that an element of the "open farmland" character could be retained next to Newgate Lane East. In any event, Mr Kneen felt that this approach was unlikely to lead to an approval at FBC's Planning Committee given the Council's stance on the principle of development.

Peter Kneen confirmed that they were happy with the proposals apart from the principle of development and impact on Strategic Gap.



1



2

MAJOR MASTERPLAN CHANGES

Following on from the public consultation, pre-application meeting and technical and design studies, the masterplan has been refined to improve its contribution to the local area.

The concept masterplan has been revised to reduce the number of proposed homes from "up to 420" to "up to 375" by retaining the western field. This reduces the overall volume of homes, increases the amount of natural green space and reduces the impact of the development on local services and infrastructure over the plans put forward for consultation. When combined with the 99 consented to the south, the total dwellings is now in line with the 475 proposed within the previous draft local plan allocation HA2.



3

- 1 Early Concept Masterplan 2018
- 2 Pre-application Masterplan - Sept. 2021
- 3 Application masterplan - Jan. 2022

3 DESIGN CONCEPT

Following the identification of opportunities and constraints, a 'landscape led' approach has been adopted to underpin the emerging concept masterplan.

The concept is based on a robust network of open spaces and green corridors that contain existing and new landscape features and are fronted by dwellings to provide natural surveillance.



3 LANDSCAPE & VISUAL STRATEGY

The over arching landscape design principles include:

- Consider the components of the surrounding landscape character.
- Retain and make best use of existing landscape elements and features.
- Optimise protection and screening for visual amenity receptors (albeit these are limited);
- Avoid loss or damage to retained landscape elements and features.
- Conserve and enhance ecological fabric.
- Utilise existing key connections through the site.
- Maximise opportunities to create new connections in the area.
- A developable envelope that's informed by the green infrastructure led approach.
- Outward looking development that provides natural surveillance and character to streets and spaces.

Together these place a particular emphasis on green infrastructure across the site (including strategic landscape planting and open spaces) and the role that landscape characteristics and green infrastructure have in determining an appropriate boundary to the Strategic Gap.



LANDSCAPE AND VISUAL STRATEGY

4 CONCEPT MASTERPLAN

The masterplan is a product of the constraints and opportunities established through the design process. It illustrates a scheme of up to 375 dwellings with a strong green infrastructure that retains and enhances hedgerows, ditches and trees. This green infrastructure offers a network of pathways that provide safe and attractive routes. Buildings face outwards ensuring that streets and spaces are well overlooked, welcoming and safe. The key features of the masterplan are as follows:

- The approach retains several internal field boundaries which, although the internal land use will change, still reflects the scale and pattern of the landscape at a local level
- A strong green infrastructure network of public open spaces that aid way-finding and create a high-quality residential environment
- Retain and enhance existing vegetation across the site wherever possible, including a scheme of replacement, gap and successional planting – all planting to aim to improve species diversity and biodiversity
- A development envelope split into a series of broad parcels in order to retain existing green infrastructure which currently forms the internal field divisions and boundaries – this will consequently break down the massing and scale of the overall developable area
- Omission of development from the western field parcel to provide a robust and substantial buffer on this edge of the site – this area will include ecological enhancements and retains reference to the scale and openness of the agricultural context – this area also contributes to the wider strategic green infrastructure network which passes broadly through this area
- Appropriate landscape management (such as hedge laying, tree health management) and new planting (including hedgerow trees) as appropriate to reinforce boundaries, improve species diversity, ensure succession.
- A key north/south green link, aligned with the internal field boundary hedgerow, to create a linear park (noting this includes retained hedgerow along with proposed attenuation);
- Along the north-western edge, pockets of open space depth in the pinch points and corners of the site, to provide additional set back and more opportunities for planting at greater depths and provide additional screening to views from Newgate Lane East;
- A stand off and inclusion of linear open space along the northern edge and southern edges of the site to maintain a green corridor and accommodate landscape planting adjacent to the existing public footpath and open space to the north, and to the landscape and/or future baseline consented residential development to the south;
- Landscape planting to complement and enhance the existing green infrastructure network with green corridors wide enough to accommodate new planting of native species to provide green infrastructure connectivity and draw local character through the site
- Several pocket parks/green spaces throughout the site and a central green and Neighbourhood Equipped Area for Play (NEAP) which, together, provide a diverse network of access and opportunities for recreation.
- Development set back from site boundaries to provide a suitable stand off to adjacent uses as well as enable the retention and enhancement of the green infrastructure
- Primary vehicular (and non-vehicular) access via a new roundabout on Newgate Lane East
- Potential pedestrian/cycle links to the Public Right of Way to the north linking to Meadow Walk Recreation Ground, Bridgemarky, Newgate Lane East and beyond
- Potential pedestrian/cycle link east towards Woodcot Primary School, Key Education Centre, Fareham and Gosport Family Centre, as well bus stops, shop and other services within Bridgemarky
- Potential pedestrian/cycle links to the potential residential development site to the south
- Potential pedestrian/cycle link to the west, linking to the bus stops on Newgate Lane East
- Potential emergency vehicle access points to the east and south
- Attractive sustainable drainage features within public open spaces
- An outward looking development that provides a well overlooked and safe public realm; and
- Buildings face towards Newgate Lane East, forming an acoustic buffer to rear gardens and the rest of the development behind.



CONCEPT MASTERPLAN

- Existing Vegetation
- Proposed vegetation
- Proposed residential development
- Main vehicle route
- ➡ Potential pedestrian/Cycle Link & emergency vehicle access
- ➡ Potential pedestrian/Cycle Link
- ➡ Indicative Path through Public Open Space
- NEIGHBOURHOOD EQUIPPED AREA FOR PLAY (NEAP)
- Sustainable Drainage Systems (SuDS)
- ⊞ Existing public right of way
- ⊞ Local shops
- ⊞ Bus stop
- ⊞ Existing crossing point on Newgate Lane East