

# 4 IMPACT ON THE STRATEGIC GAP

The site is located in a ‘Strategic Gap’ known as the Fareham/Gosport to Stubbington/Lee on Solent Gap (or simply the Fareham - Stubbington Gap) (as defined by the adopted Core Strategy, August 2011)

The settlement of Stubbington, a medium scale, predominantly residential area, forms the western extent of the Strategic gap. In this context it 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.

In relation to the settlement character the Fareham Landscape Assessment notes that the landscape forms part of a swathe of largely undeveloped agricultural landscape that lies between the urban areas of Fareham in the north, Stubbington in the west and Gosport in the east, providing clear visual and physical separation of these settlements. It suggests that the area has a significant role in separating the settlements and prevention of coalescence and refers to the Strategic Gap policy to which this relates. However, in relation to the site, the guidance goes on to state that:

*“The role of the area in separating Stubbington and Gosport is less easily perceived because of intervening development and other features that interrupt views, and occupy land, between the two areas. These include the Newlands Solar Farm, the waste water treatment plant and housing development along the western side of the Newgate Lane corridor at Peel Common.”*

The approved residential development of 99 homes to the south (marked on the adjacent plan) will have a significant local influence on the landscape by introducing built form adjacent to the application site and extending westward from the urban edge of Bridgemary / Woodcot. The Inspector who allowed the appeals for this development, Mr. G.D. Jones, considered its impact on the Strategic Gap and concluded:

*“31. Given the relatively modest size of the development proposed relative to the overall scale of the Strategic Gap along with the site’s location on the outer edge of the Gap adjacent to the settlement boundary, there would not be a significant effect on the integrity of the Gap, be it individually or cumulatively.....”*

(Appeal decisions refs. APP/J1725/W/20/3265860 and APP/A1720/W/21/3269030 dated 28th July 2021)

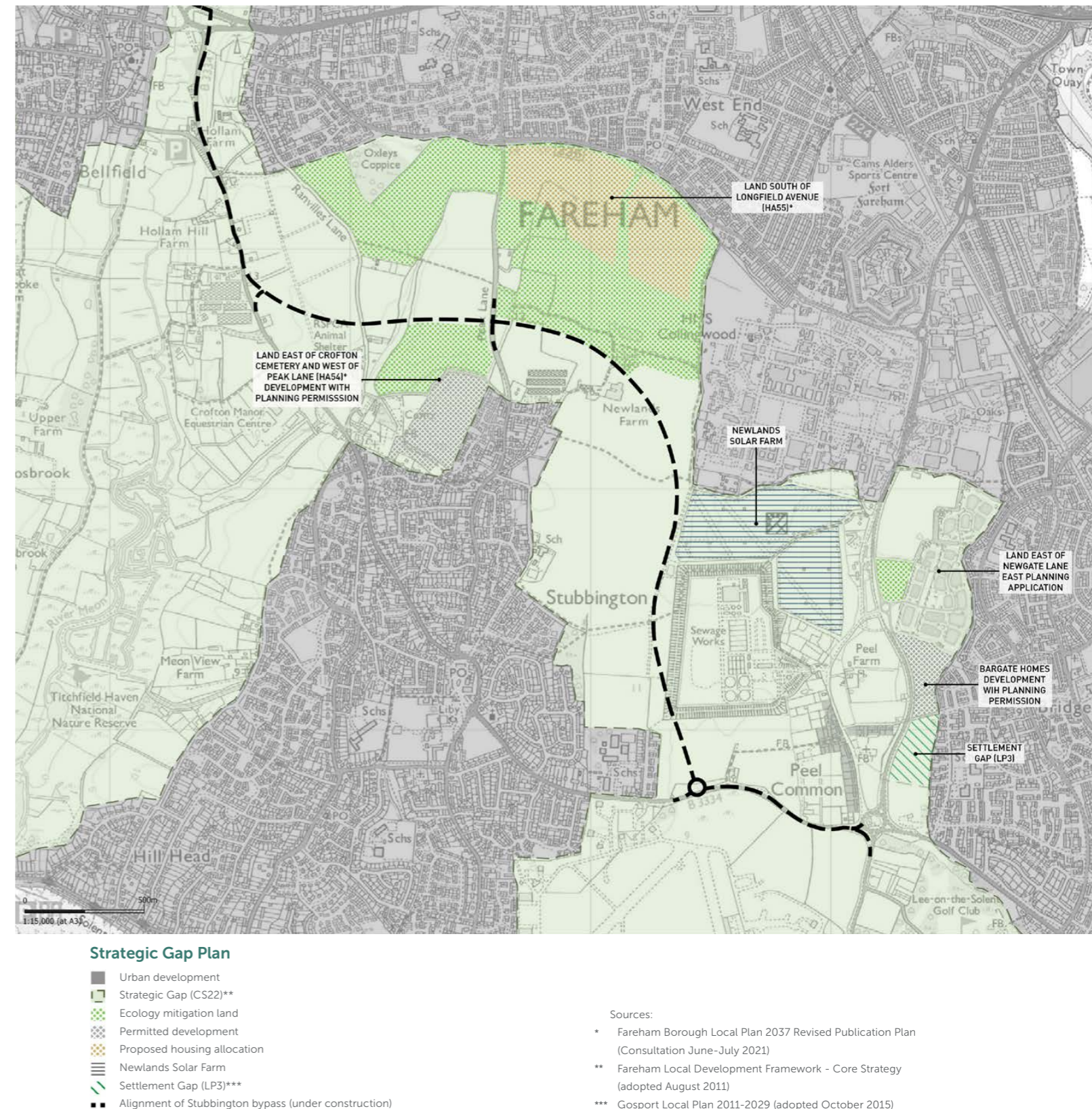
In considering the impact of the development “individually or cumulatively”, the Inspector appears to acknowledge that the appeals site comprised only the southern part of the former Policy HA2 draft housing allocation, and that the balance of the HA2 site may also be proposed for development at some time (as is now the case). In anticipation of this, he advised that the cumulative impact of the 99 home scheme with any adjoining development would not significantly effect the integrity of the Strategic Gap, given it’s location on the outer edge of the Gap adjoining the Bridgemary settlement boundary.

The alignment of the recently completed Newgate Lane East, with its prominent noise fencing, further contributes to the creation of a separate urban edge to the gap to the west of the residential areas at Gosport. The site and surrounding area, towards Bridgemary / Woodcot, therefore have only a very limited role in contributing to the Gap.

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). There are currently two other residential schemes within this part of the Gap – one on the northern edge of Stubbington which was recently granted planning permission on appeal for 206 homes, and the other to the south of Longfield Avenue, Fareham which is a draft housing allocation for 1,250 new homes - which will also influence the extent and appearance of the this part of the Gap. These schemes are also illustrated on the adjacent plan.

In summary the site (along with its local landscape context), is well placed to accommodate some form of development without undue consequences or impacts on the role and function of the Strategic Gap as a whole.

The evidence base acknowledges that the gap is not synonymous with landscape condition, quality or value and that the strategic gap can accommodate some form of growth and development within it. In this context the evidence base also recognises the need for additional, more detailed assessment on a site/project basis, which can be found within the LVIA which forms part of this application.



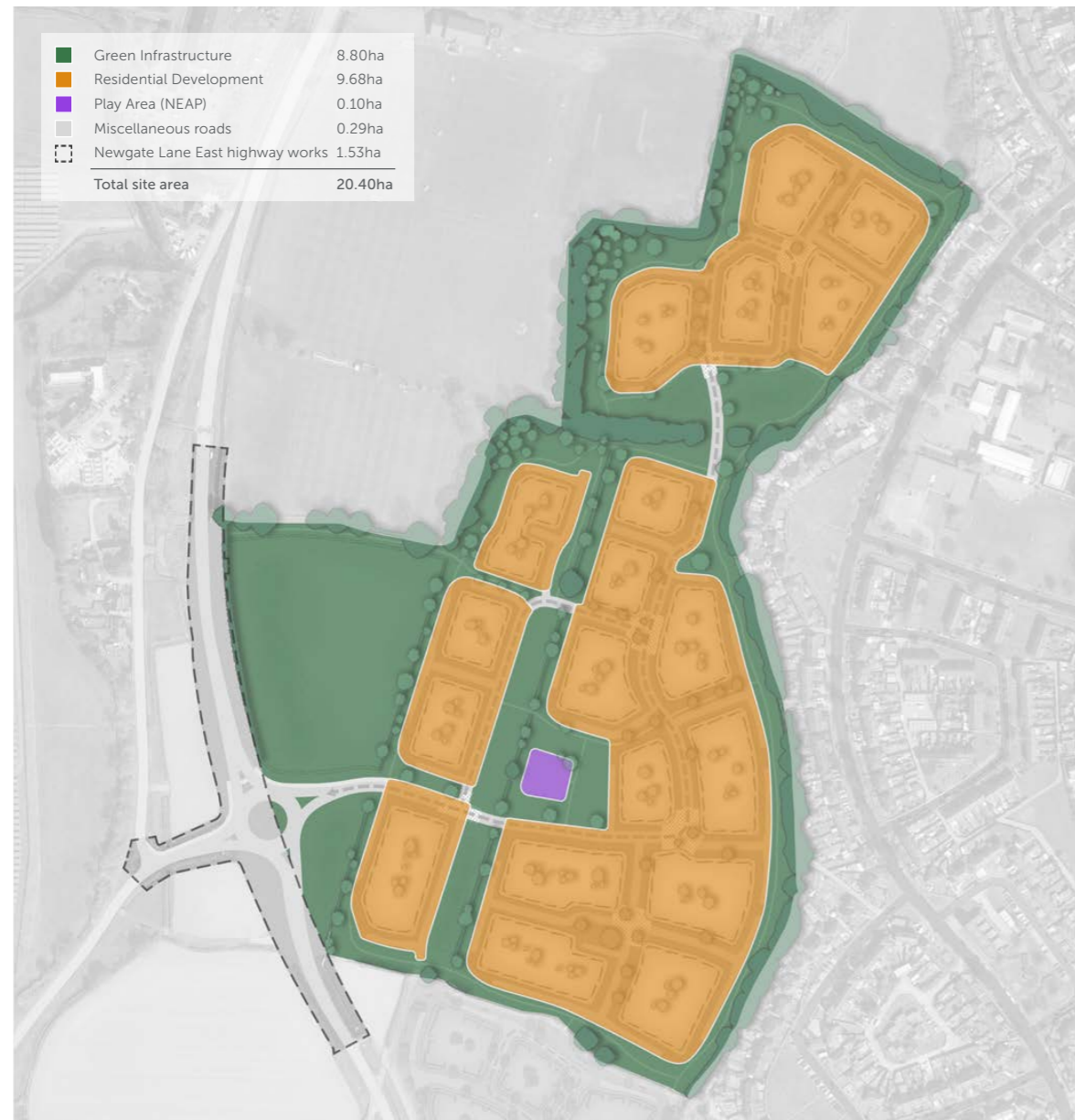
# 4 LAND USE

## LAND USE

The indicative plan below breaks the masterplan down into land use areas, highlighting the distribution of green infrastructure, residential development, NEAP, miscellaneous roads (roads that cross open spaces so are not considered part of the residential parcels, and the area of the site within Highway land that includes works to Newgate Lane East. The key below also shows the measurement areas. The proposals illustrate up to 375 dwellings with a mix of dwelling types and tenures to respond to policy requirements and local need.

## GREEN INFRASTRUCTURE

As shown above the masterplan has 8.80ha. of Green Infrastructure (being over 43% of the site area) that includes public open space. This figure includes a variety of integrated provision for - amenity recreation and play space, the retained western field for wintering bird mitigation, seasonal wetlands for attenuation and ecological benefit, retained vegetation and native landscape enhancement.



# 4 DENSITY & BUILDING HEIGHTS

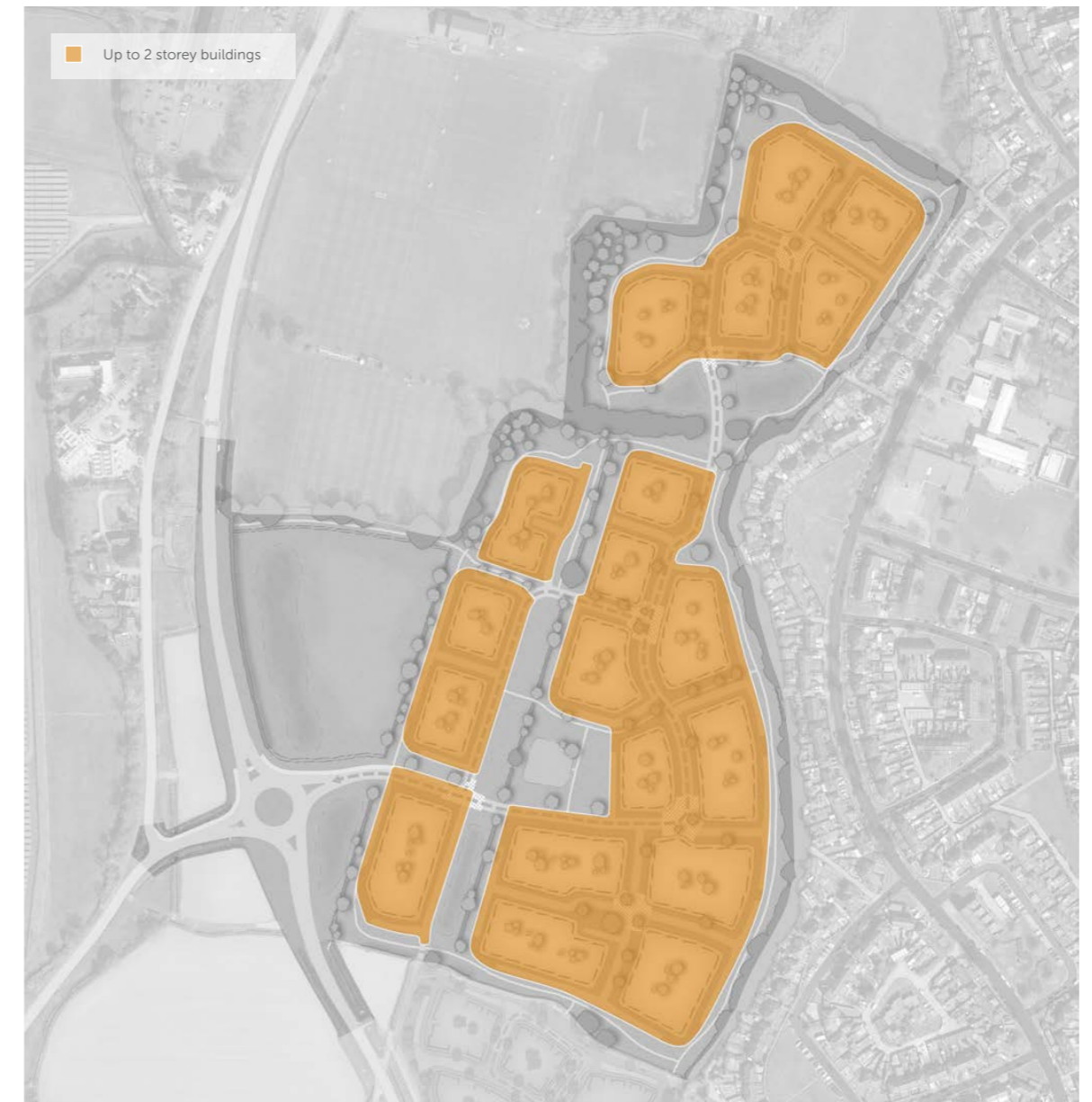
## BUILDING HEIGHTS

The scheme will be up to a maximum of 2 storeys, consistent with the appeal decision on the land to the immediate south. A subtle variation of ridge and eaves height will reflect the character of the local area, add variety to the street scene and aid overall legibility across the proposal. This approach will ensure any new development and community is reflective of the established residential character of Bridgemarky and Woodcot.

## DENSITY

Based on the site area of **18.87ha** (this excludes the Newgate Lane East highway works) the residential density across the site is **19.87 Dwellings Per Hectare (DPH)**. The average net density (excluding all open space and SuDS features) would be **38.7 DPH**. This density is consistent with the density proposed for the consented site to the south.

The mix and density, when combined with landscape, building form and street hierarchy will assist in providing streets of recognisable character. This character, and any variations, will reinforce a sense of place and provide legibility to the scheme.

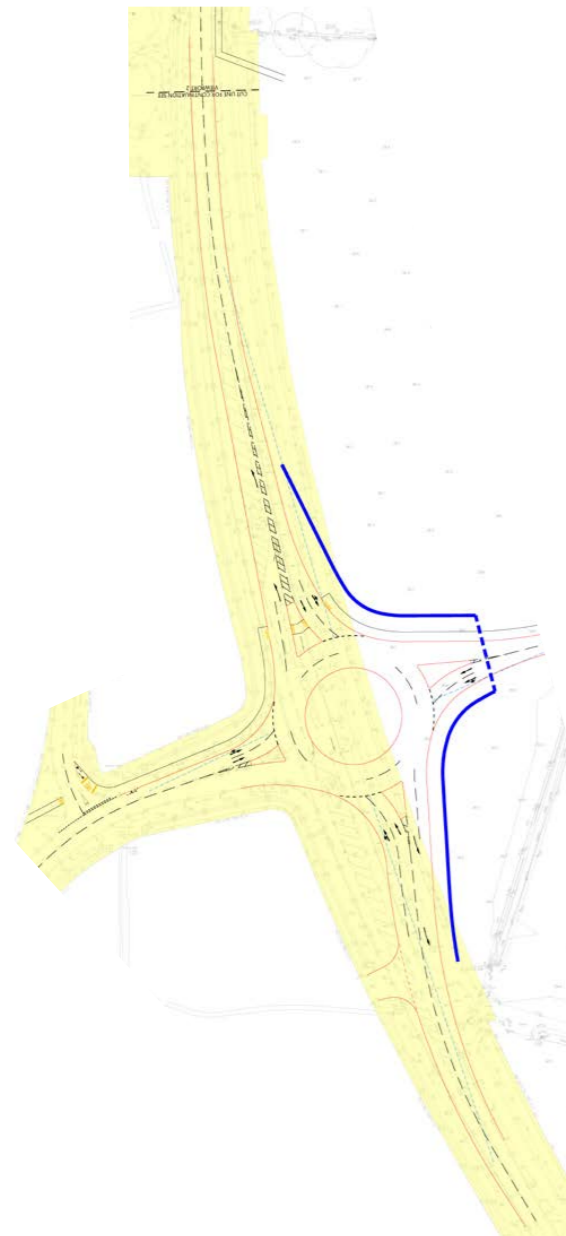


# 4 SITE ACCESS

## SITE ACCESS STRATEGY OVERVIEW

The site access strategy comprises:

- A comprehensive pedestrian and cycle access strategy, providing for active travel on key desire lines in all directions from the site, providing filtered permeability
- Vehicular access to Newgate Lane East, in a manner that delivers safe and suitable access, but does not significantly impact on the utility / function of Newgate Lane East.



Proposed roundabout to Newgate Lane East  
General arrangement

## VEHICULAR ACCESS

Vehicular access will be achieved from Newgate Lane East, as identified in the former HA2 allocation, by a four-arm, 50m ICD roundabout with Newgate Lane East and Newgate Lane.

The junction has been carefully designed to meet the following objectives:

- A safe and suitable access that meets design standards;
- Minimise interruptions to main line traffic flow on Newgate Lane South;
- Ensure the function of the new road is not prejudiced by the delivery of a new access; and
- Be deliverable within design standards and highway constraints.

The proposed access roundabout has been designed in full accordance with the Design Manual for Roads and Bridges (DMRB) standards for a 40mph road (which is the posted speed limit on Newgate Lane South).

The proposed site access design is shown opposite and presents the proposed roundabout design. The full drawing accompanies the application and more information is included in the Transport Assessment and Travel Plan (produced by iTransport).

No general vehicular access through the consented site to Brookers Lane is proposed.

Two locations for emergency access are identified, one south to Newgate Lane East through the consented development and one to Tukes Avenue utilising the established vehicular access to the site, both of which are proposed as pedestrian / cycle connections. In both locations, lockable bollards would be provided (in line with LTN1/20) to prevent generally vehicular use, allow free movement by pedestrians and cyclists, and in the case of emergency and the unlikely event that access cannot be achieved at the Newgate Lane East roundabout, allowing access by emergency vehicles.

## PEDESTRIAN / CYCLE ACCESS

To ensure opportunities for sustainable travel to key local destinations are taken up, relative to the opportunities provided by the site, the scheme proposes a highly permeable and connected development area. Various connections to the local network are provided:

### ACCESS TO NEWGATE LANE IS PROPOSED:

- At the site access roundabout junction, with pedestrian and cycle crossing provision provided on the northern arm of the proposed roundabout junction with a connecting pedestrian / cycle route into the site and to Newgate Lane.
- To the north-west of the development area, to provide connection to the existing pair of bus stops at Newgate Lane East
- To the south-west of the site to Brookers Lane through the consented development south of the site (which is in the same ownership / control)

### ACCESS TO BRIDGEMARY IS PROVIDED:

- To the north to connect to Public Right of Way 76, which forms an east-west pedestrian and cycle route between Newgate Lane and Tukes Avenue. Two connections are proposed in the north-east and north-west corners of the site.
- To the east to Tukes Avenue (in vicinity of 143 Tukes Avenue) utilising the existing gated access to the site, and the adjoining service road (which forms public highway). An improvement scheme to this route is proposed which comprises resurfacing and provision of sensitive lighting to provide a safe and attractive environment for all users.
- To Brookers Lane to the south-east of the site through the consented development south of the site (which is in the same ownership / control)

### ACCESS TO RIGHTS OF WAY

Connections to Public Footpath 76 routing to the north of the site and to Brookers Lane / Woodcote Lane to the south of the site are to be provided. This connects with the existing crossing facilities of Newgate Lane South.

This approach ensures that priority is given to providing for active travel movement from the site, providing for walking and cycling connections on the key desire lines of the scheme.



Pedestrian connectivity plan

# 4 ACCESS & MOVEMENT

The development will be accessed via a new roundabout on Newgate Lane East. The following key features encourage sustainable travel and facilitate links within the local area:

- Primary streets with internal loops will provide access to a network of secondary streets and private drives that respond to the surroundings and create a logical layout that is easy to navigate.
  - Streets should be designed to be pedestrian and cycle friendly, but a network of segregated paths through open spaces provide further routes for practical and recreational use.
  - Potential pedestrian/cycle links to the north, south, east and west (as described in the masterplan section) help to create further sustainable connections in the area.
  - Potential emergency vehicle access points to the east and south.
- At the detailed design stage the development will seek to employ horizontal measures of traffic calming using deflection or textural change of surface. The principal way of controlling speed, however, will be via the design of the built form.



# 4 DRAINAGE & ATTENUATION

## NON TECHNICAL SUMMARY

The Flood Risk Assessment has been undertaken in accordance with the National Planning Policy Framework.

The site is located in Flood Zone 1. The proposed development will incorporate a sustainable drainage system that will discharge surface water at a suitably restricted rate into the existing watercourses on site and provide storage for all storm return periods up to and including the 1:100 year rainfall event with an allowance for climate change.

The exact nature of the storage will be confirmed at detailed design stage but can be accommodated using a variety of SuDS methods such as permeable paving, swales and attenuation basins.

Foul water from the site will be drained into the public foul sewer beneath Brookers Lane via the approved proposed development, with Planning Reference 1900516/OUT and P/19/1260/OA, immediately south of the application site. Where

possible this will be via gravity, however, due to the very shallow gradients of the site it is likely that some areas of the proposed development will need to be pumped to allow this connection.

This report concludes that the site is not at risk of flooding from tidal or fluvial sources, overland flows or groundwater.

In terms of flood risk the proposed development is suitable at this location.



Proposed Surface Water Drainage Strategy

# 4 SECURED BY DESIGN

The development will incorporate Secured by Design Principles that encourage the adoption of crime prevention measures in the design of development. It has been designed to meet the requirements of 'Secured by Design Homes 2019'. The requirements of the document for the purposes of this application are summarised below:

## LAYOUT OF ROADS AND FOOTPATHS

Vehicular and pedestrian routes should be visually open, direct, well used and should not undermine the defensible space of neighbourhoods. Defensible space has the aim of designing the physical environment in a way which enables the resident to control the areas around their home. This is achieved by organising all space in such a way that residents may exercise a degree of control over the activities that take place there.

## COMMUNAL AREAS AND PLAY SPACE

Communal areas, such as play areas and seating, have the potential to generate crime, the fear of crime and anti-social behaviour. Their design should allow natural surveillance from dwellings with safe and accessible routes for users to come and go. Boundaries between public and private space should be clearly defined and open spaces must have features which prevent unauthorised vehicular access. These communal spaces should not immediately abut residential buildings.

## DWELLING BOUNDARIES

It's important that the boundary between public and private areas is clearly identified. For the majority of housing developments, it will be desirable for dwelling frontages to be open to view, so walls, fences and hedges should be kept low or feature a combination of wall (maximum height 1 metre) and railings or timber picket fence if a more substantial front boundary is required.

## LAYOUT AND ORIENTATION OF DWELLINGS

Dwellings should be positioned facing each other to allow neighbours to easily view their surroundings and thus making the potential offender feel vulnerable to detection. Larger schemes should incorporate a mix of dwellings, enabling greater potential for homes to be occupied throughout the day. This gives increased opportunity for natural surveillance, community interaction, engagement and participation and environmental control.

## DWELLING IDENTIFICATION

Clear naming and/or numbering of properties is essential to assist residents, postal workers and emergency services.

## GABLE END WALLS

Windowless elevations and blank walls immediately adjacent to public spaces should be avoided. This type of elevation, commonly at the end of a terrace, tends to attract graffiti, inappropriate loitering and ball games. At least one window above ground floor level, where possible, will offer additional surveillance over the public area.

## REAR ACCESS FOOTPATHS

It is preferable that footpaths are not placed to the back of properties. If they are essential to give access to the rear of properties, they must be gated. Where possible street lighting should illuminate gates. Gates must be capable of being locked (operable by key from both sides).

## CLIMBING AIDS

Boundary walls, bins and fuel stores, street furniture, trees, low flat roofs, car ports or balconies should be designed to remove climbing aids to gain access into the property.

## VEHICLE PARKING

Vehicles should be parked in locked garages or on a hard standing within the dwelling boundary. In high crime areas gates or bollards to protect the hard standing area may be required. In communal parking areas bays should be in small groups, close and adjacent to homes, be within view of active rooms, and allocated to individual properties.

## PLANTING

Trees and shrub planting will be supported provided that they do not undermine security by blocking access routes, circulation areas or impeding natural surveillance.

## STREET LIGHTING

Street lighting must comply with BS 5489-1:2013. Where conflict with other statutory provisions occurs, such as developments within conservation areas, requirements should be discussed with the DOCO (Designing Out Crime Officer) and the local authority lighting designers.

# 5 CHARACTER SUMMARY

Our vision for Newgate Lane East is to create a modern development underpinned by a landscape led masterplan. The provision of family housing has been at the heart of the concept with the masterplan designed to allow easy access to amenity space, parkland, circular walks and play facilities from all plots. The creation of walkable neighbourhoods and the development of green streets will elevate the community and create a great place to live, visit and enjoy.

The character of a place is dependent on many factors, including development form, distribution of materials, architectural style, landscaping and context.

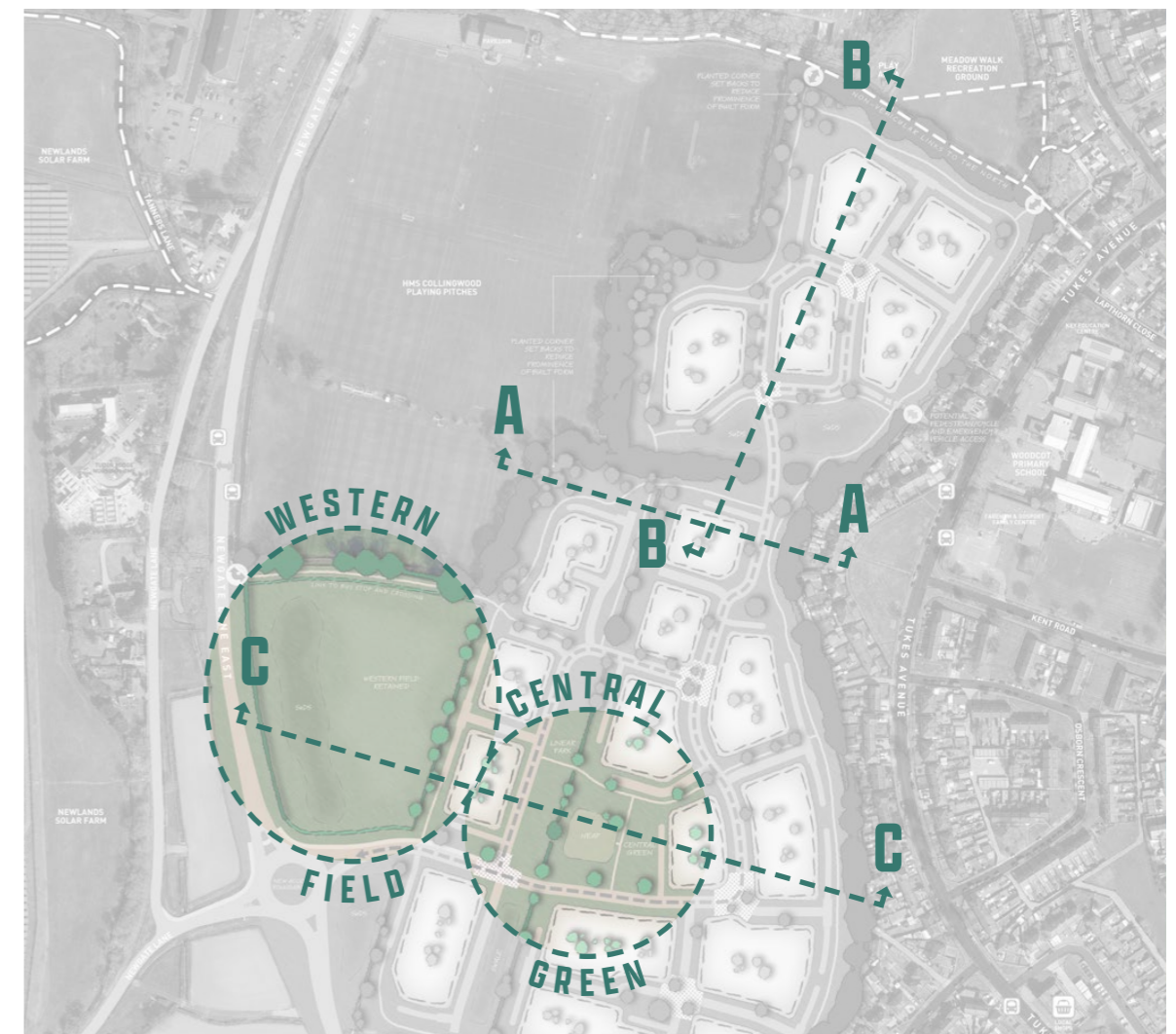
The new development will be of its time, and as such will have to comply with the standards to which all new residential developments must conform. Despite this it is important that the

proposed development is recognisably part of the local vernacular, particularly when it comes to traditional housing styles.

The following pages show sections and details of key green spaces. These will help to create a clear framework that can guide future detail design.

This part of the document picks out key areas of the proposed scheme in order to demonstrate the varying qualities and features across the site. Whilst subtle changes give each area it's own look and feel, each contributes to a cohesive quality across the development. It should be noted that these areas do not cover the entire site, rather they set the tone for the overall framework and provide useful guidance for future detail design.

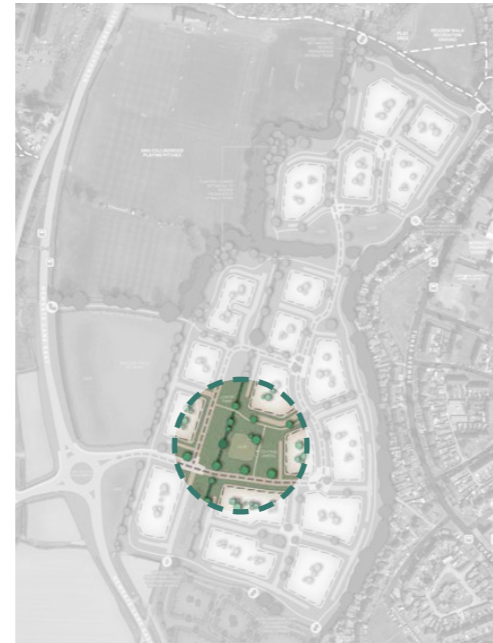
The adjacent plan identifies the key areas featured on the following pages.












# 5 KEY GREEN SPACES

## CENTRAL GREEN & NEAP

The central green and NEAP is the focal point of the masterplan. It is located at the heart of the scheme enabling easy access for new and existing residents of the area. The NEAP sits at the point where the central green and central green corridor meet. The primary access street also bounds the southern edge of the space. This location benefits from the central retained hedgerow which is one of main retained natural features of the site. The green is fronted on all sides by residential frontages creating a attractive enclosed space with excellent natural surveillance.



-  Existing vegetation
-  Indicative tree planting
-  Indicative pedestrian access to park
-  Indicative informal kick-about area
-  Indicative sensory planting
-  Indicative seating
-  Indicative play equipment
-  Indicative fence surrounding play area
-  Indicative mown path














## RETAINED WESTERN FIELD

Omission of development from the western field parcel provides a robust and substantial buffer on this edge of the site 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. The western arable field is to be enhanced for over wintering birds to offset the losses to the remainder of the site. Further information can be obtained within the ecological report that accompanies the application.

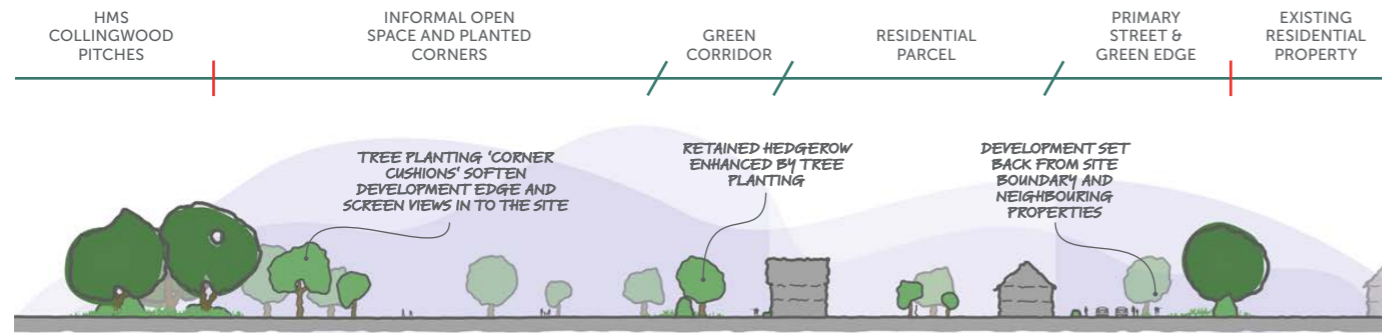


The western field also incorporates a sustainable attenuation feature which will take the form of a subtle seasonal wetland. This feature will not alter the sense of openness that the western field provides, but will form a vital sustainable solution to surface water management on the site.



-  Site Boundary
-  Existing vegetation
-  Existing boundary hedgerow planted with occasional hedgerow trees
-  Indicative hedgerow planting with occasional hedgerow trees
-  Indicative rough grassland field margins alongside hedgerow
-  Short grassland suitable for wintering birds
-  Pedestrian connection to bus stop and crossing
-  Indicative ditch
-  Timber post and rail boundary with livestock fencing
-  Indicative maintenance access with field gate
-  Indicative SuDS with seeding and planting suitable for seasonally wet/damp attenuation areas
-  Indicative roads
-  Indicative development parcels

# 5 INDICATIVE SITE SECTIONS

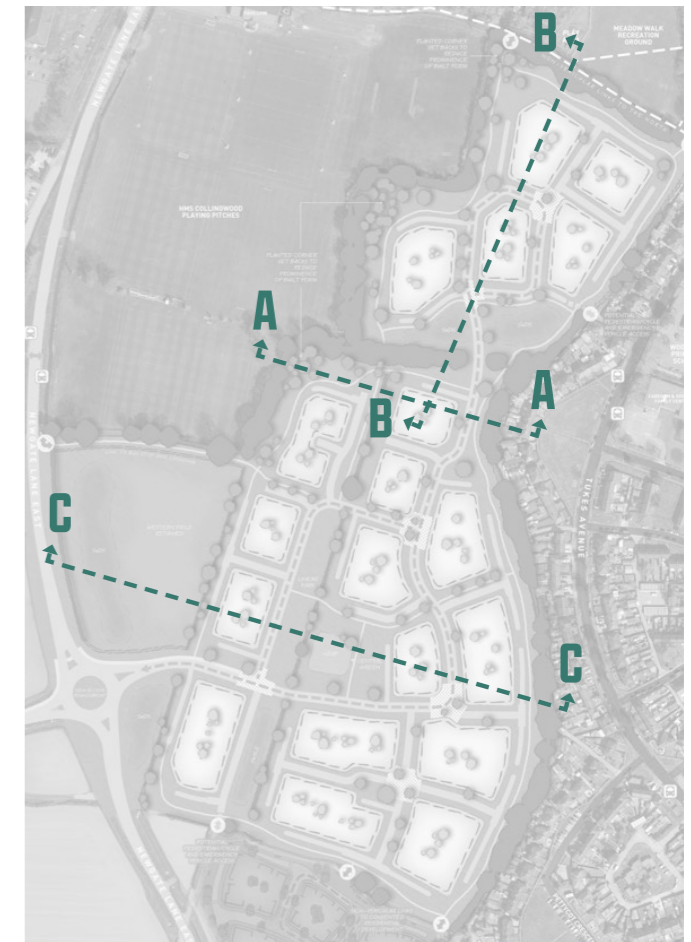


**SECTION A**

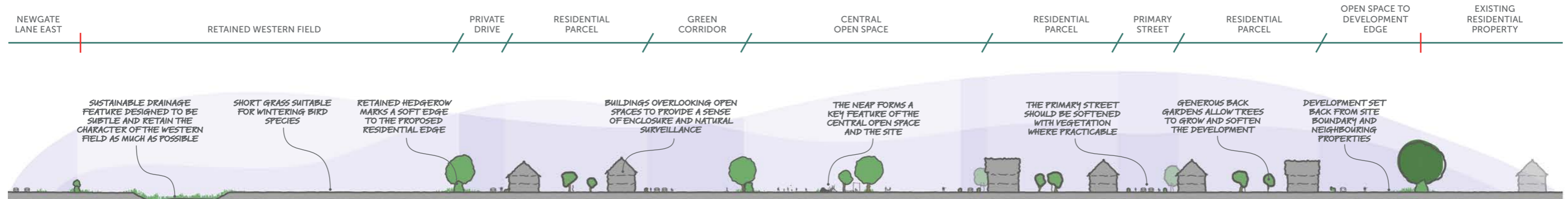
The indicative site sections show relationships between new development and adjacent areas to the east and west and north could look. They also indicate the relative proportions of streets, open spaces, buildings, natural features and garden areas, all of which are vital contributors to the character and feel of residential areas. Whilst design is a reserved matter, the indicative sections help to demonstrate that the site can deliver up to 375 dwellings in a way that is sensitive and positively contributes to the local area.



**SECTION B**



**KEY PLAN**



**SECTION C**

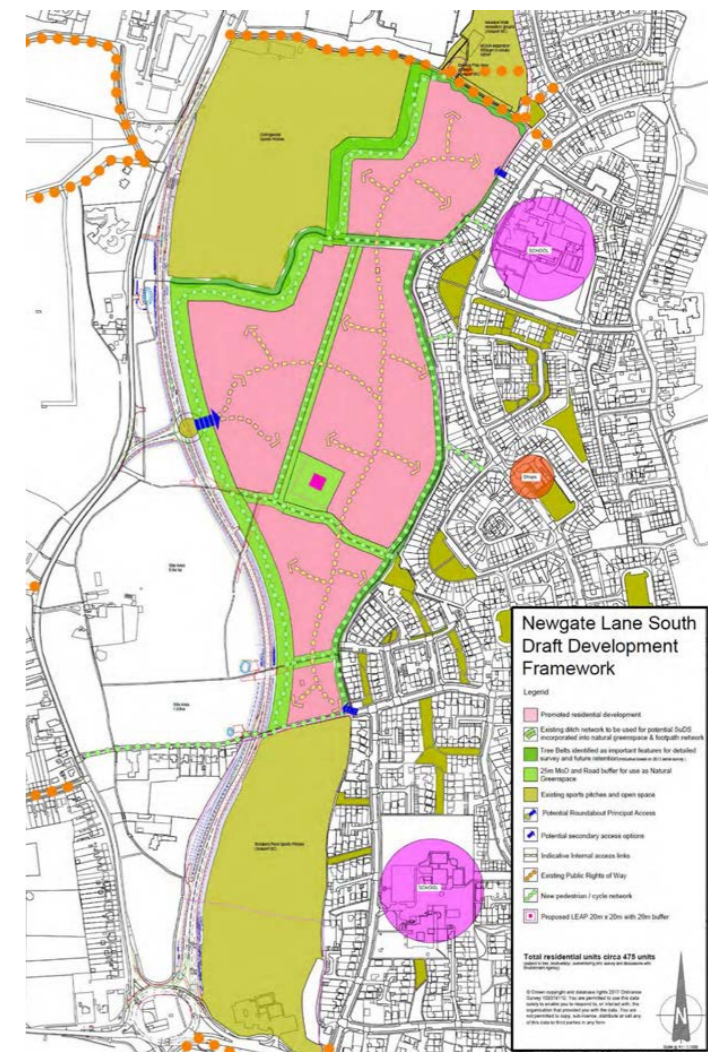
# 6 SUMMARY & CONCLUSION

This Design and Access Statement has described the iterative design process which has been followed in the preparation of the proposals which are the subject of this outline planning application.

The resultant scheme will complete the extent of built form to the east of Newgate Lane East and, together with the approved 99 home development to the south (which is in the control of one of the applicants), will deliver a well designed and comprehensive development of the previously allocated draft HA2 site.

In particular, the development has been designed with sensitivity to the site's surviving landscape character, incorporating existing features within the scheme's Green Infrastructure network including the retention of the western field parcel as a remnant landscape element which will provide both ecological mitigation and sustainable drainage features as well as setting the development back from the Newgate Lane East road corridor.

The resulting development will be extremely well integrated with the existing and approved residential development to the east and south, and will deliver a sustainable development in accordance with the National Planning Policy Framework and in a location which has already recently been confirmed as a suitable location for housing development by an appeal Inspector.



Extract from Draft Fareham Local Plan 2036 showing HA2 Development Framework



# FEATURE

