

Masterplan Design Document

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Mayer Brown
Green Issues



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Using the suite of documents

This **Masterplan Design Document (MDD)** sets out the assessments and strategies to co-ordinate the scale and form of development. It provides the over-arching design requirements for the Newlands development. It is supported by a number of technical studies, Environmental Statement and the consultation process (as summarised in the Statement of Community Involvement). The MDD forms part of a suite of key design documents:

Newlands Design Code (DC) - which adds a more detailed level of design guidance to the illustrative masterplan for Newlands, with more in-depth guidance for principles of the development which are prescribed, and a public realm strategy for principles of development relating to detailed design.

Design and Access Statement (DAS) is a *non-technical summary* that explains the proposals for the Hybrid Planning application for the remainder of the West of Waterlooville Major Development Area known as 'Newlands' for Grainger plc. The key points explained in the **MDD** are also summarised by the DAS.

This **MDD** sets out the over-arching principles of development and the framework to which the accompanying Design Codes and each phase of development will need to address.

This document is divided into 3 sections:

Section 1 Overview: providing a summary of the analysis contained in the technical studies and Environmental Statement.

Section 2 Masterplan strategies: explaining the over-arching parameters for the structure and form of the development, and the logic and responsibilities of the layout prescribed. Consideration for delivering a sustainable development is embedded throughout this section as it is recognised that the development should be an exemplar in sustainable management and maintenance.

Section 3 Implementation and delivery: This section will explain the relationship of the masterplan to the codes, the strategic phasing and how the development will be monitored.

Use of the document

The purpose of the MDD is to set down the over-arching vision and strategic design guidance for the delivery of the Newlands development. The strategic guidance contained within the document, along with the Design Codes, will be used as tools by the landowners Grainger plc, and the local authorities: Havant Borough Council, Winchester City Council and Hampshire County Council, in determining planning applications for each phase of development.

The MDD will help ensure that the development of each phase happens in a way that is consistent with exemplary design principles in terms of sustainability, place-making and a high quality public realm. The MDD and DC also play a central role in the Developer Selection Process, as Future Developer Project teams must respond to the documents. The MDD also ensures co-ordination between the different sites and character areas, and provides a level of certainty to developers of the quality and character of adjacent development.

Where the Masterplan Design Document sits

It is intended that the MDD will be endorsed by each authority and used by Grainger plc as landowner. The MDD will set out the over-arching structural form of the development, the location of uses, key streets, key open spaces and infrastructure. The supporting design codes set out more detailed design guidance for the characteristics of the development, including built form and landscape requirements. Each reserved matter planning application will need to incorporate a MDD and DC response as part of the design section to the accompanying Design and Access Statement. It is important to understand that each design document will not automatically create quality new development, but will help provide guidance to delivery. It will still need to be supported by good development control advice, and good layout and architectural design.

The Consultation Process

In order to fully understand the issues, agree the key ingredients of the place and help ensure a quality development, the Grainger team has been engaging extensively with all stakeholders and the community as part of the masterplan development. This is summarised in the DAS and contained in the Summary of Community Involvement. Summary tables of each main event are included within the appendices.

Stakeholder Design Workshops were held with key stakeholders between July 2009 and April 2010. The workshop process has been set out in a series of four interactive design events and has enabled the design team to develop a full understanding of the site and local issues and also agree a strategy for sustainability and energy provision (April 2010). Each workshop combined presentations and interactive round table discussions. Public Open day events were held in November 2009 and July 2010, each lasting two days. The comments received from these helped to influence the design of the masterplan and the form of development explained in the MDD and DC.

Preface

Overview & Vision

Overview & Vision

Section One





1.0 Vision

Agreed by West of Waterlooville Forum on 3 October 2005:

- To create a sustainable urban extension to Waterlooville, integrated with Waterlooville town centre to the east and the rural environment to the west and forming the fourth quadrant of the town; delivering at least 2,000 dwellings, with employment provision, and associated physical and social infrastructure, and making provision for a further 1,000 dwellings and associated infrastructure to be held in reserve.
- To enhance the vitality and viability of the Waterlooville town centre and help secure and deliver the economic regeneration objectives of the wider area.
- To aspire to achieve the highest quality of urban design informed by ecological principles and create a new sustainable community with a strong sense of identity and belonging, which is safe and secure, is inclusive and which provides for the necessary social and economic needs of its residents to complement the wider area.
- To facilitate active community engagement to create a place which is capable of adapting and changing to meet community needs over the next 15 years and beyond.
- To aim for best practice in all aspects of design and sustainability
 - in transport, construction, energy efficiency, environmental protection and enhancement, and urban drainage.
- To create an exemplar development from which others can learn for the future and which the local authorities are proud to have facilitated and promoted.

To create a sustainable urban extension to Waterlooville, integrated with Waterlooville town centre to the east and the rural environment to the west and forming the fourth quadrant of the town; delivering at least 2,000 dwellings, with employment provision, and associated physical and social infrastructure, and making provision for a further 1,000 dwellings and associated infrastructure to be held in reserve

1.1 Key objectives

The masterplan seeks to deliver the agreed 'vision' and summarise the components of this vision with the following key strategic design objectives for quality place making:

Positive identity to ensure that the development responds to the natural opportunities and creates a well defined and understandable place;

Viable and sustainable place deliverable and a long term thriving place, which contributes to the economic wellbeing of the wider area, including Waterloooville town centre;

Positive identity to ensure that the development responds to the natural opportunities and creates a high quality place;

Connected and safe walkable neighbourhoods, responding to adjoining areas and integrate with Waterloooville Town Centre;

Welcoming place which fosters a strong sense of community and provides the range of community needs and facilities;

Delivering best practice in development which is responsive to ecology connecting and protecting features;

Creating a long lasting sustainable place, achieving best practice development;

Working with landscape as assets to the development and community by retaining and enhancing features, working with contours;

Quality of life homes for local need, space to live and play, good access to facilities and a place people can be proud of.

Key components

Key components of the Newlands development include:

- Up to 40% affordable housing
- Approximately 2,550 residential units
- Family housing
- Land for 2 primary schools (3ha + 2.2ha)
- Land for a Health centre
- Community centre
- Land for Nursery
- Land for Care home
- Leisure facilities
- New Public House (Plant Farm)
- New allotments/ community gardens
- Land for Cemetery
- Employment
- Children's play areas
- Public open space (including the new public park to London Road)
- Bus service
- Woodland walks
- Access to the countryside
- Biodiverse green infrastructure
- River Wallington restoration
- Multi-functional SuDS network
- Sporting facilities
- Integration with Waterloooville

Setting the scene

1.2 The site & context

1.2.0 Location

Waterlooville is a town in Hampshire, England approximately 8 miles north of Portsmouth and forms part of the South Hampshire conurbation. The town has a population of about 10,000 people and is surrounded by Purbrook, Cowplain, Lovedean, Clanfield, Catherington, Crookhorn, Denmead, Horndean and Widley. The historic construction of the town can be seen through its formation around the old London to Portsmouth road (A3).

The Newlands site lies to the west of Waterlooville and consists of land in within both Winchester City Council (WCC) and Havant Borough Council's (HBC) administrative boundary. The western edge of the site is bounded by agricultural land with the villages of Southwick and Denmead situated further afield. To the north of the site is the Taylor Wimpey element of the MDA (under construction) and Brambles Business Park. London Road (and abutting residential streets and existing allotment land) is situated to the east and Purbrook Heath Road to the south. The overall masterplan area extends to approximately 209 hectares (ha).

The main northern access to Newlands was completed early in 2009 (under the outline planning permission granted on 4 January 2008). This links the site onto the roundabout at Maurepas Way/ Hambledon Road. The town centre of Waterlooville is situated approximately 350 metres from the site.



01 | Site location



*Aerial view looking south-west across
site from Hambledon Road*

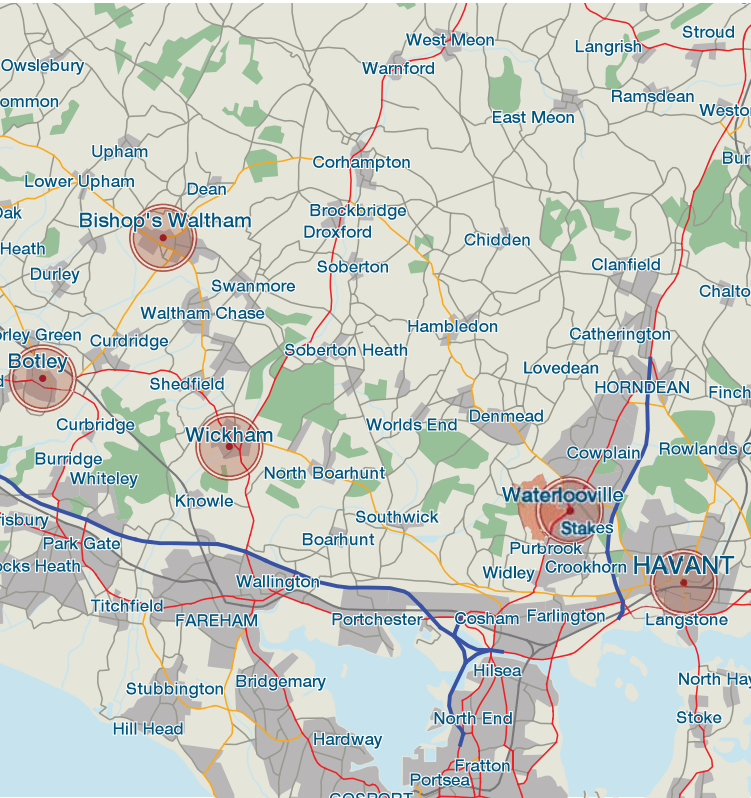




1.3 Design guidance context

1.3.0 The Site and its development

The submitted masterplan has been developed in consultation with key stakeholders and local authorities to ensure the development is deliverable and continues to take forward the vision for sustainable development and a vibrant new community as agreed with the West of Waterlooville Forum in October 2005. The masterplan also takes forward current best practice in placemaking.



02 | Site context



1.3.1 Design guidance context

The principal planning guidance is explored in the Planning Statement, which accompanies the Hybrid Planning Application. Relevant additional national design guidance is also contained within the following documents:

By Design: Urban Design in the Planning System -Towards Better Practice, DETR and CABE (2000). “By Design” explains the urban design objectives, which have been derived from the study of common characteristics of successful places, and explores various mechanisms for bringing these to bear in new developments.

By Design: Better Places to Live (A Companion Guide to PPG3) (2001) was produced by DETR and CABE as a guide to the implementation of Planning Policy Guidance 3 as a means of encouraging the simultaneous delivery of better residential development at increased residential densities.

Urban Design Compendium 1 (2000), and Urban Design Compendium 2 (2007) published by English Partnerships and The Housing Corporation, examines a broad spectrum of core design issues through the different stages of the development process, from concept to detailed design.

Manual for Streets (2007) OPDM, replaces earlier guidance for the design of residential streets, including ‘Places, Streets and Movement’ and ‘Design Bulletin 32’. It promotes pedestrian friendly environments and emphasises the importance of designing high quality places.

Manual for Streets 2 - Wider Application of the Principles (2010) Chartered Institution of Highways and Transportation. The new guidance takes the philosophies set out in Manual for Streets and extends them beyond residential streets to cover both urban and rural situations.

Companion guide to Manual for Streets, Hampshire County Council (2010), provides the local context to the national guidance for the design of primarily residential areas.

Home Zone Design Guidelines, Institute of Highway Incorporated Engineers (2002) was prepared to encourage good design of quieter residential streets where pedestrians and cyclists share the whole of the road space safely and on equal terms. It promotes a precedence of quality of life for pedestrians over ease of traffic movement. The design approach to the MDA is founded on the principal objectives contained in each of these documents, and consequently upholds current advice on best practice. This will prevail at further, more detailed design stages to produce an environment of the highest quality.

Planning and Design for Outdoor Sport and Play, by Fields in Trust (FiT) replaces the Six Acre Standard as prepared by the National Playing Field Association (NPFA) (2008). The FiT updated document sets out the benchmark standard recommendations for outdoor sport and play as a tool for assisting development of local standards and for informing the open space requirements for new developments.

Green Infrastructure (GI): connected and multifunctional landscapes, Landscape Institute (2009) sets out the importance and benefits of GI and how this can be embodied in the design at the earliest opportunity.

Biodiversity by Design. A Guide to Sustainable Communities. Town and Country Planning Association (2001). Sets out an approach for more positive planning and delivery of a greater number of homes to higher standards in sustainable social cities – or ‘sustainable communities’.

1.4 Physical context

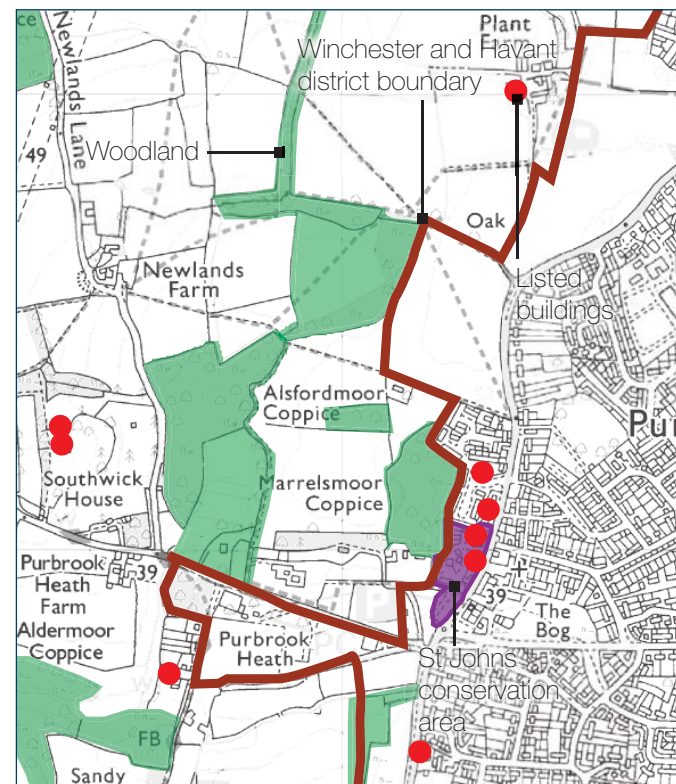
1.4.0 Context

The eastern boundary of the site is defined by London Road, existing allotment land and rear gardens of existing residential development at Marrelsmoor Gardens, Purbrook Gardens, Forest End and Maurepas Way. The western boundary adjoins open countryside/ agricultural land and is defined by Newlands Lane. The northern part of the site abuts Brambles Business Park and the consented Taylor Wimpey development for 450 homes (forming part of WoW Major Development Area).

The total site area is approximately 209 hectares (516 acres). The site lies within both Havant Borough and Winchester City Councils' Local Authority boundary, although the majority is in the latter. The Taylor Wimpey element of the MDA is currently under construction, with Phase 2 recently being submitted to Winchester and Havant Local Authorities.



03 | Grade II Listed Farmhouse - Plant Farm



04 | Grade II Listed Farmhouse - Plant Farm

1.4.1 Plant Farm and heritage

Land at Plant Farm includes a grade II listed farmhouse and also a historic timber framed barn, which is not listed but is considered a significant curtilage building. The listing description states:

'Plant Farmhouse (HER# 54267), dated to the 18th century, with possible earlier origins, and late 18th century/ early 19th century additions, is constructed of red brick in Flemish bond; it has a clay plain tiled hipped roof with corbelled brick eaves. This structure, and subsequently those structures/ features within the immediate vicinity of this structure (i.e features identified as being located within the curtilage of a Listed Building) are listed as Grade II. The listing of this building was confirmed in April 2003.'

Prior to any works to the farmhouse and its curtilage buildings taking place, a detailed proposal for planning permission and Listed Building consent is required. The farmhouse will need to be retained and refurbished, whilst the timber framed barn has been identified as worthy of retention along with the brick wall on the eastern boundary of the farm courtyard. Appropriate uses will also need to be agreed in advance of works with Winchester City Council and in particular the Conservation Officer. The masterplan has been designed to retain a significant setting to Plant Farm, making it the focal point of the new Town Park.

The St Johns Conservation Area at Purbrook lies to the south east of the site as shown on the adjacent plan.

1.4.2 Land use context

Newlands lies to the west of London Road, which is the historic link from Portsmouth to London. Both the centres of Purbrook and Waterlooville feed off this historic route. Purbrook is a small centre to the east of the site consisting of small convenience stores, a hairdressers, a village hall and public house. Waterlooville town centre is the most significant centre within close proximity of the Newlands. The town centre provides a broad range of local facilities including retail, two major supermarkets (ASDA and Waitrose), banks, cafes, shops, bars and food outlets. There is also a library and police station within Waterlooville town centre. Some environmental improvements have taken place at the northern end of the high street, with new paving and street furniture.

In close proximity to the Waterlooville town centre and to the north of the MDA is Brambles Business Park. The Brambles provides a range of employment types, ensuring employment opportunities for the local population. Opposite the site entrance and the Brambles is a modern retail park offering retail and employment opportunities to the local area. The remainder of the land use bounding the site north and east is residential.

1.4.3 Historic growth

Although its historic origins go back to the early 19th Century, Waterlooville owes much of its built form to the mid to late 20th Century.

Nineteenth Century Waterlooville

Whilst Purbrook is a historic settlement, Waterlooville and Cowplain did not exist before the year 1815. Before then it formed part of the Forest of Bere, which stretched from the border of Sussex to Winchester. Today Queens Inclosure is one of the largest remnants of the forest within the area, although remnants are also evident at the site.

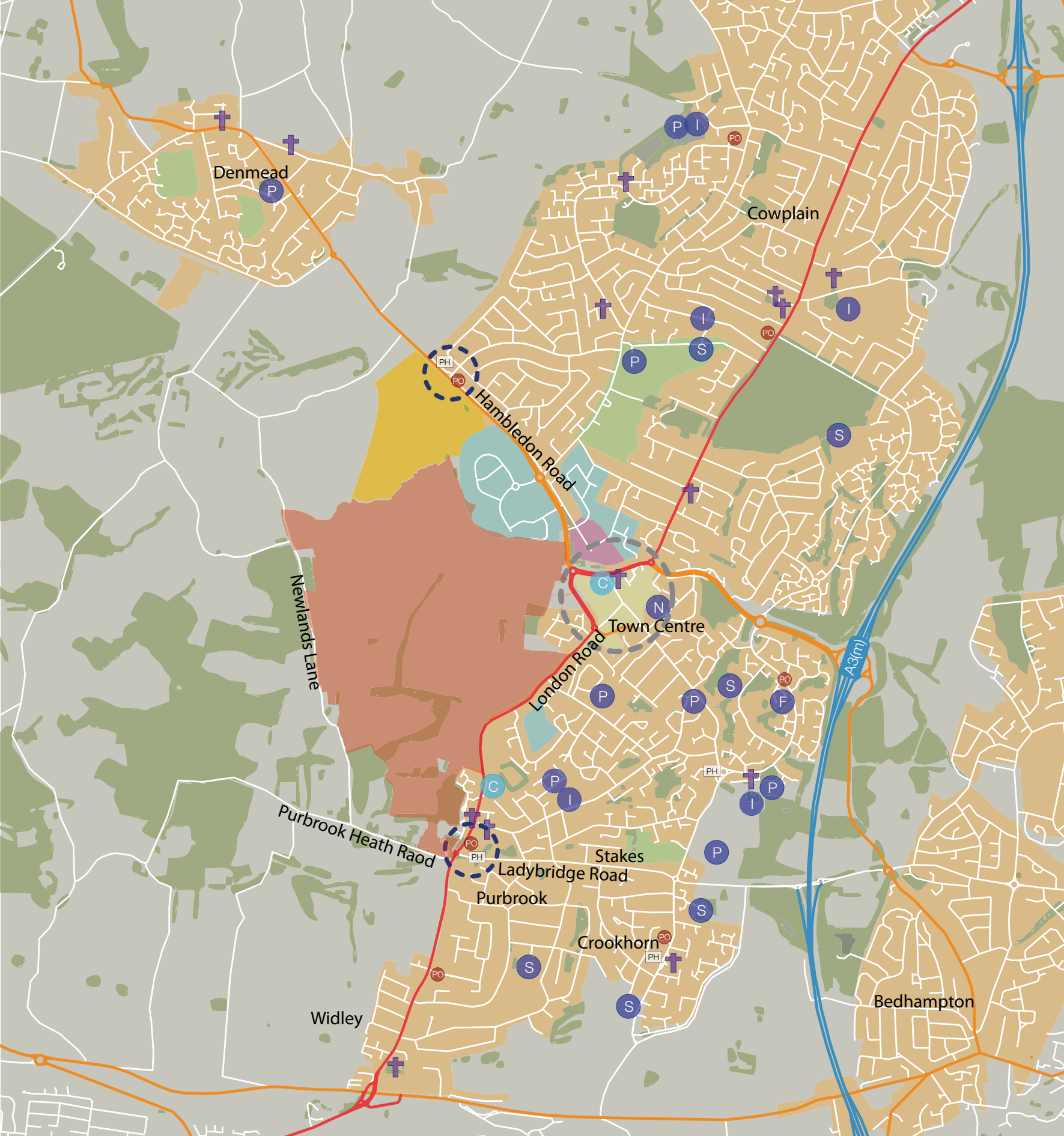
The village of Waterlooville (originally Waterloo) began in 1815. After 1810 the Forest of Bere was divided into plots and sold. By 1815 there were five buildings by the side of the road, one of these was an inn called the 'Heroes of Waterloo' named after the battle that had just been fought by Wellington. The new settlement was called Waterloo after the inn. The town later became 'Waterlooville' to distinguish it from other locations in the UK also named Waterloo. At that time a new road was built from Stakes to Hambledon. It bisected London Road and formed a crossroads.

Although Waterlooville was still very small with less than 200 people, by the mid 19th Century the village was beginning to take form. The 1830s saw the creation of a butcher and a bakers in the town centre. The promotion of the Portsmouth to Horndean light railway fuelled this growth with much of the built form taking place through to the mid 20th Century.

A range of churches were built during the 19th Century at Waterlooville. St George's church (Church of England) was consecrated in 1831 and rebuilt in 1870. In 1854 a Baptist chapel was built on Chapel Road, whilst an additional church was built on London Road in 1884.



04 | Waterlooville town centre



Post Office	Secondary School
Infants School	Special Needs School
Primary School	Further Education
Mixed Use Town Centre	MDA North
Local Centre	Public House
Surrounding Countryside	Place of Worship
Development Site	Community hall
Woodland	Employment
Residential	Formal Recreation Space
	Retail

05 | Context and local facilities



Key

1.5 Urban form

1.5.0 Historic growth - Purbrook

On the southern fringe of the forest was the little village of Purbrook. The name Purbrook is a corruption of Pucan Brook, which means the brook of the water spirit. To the north of Purbrook was Horndean whose historic origin may be a corruption of Saxon words meaning dormouse valley.

Much of Purbrook's history and growth was centred around the Deverell family. In 1830 John Deverell moved to the district and, as Lord of the Manor, bought Purbrook Park lands. He built the second Purbrook Park House between 1838-1840 along with two schools. Purbrook also gave its name to one of the chain of forts, known as Palmerston's Follies, which string along the top of Ports Down. Built in 1860, Fort Purbrook was occupied by the Army until 1925.

During the late 18th and 19th Century further development took place at Purbrook, consolidating its village status. Purbrook Park House, built in 1770, was rebuilt in 1837 as a result of John Deverell's purchase. Early in the 19th Century a windmill was built in Purbrook, whilst in 1869 Purbrook industrial school opened in Stakes Road. St Michael's convent was also built in 1885. Purbrook church (St Johns) was built in 1858 and in the 1920s the house became a grammar school and later a primary school. These developments signify the urban form of Purbrook.

1.5.1 Historic growth - Waterlooville

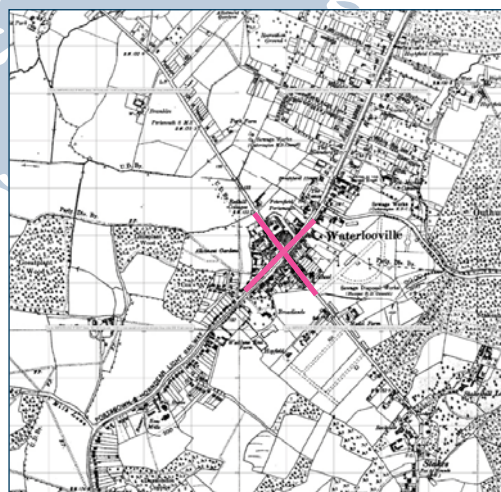
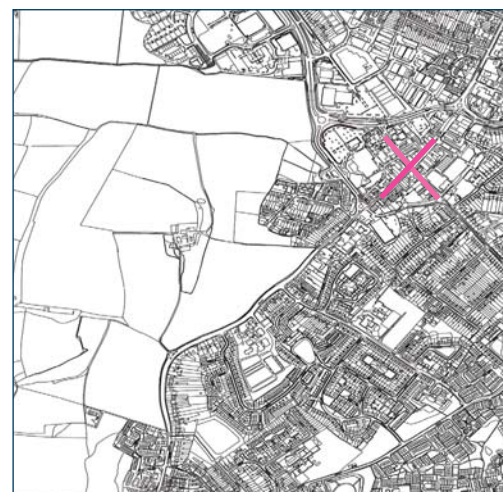
In 1945 Waterlooville was still a small village but grew rapidly from the late 1950s. Large numbers of people came to live in Waterlooville from other areas. Some were from Oxford and Reading but others came from as far as the north of England.

In 1951 Waterlooville had a population of 2,881. By 1971 it had risen about 10,000. Between 1958 and 1973 thousands of private houses were built in the Waterlooville district. This was evidently a contributor to the rapid growth of the previous small town.

Estate development can be seen throughout the 20th Century at Waterlooville. In the 1950s an estate west of Waterlooville was constructed, including many bungalows, giving the area a low density and low rise character. Highfield Estate was also built in the late 1950s to early 1960s. In the 1970s Portsmouth City Council built two 'overspill' council house estates at Waterlooville. One of these was built at Crookhorn, another was built at Wecock Farm. A new estate was also built in 1985-87 around Tempest Avenue, east of Queens Enclosure.

Many individual dwellings were also built during the same period consisting of houses, bungalows and flats. These include areas such as Purbrook Chase in the late 1950s, Cowplain in the late 1950s and early 1960s, and Frenstaple Road in the 1980s.

A shopping precinct was built in 1962 on the east side of London Road. An additional precinct was built in 1965-66 known as Wellington Arcade. In 1965-66 a new industrial estate was built north of Hambledon Road. Waterlooville Library moved to a new, larger building in the town centre in 1973. London Road shopping centre was later made a precinct in 1985.



06 | The historic growth of Waterloooville - 1930 (left) and 2007 (right)



Twentieth Century development – the growth of Waterloooville

The town centre was closed to traffic in 1981 when Maurepas Way was constructed to take traffic away from the main shopping area. An underpass was constructed for pedestrians walking up along the Hambledon Road. Between 1982-83 the old road was then fully converted to a pedestrian precinct.



New Alresford 1873



Wickham 1870



Havant 1871



Botley 1871



Bishop's Waltham 1871

07 | Hampshire settlements typically have evolved from the nodal or meeting point of main routes, often growing broad streets or squares around where commercial activity has evolved. Around such clusters taller buildings and higher densities are often found as this then becomes the focus to the local community.



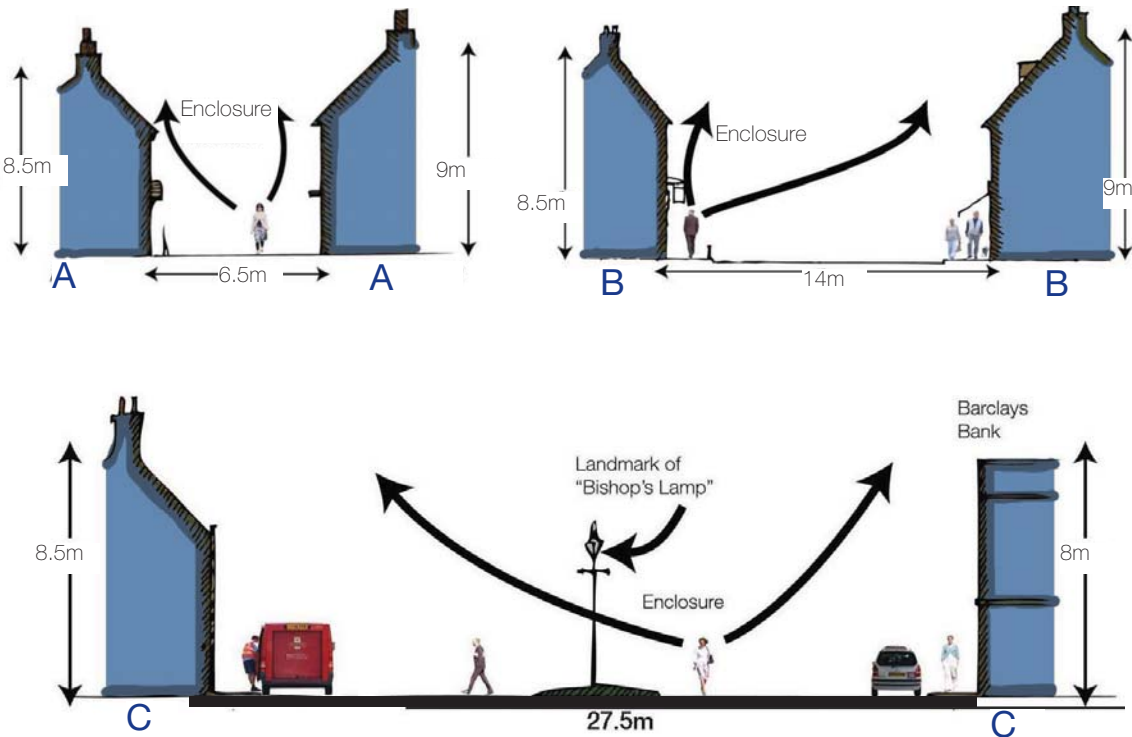
1.5.2 Local identity - regional

Whilst not a particularly historic settlement, Waterlooville is nevertheless relatively typical of the sub-regional urban form in that it has grown from a nodal or intersection point between the regional road network and the local road network. The historic centre has evolved from that nodal point.

A number of nearby popular historic squares have been reviewed to inform the design process, all of which are vibrant multi-functional centres providing a range of community and mixed use facilities. These include Havant, Emsworth, Southwick, Wickham and Bishops Waltham within the southern Hampshire area. Many of these settlements have created a broad street or square of the nodal point. Historically, these would have been market squares, many of which are still used today. The most significant of these is Wickham Square, which stretches to 44.9 metres in width (between frontages), the length of which is three times this at around 150 metres. The size of this space means that it is often dominated by car parking especially when there is no market or fair using it. Bishops Waltham square is of a more 'human scale' and has a stronger sense of enclosure with 25 metres between frontages. This is also more in keeping with the nodal spaces found in Southwark, Emsworth and Havant.



08 | Example of enclosure to the streets leading to St George's Square in Bishop's Waltham, illustrating typical street enclosures within the historic centres of south Hampshire settlements, with a range of streets and squares.



09 | (below) Traditional squares and broad streets in southern Hampshire. These all successfully perform the role as a social hub to local communities, creating vibrant interactive spaces surrounded by a mix of activities and building scales.



Bishop's Waltham - St George's Square



Botley Square



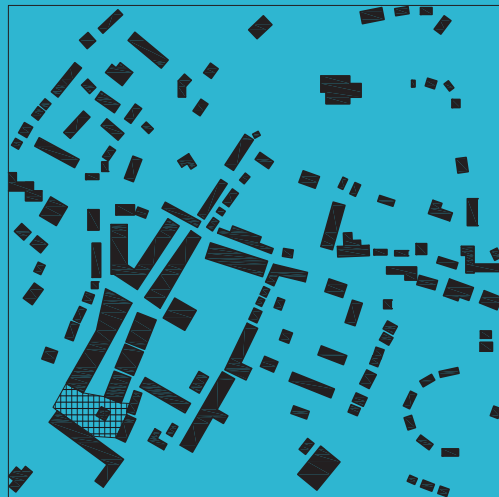
Wickham Square



New Alresford - Broad Street



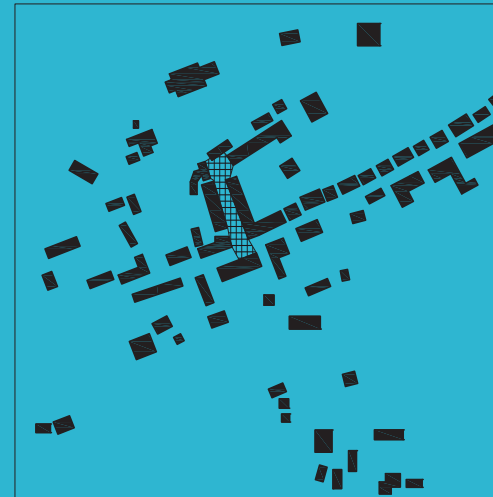
Emsworth



Bishop's Waltham St George's Square



Botley square

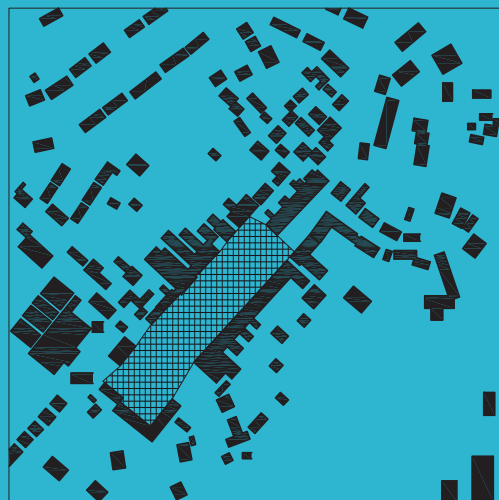


Hambledon centre

Hampshire squares are focused around the nodal point of the settlement. Some are 'broad streets' others very subtle widening of the street at a key point (for example around a church) and others are large formal squares, such as Wickham square, which historically has been used for markets and fairs.

It is therefore not surprising that the scale of the squares can vary considerably:

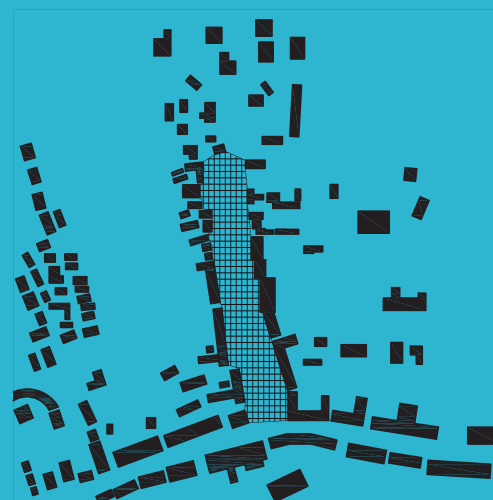
Settlement:	Dimensions:	Type:
Bishop's Waltham:	51m x 23m	Square
Botley:	93 x 25m	Broad Street
Hambledon:	64m x 18m	Square
New Alresford:	233m x 35m	Square
Ringwood:	156m x 20m	Broad Street
Wickham:	185m x 45m	Square
Emsworth:	38m x 75m	Square



Wickham Square



Ringwood centre



New Alresford square



Emsworth square



1.5.3 Local identity - Waterloooville

Waterloooville and post war housing

Much of Waterloooville is made up of predominantly post war housing, especially housing estates. These are often typified by good sized house types, in a post war style that can be found in most parts of the UK. Post war housing, however, is often situated within poorly defined street patterns such as a series of cul-de-sac streets, with occasional detached garage courts and backs of properties overlooking the street. A number of more traditional frontage streets exist, often larger detached units with relatively long back gardens over 20 metres for example in Morelands Road.

Densities vary considerably from the more traditional parameter block or frontage streets (17-30 dph), to slightly higher densities in the more poorly defined estate streets (29-40 dph).

Urban growth

Prior to 1940, little growth took place in the 20th Century in Waterloooville. As explained in the historical analysis, much of Waterloooville has been created through the need for post war housing and overspill from other conurbations, principally Portsmouth. The overall planning approach has been the use of land use zones, separating homes from retail areas and employment as part of a hierarchy of land uses. This has resulted in Waterloooville and Havant being dominated by large council and private housing estates, the largest of which is Leigh Park (north of Havant town centre). Many housing areas are poorly connected within their layout and to each other, and often segregated by the principal routes linking the M27/A27 northwards to the A3.

Typified by post war planning, the estates often contain centrally placed local centres, or have a series of facilities dispersed through the development. Many of these local centres struggle to exist as they are often located away from through routes and are therefore not based on the more tried and tested 'high street' model of local centres (as explained in the historic analysis).

More traditional settlements in the sub-region are typified by higher density local centres focused around the intersection of through routes, with the urban form and densities reducing towards the edge of the settlement (see historic analysis with references to Bishop's Waltham, Wickham, Emsworth).



11 | Late 1960s development in Lambert Close, Waterloooville



12 | Purbrook Gardens



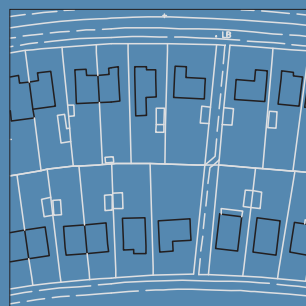
13 | Hambledon Parade



14 | Forest End

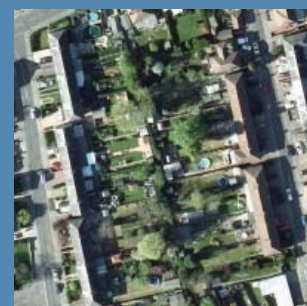
Area 1: Sunnymead Drive

17 dph



Area 4: Westbrook Grove

30 dph



Area 2: Evergreen Close

34 dph



Area 5: Lambert Close

29 dph



Area 3: Purbrook Gardens

40 dph



Area 6: Morelands Road

18 dph





Vernacular plot types

A range of typical plot types have been established via an analysis of typical sub-regional historic settlements (Havant, Bishop's Waltham, Wickham, Emsworth).

The historic centres are typified by a variety of buildings, all of which provide a strong and almost continuous frontage and sense of enclosure helping to create a positive sense of place to the heart of the communities. Within these historic centres there is very little in terms of defensible or front garden space, with much of the private realm being contained to the rear of the plot.

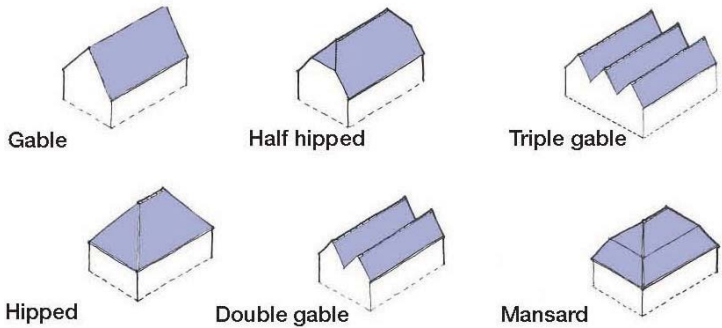
Access to the rear of the plot is usually via the frontage either through or adjoining the built form, or via the rear of the plot through a small courtyard. Not all building types cover the full width of the plot and this allows for some plots to have side access points.

A number of plot types extend the built form from the frontage to the rear of the plot mostly in the form of an 'L' shape, which still allows for private space. In some instances a narrow plot type and building form provides no private space at all, but is serviced from a secondary access via a court or service street. (A number of examples of this exist in Bishop's Waltham). This latter approach is very urban and tends to be used for retail or commercial plots, rather than residential.

Roof types

The majority of roof types in the sub-region are gabled (pitched to street or 'saddleback'), though corner buildings also provide a gabled elevation.

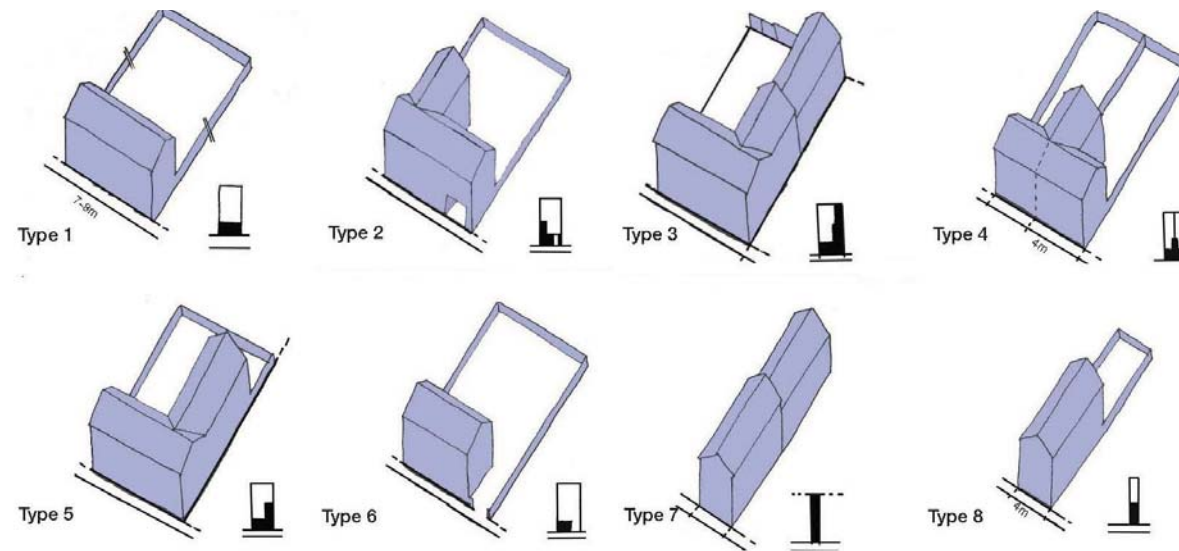
Grander Georgian houses, such as Wickham House and the Old School House (Wickham) have a parapet with stone coping, with the effect of disguising the roof from street view. There is some evidence of half hip, generally on the older (medieval) timber framed properties that exist in a number of the historic settlements (especially Bishop's Waltham and Wickham).



17 | Typical roof types found within the sub region



16 | Left: Bishop's Waltham, St George's Square. Right: Emsworth local centre



18 | Typical plot types found within the sub region



19 | Tight enclosure of space, St Peter's Street, Bishop's Waltham



20 | Left: Two and three storey development in Wickham Square. Middle: Hambledon - contrasts in scale and enclosure. Right: Southwick - housing fronting village green



1.6 Landscape context

1.6.0 Introduction

The masterplan area comprises agricultural land with areas of ancient woodland and hedgerows. The following summarises the findings within the technical assessments and the Newlands Arboricultural Survey (February 2010), where all trees have been classified.

1.6.1 Topography

There is a distinct pattern to the topographic setting to Waterlooville. Portsdown Hill which rises to approximately 390 feet at its highest point forms the topographic setting to the south.



21 | Hedgerows dominate the western area of the site

The Newlands site and the urban areas of Purbrook and Waterlooville lie on the north and north-west facing, undulating valley sides associated with the dip slope of Portsdown Hill and the River Wallington.

Within the site a gentle ridge of higher land crosses the central part of the site whilst the northern part of the site is relatively flat.

1.6.2 Woodland

Woodland - Forest of Bere context

Much of the south Hampshire sub-region contains remnants of the Forest of Bere. Historically the area has a strong cultural and landscape character associated with the fact that the Forest was once a Royal Park; this covered an area stretching from the River Test at King's Somborne in the west through Hursley, Eastleigh, Bishop's Waltham and Denmead to Rowland's Castle in the east. The Forest once covered a large part of Hampshire and supplied oak to the navy for ship building.

The present Forest of Bere is much smaller than the former Royal Forest. Nevertheless the forest is the nearest and most accessible countryside for many of the residents of south-east Hampshire. It is a mixture of woodland, open space, heathland, farmland and downland, with a number of paths and bridleways for walking and cycling. It has 19th Century oak and 20th Century conifer plantations as well as areas of scrub and coppice, streams and ponds.

The remaining parts of the former Royal Forest of Bere are: Creech Wood, West Walk near Fareham, Stoke Park Wood, Queens Inclosure and Botley Wood.

The site is relatively representative of land use in the surrounding countryside which includes remnants of the Forest, including Plant Row, Marrelsmoor Row and Coppice, High Field Row and Barnfield

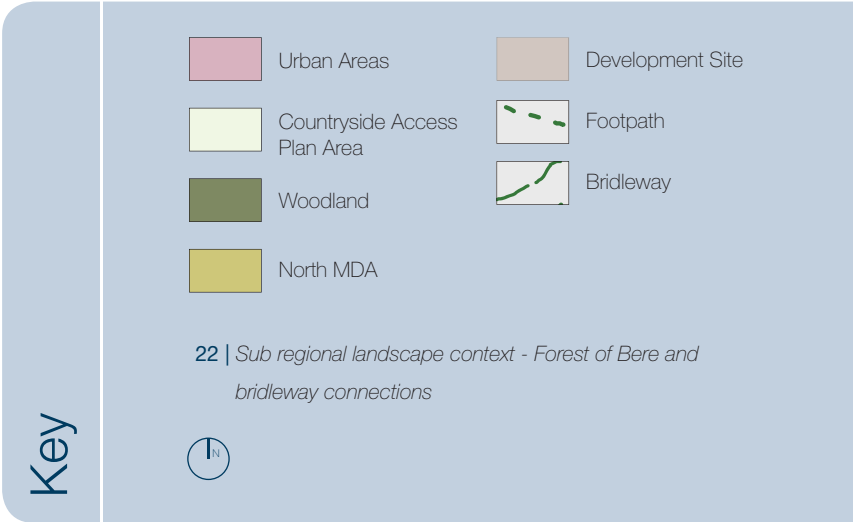
Row. These link to remnants just beyond the site, including Dunsland Coppice, Newlandsmoor, Alsford Coppice and the most significant Creech Wood, just south of Denmead.

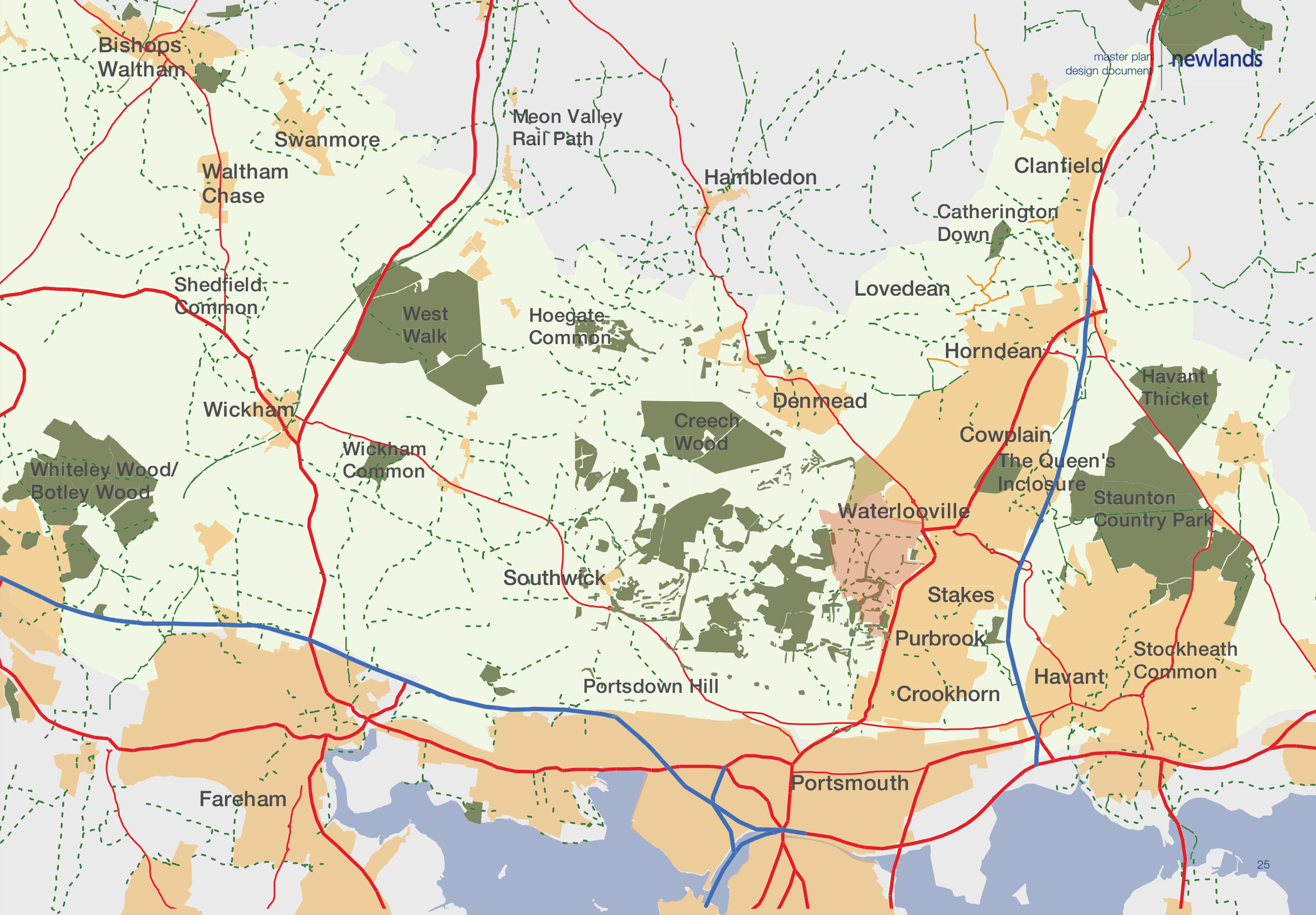
Woodland

Landscape character varies across the site with the southern, central and western parts generally more wooded and the northern part more open.

Plant Row, a woodland belt and classified as Ancient woodland, is a remnant of the Forest of Bere, as is much of the woodland on the site. It occupies broadly the central part of the site, becoming more dense within the southern area.

There are five Sites of Importance for Nature Conservation (SINC) on the site; these are principally the woodland areas. There is only one non woodland SINC which is called Newlands Meadow. Figure 21 illustrates the woodland areas and SINC's.





1.6.3 Fields and hedgerows

Hedgerows

Within Newlands there is a strong network of hedgerows, particularly west of Plant Row, together with some remnant woodland, especially to the south.

The hedgerows are generally well managed and often include hedgerow trees. The majority of trees on the site are covered by a number of Tree Preservation Orders (TPOs) which include both deciduous and evergreen tree species, including ash, alder, blackthorn, cherry, Corsican pine, elm, field maple, hawthorn, hazel, holly, lime, Norway maple, maples, oak, scots pine, sycamore, sweet chestnut, willow, white poplar and wild apple.

An arboricultural assessment has been undertaken. The assessment concluded that the site contains category A (trees identified as high quality and value), category B (trees identified as moderate quality and value) and category C grade trees (those of low quality and value).

Field and features

The fields range in scale from small, medium and large, with some hedgerows and trees. Two watercourses, tributaries of the River Wallington, cross the northern part of the site. The northern watercourse is relatively natural in character and is lined by some mature trees; the southern watercourse is canalised and runs in a concrete channel.

1.6.4 Ecology and environmental

A separate biodiversity study has been carried out and incorporated into the ES and Biodiversity Strategy for Newlands. Newlands' habitat of primary ecological interest is woodland, most of which is Ancient in origin and SINC designated. Although much of the rest of the Site is intensively farmed, the network of ditches and hedgerows that bound these fields are of conservation value. Other key linear habitats and wildlife stepping stones include two streams, the River Wallington and Old Park Farm Stream, and 10 ponds. Various protected and scarce species inhabit the site including badger, dormouse, bats, great crested newt, reptiles, breeding birds and invertebrates.

The two key ecological concerns relate not so much to habitat loss (as most key habitat is integrated into the new design layout) but rather to the risk of retained habitat becoming fragmented and then degraded by post development recreational pressures. These potential effects are of concern with respect to various fauna but perhaps mostly so with regard to the site's dormice, great crested newts and breeding birds.

The ecology strategy also sets out key locations where retention, enhancement and mitigation measures are required to protect key wildlife corridors and areas.

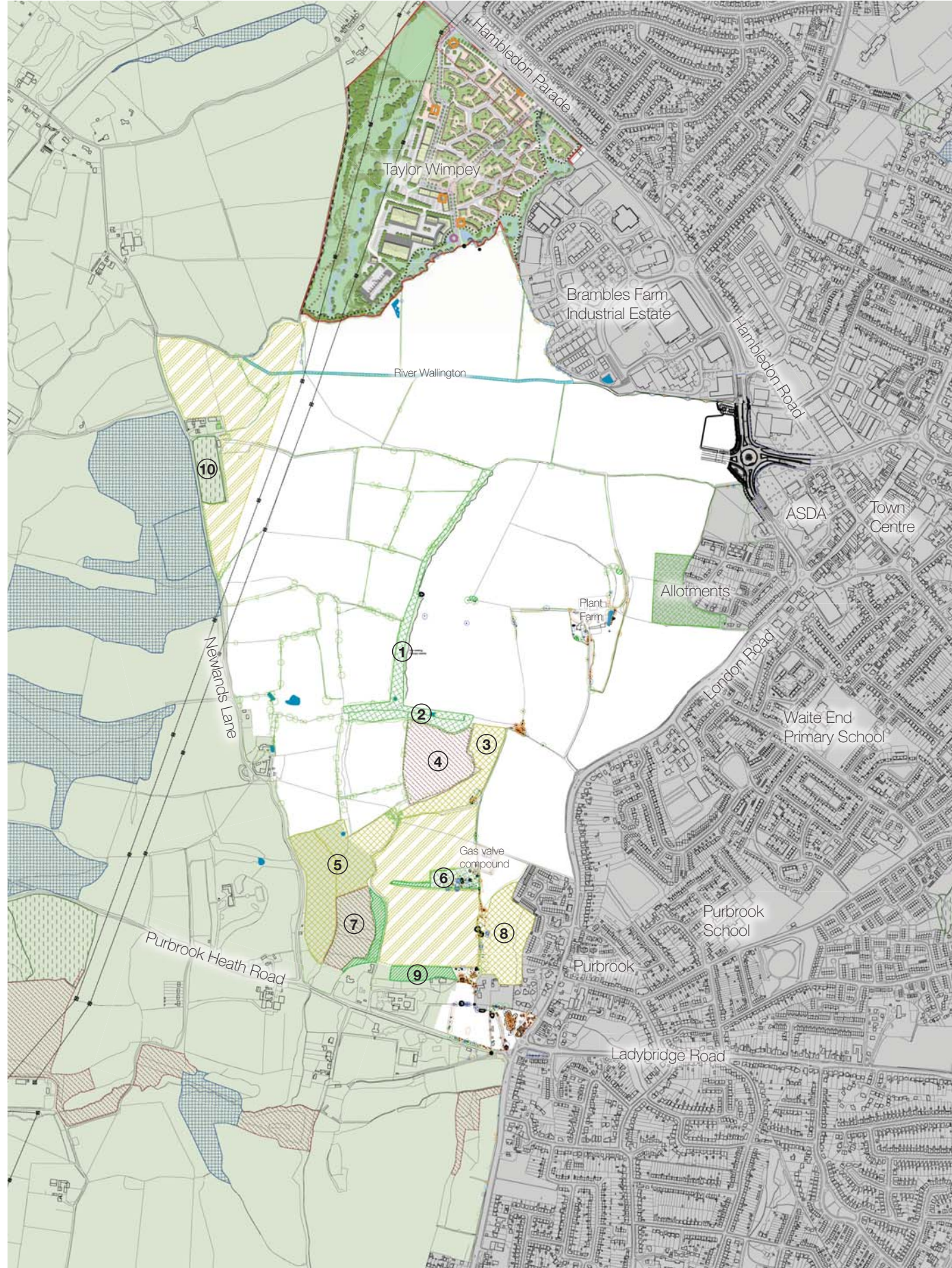
There is also a Site of Importance for Nature Conservation (SINC) in the southern part of the site, south of Plant Row. This is protected as a meadow though has been historically and is currently an arable field. Development should be avoided in these areas.

23 | *The canalised River Wallington*



24 | *Arable field to the west of the site*





- | | |
|-----------------------|-----------------------|
| ① Plant Row | ⑥ Marrelsmoor Row |
| ② Barnfield Row | ⑦ Purbrook Heath |
| ③ Newlands Row | ⑧ Marrelsmoor Coppice |
| ④ Newlands Meadow | ⑨ Highfield Row |
| ⑤ Alsfordmoor Coppice | ⑩ Pound Wood |

-  Allotments
-  Mitigation land
-  Existing Hedgerows
-  Existing Trees
-  Existing Pond
-  SINC (Site of Importance for Nature Conservation)
-  SINC & TPO Areas
-  Ancient woodland , TPO Areas & SINC
-  TPO Areas
-  Ancient woodland & SINC

25| Site constraints - landscape features



Key



1.7 Movement context

1.7.0 Key objectives

For the Newlands development to be a sustainable urban extension of Waterlooville, it is essential that the site is well connected to the local environment, including local neighbourhoods, local centres, Waterlooville town centre and to existing transport corridors. In terms of the connectivity, the Newlands development is characterised by four key features:

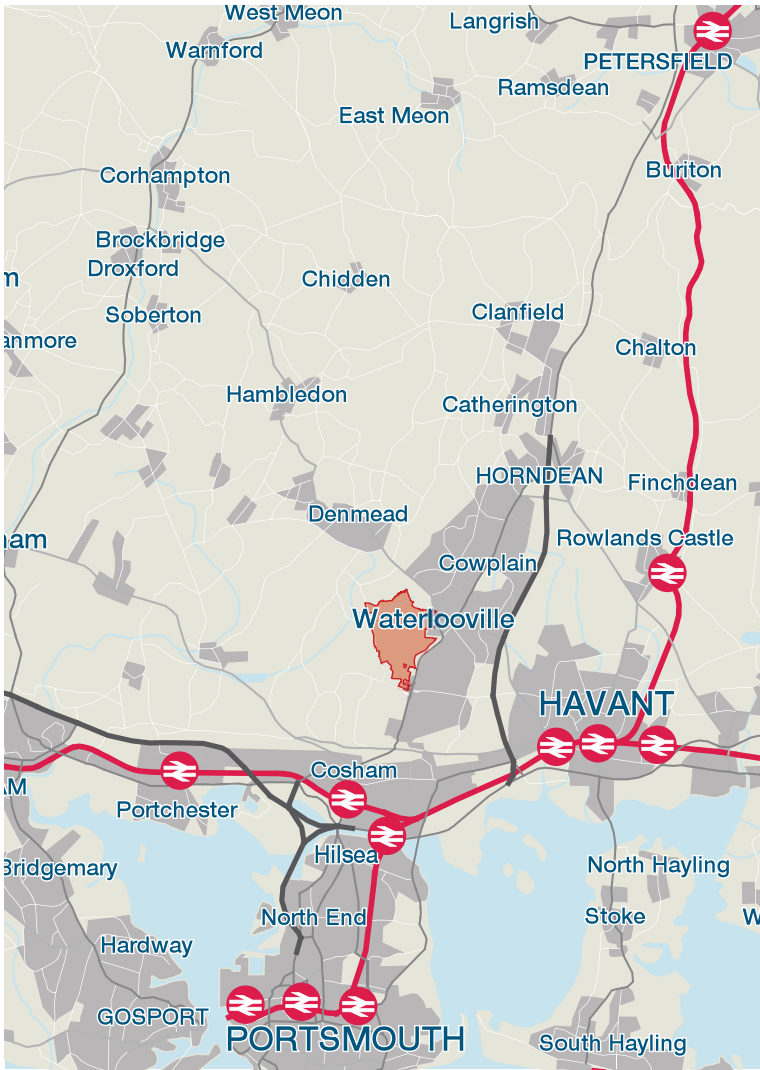
- 1. A3 to the east, which creates a strong barrier from Newlands to the rest of Waterlooville and the town centre, combined with poor connectivity within the residential areas. Opportunities exist to create new points of connections within the whole MDA and improve crossing points along the edges to the local street and footpath network and in particular to Waterlooville town centre.
- 2. Segregation created by the Brambles Business Park, with most of the service areas creating an edge to the north east of Newlands. New development and landscape features will need to improve the quality of this edge.
- 3. MDA Stage 1 (Taylor Wimpey) creating an edge to the north of Newlands. This has been designed to connect through to the rest of the MDA and allow connections on to the B2150 to the north. Newlands will need to be designed to integrate with the northern development and create strong north-south connections.
- 4. Rural edge. An extensive network of landscape features, lanes, footpaths and bridleways exist beyond Newlands to the west. Opportunities exist to connect to these features from both an amenity and biodiversity perspective.

1.7.1 Existing public transport

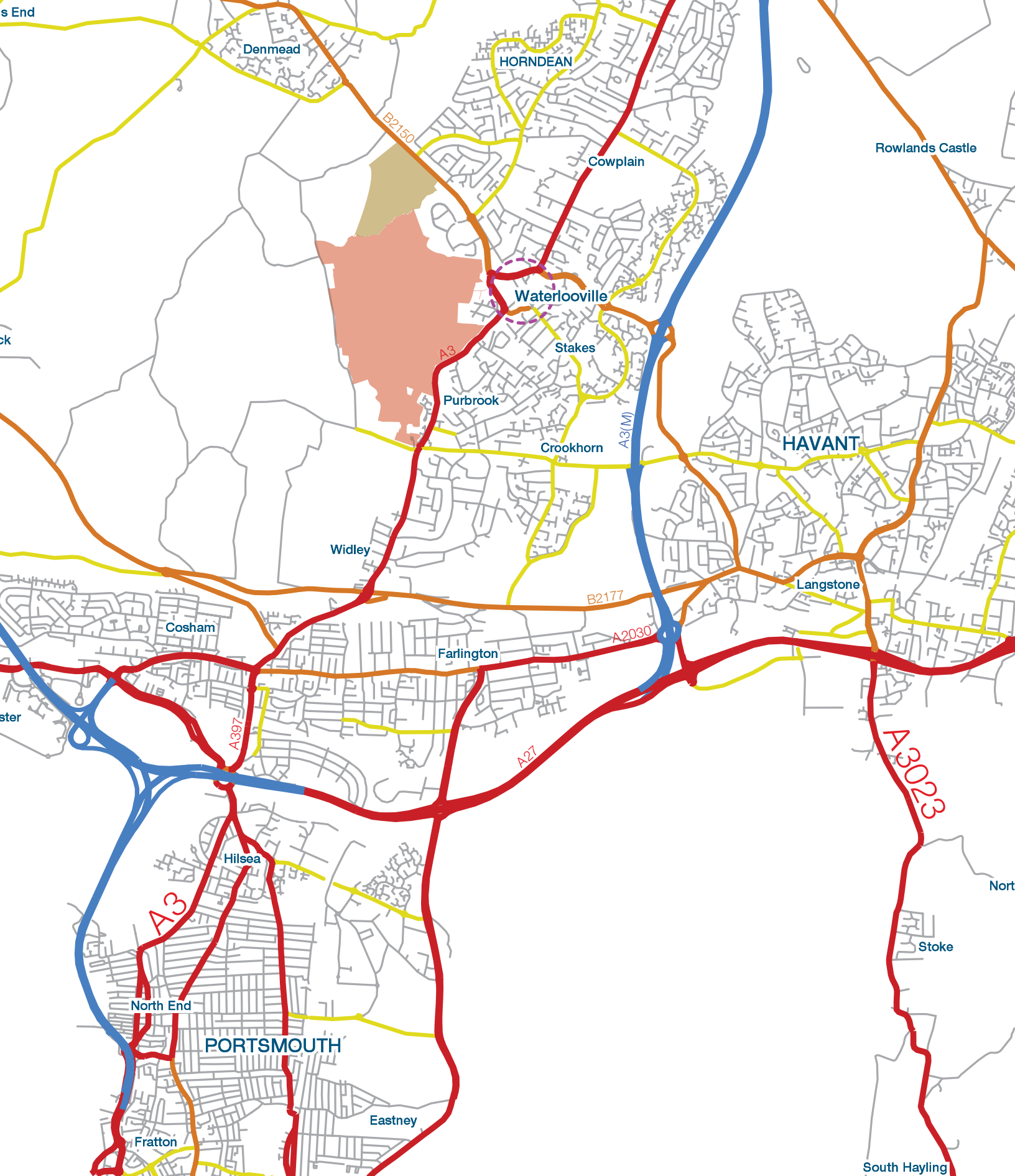
The main shopping precinct is served by First in Hampshire & Dorset bus routes 40/ X40, 41, 45 and 45A, and Stagecoach services 37 and 39. The recently completed A3 Bus Corridor priority route serves the town with Clanfield to the north and Portsmouth to the south. A high frequency limited stop service is provided on this route. The shopping precinct is closed to all road traffic other than buses.

The Bus Rapid Transport (BRT) network is also currently under construction with its first phase providing a dedicated bus link between Fareham and Gosport. Although not currently significant to the Newlands proposal, in the future the BRT will connect Waterlooville to Portsmouth, Port Solent, Tipner and the rest of Havant. The Zip 41 route, already connecting Waterlooville to Portsmouth and Clanfield, will form part of this service.

Although there is no railway station in Waterlooville itself, there are train services available from Bedhampton, Havant, Cosham and Petersfield nearby. These services provide links to Portsmouth, Southampton, London, Winchester, Basingstoke, Fareham and Brighton.



26 | Existing railway stations in south Hampshire.



1.7.2 Pedestrians and cyclists

There is an existing staggered Toucan crossing facility at the southern end of the A3 Maurepas Way, between the Forest End residential area and Waterloo town centre. Crossing facilities are also available at the B2150/ Aston Road signalised junction, to the north of the MDA Main Access. This connects Brambles Business Park with the town centre via the retail park.

These crossing facilities are connected by a continuous link for pedestrians and cyclists adjacent to the northbound carriageways of Maurepas Way (South) and the B2150. This link continues to Brambles Business Park via Elettra Avenue and along Milton Road.

To the south of the town centre from Forest End there are various crossing facilities on the A3 London Road that were constructed as part of the South Hampshire Rapid Transit (SHRT) scheme. The bus lanes provided by the SHRT scheme are also available for use by cyclists.

TW MDA
 Motorway
 A Roads
 B Roads

Town Centre
 Local Road
 Residential Streets
 Development site

27 | Site - local movement context

Key



1.8 Additional constraints

1.8.0 Context

Full consideration has been made to the constraints and opportunities of the site and have influenced the form of the masterplan, by restricting or creating opportunities for the amenity and form of development. These features principally cover the landscape characteristics previously discussed and also other site issues that will need to be either resolved as part of the design or mitigated.

These key issues are as follows and are covered in more detail within the technical environmental assessments.

1.8.1 Power infrastructure

Key site constraints of the development will need to be considered and will influence the form of the masterplan, by restricting or creating opportunities for the amenity and form of development. These features principally cover the landscape characteristics previously discussed and also other site issues that will need to be resolved as part of the design. These key issues are as follows and are covered in more detail within the technical environmental assessments.

High voltage overhead power line: This lies to the western edge of the site and a minimum buffer zone of 30m is suggested by the Stakeholder Advisory Group on Extremely Low Frequency Electric and Magnetic Fields.

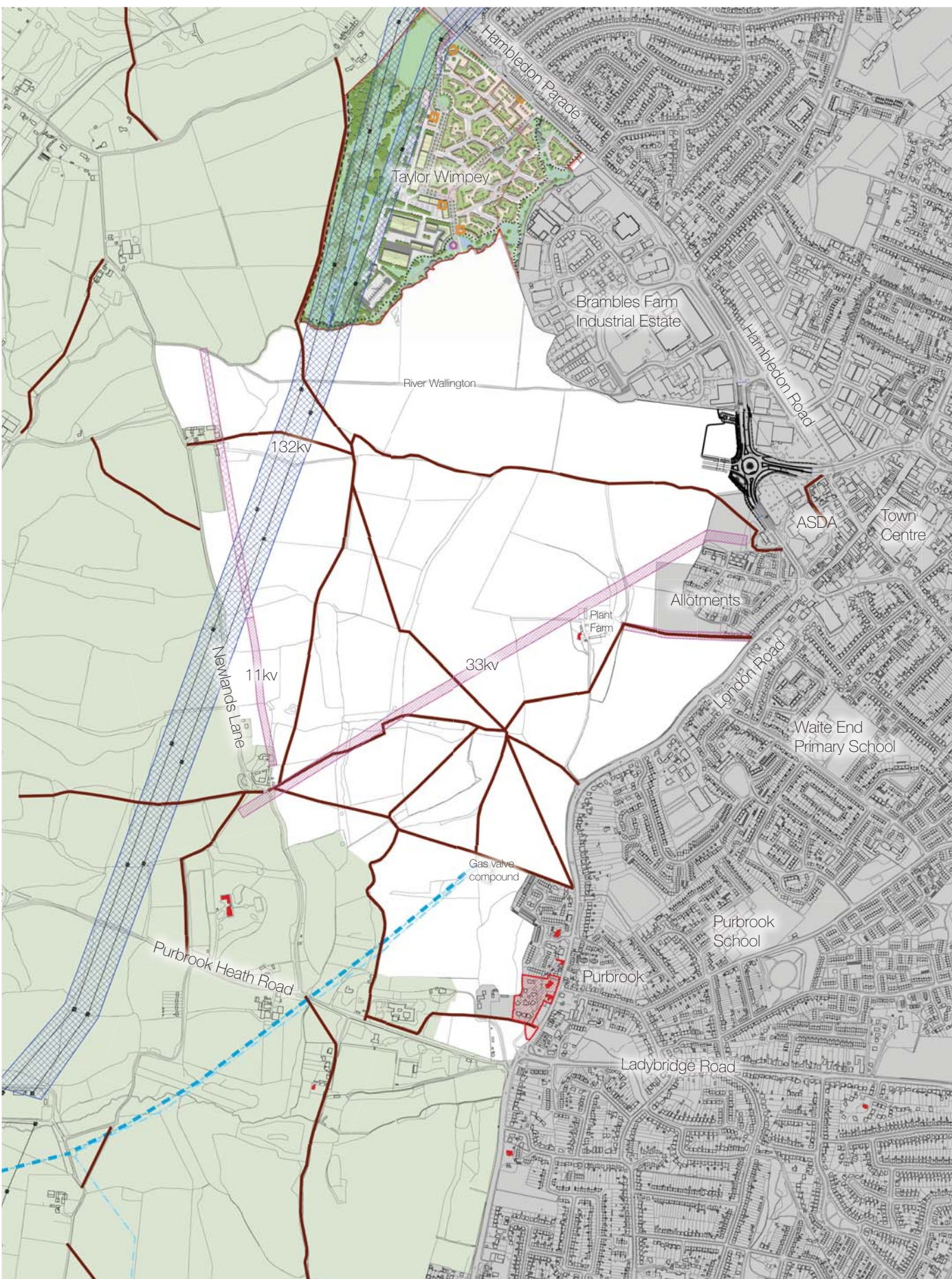
Low voltage overhead power lines: An 11kV line exists to the

south western edge of the site and a minimum 10m line is required. The 33kV line that runs diagonally across the site (Plant Farm to Newlands Farm) can be relocated. This creates an opening in the southern end of Plant Row and across Newlands Row.

Gas valve: A gas valve station is located in the southern part of the site, north-east of Marrelsmoor Row. From here twin 42 inch and 24 inch gas mains run south west diagonally.



28| High voltage pylons on the western edge of the site



-  St John's conservation area
-  Listed buildings
-  Rights of way
-  High voltage pylons (132Kv)
-  Overhead power lines
-  Underground power lines
-  42 Inch gas line
-  24 Inch gas line

29 | Site constraints - infrastructure and heritage



Key

1.8.2 Flood zones

The River Wallington is part of an extensive local hydrology system. The Environment Agency's published indicative flood mapping shows a portion of the site within Flood Zones 2 and 3, representing flood risk probabilities of 1 in 1,000 year and 1 in 100 year respectively. There are known deficiencies in the EA's representation of flood risk at this location, and the EA has accepted that it would be appropriate for the developer to undertake more detailed modelling work, to its approval.

This work has been undertaken, and the revised flood outlines are indicated on the adjacent plan. It is worth noting that the proposed river restoration scheme associated with the development will deliver a reduction in the extent of flooding, by providing additional volume within the river corridor.

The masterplan does not propose the location of residential development within Flood Zones 2 or 3; any future consideration for this would need to satisfy the relevant Planning Policy.

Key

 River Wallington

 1 in 100 year flood extents (Flood Zone 3A)

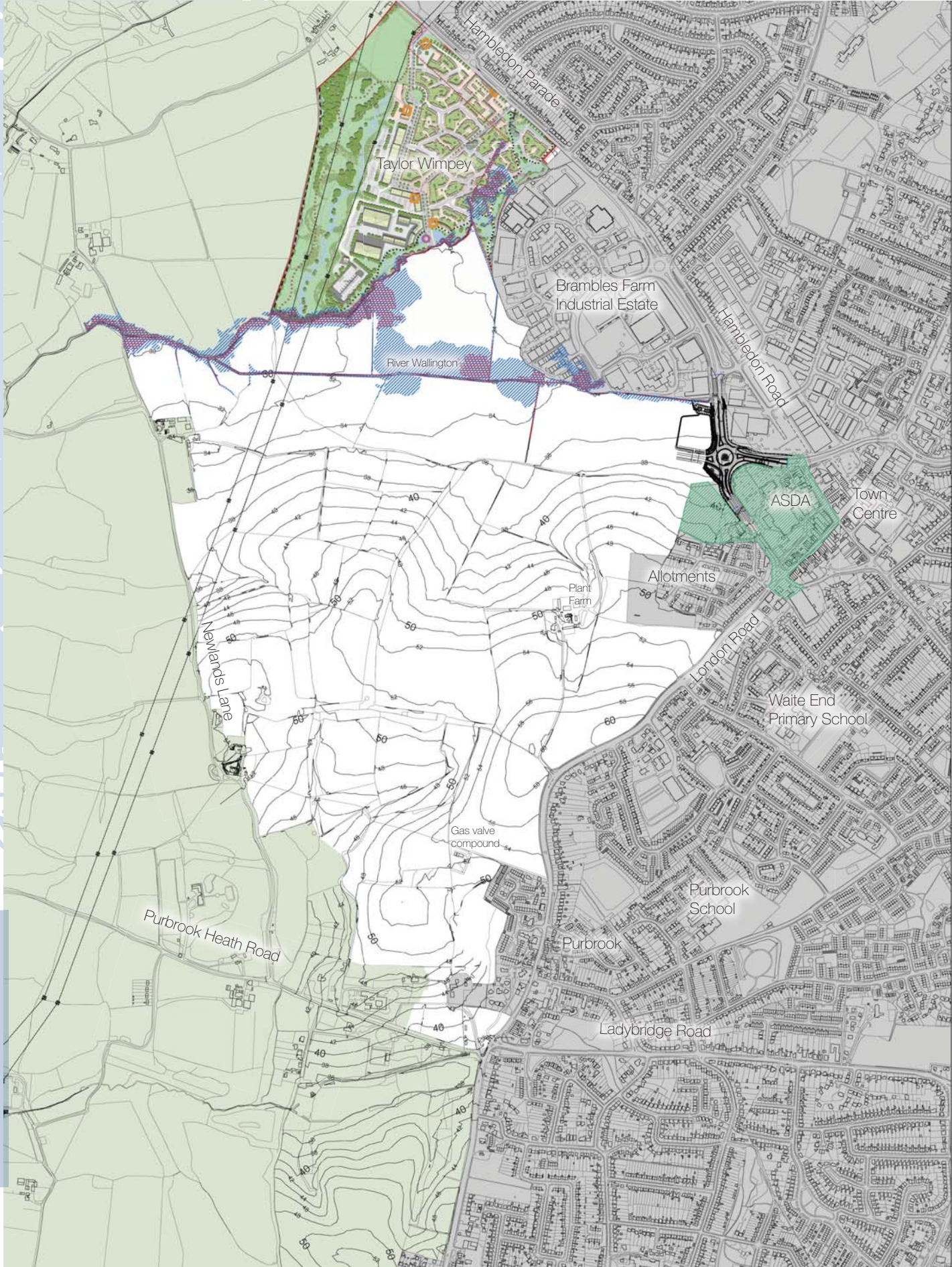
 1 in 1,000 year flood extents (Flood Zone 2)

 Contour line every 2m

 Town centre integration project

30 | Site constraints - Topography and Flood plains





1.8.3 River Wallington

The River Wallington flows through a 1.0 km long, straight, concrete channel. This channel collects runoff water directly from the urban area of Cowplain to the north east.



31 | *The current canalised River Wallington*

Masterplan & Strategies

Masterplan & Strategies

Section Two





2.0 Guiding principles

2.0.0 Context objectives

The masterplan vision is to create a high-quality environment where it is desirable to live and work and where people can co-exist in harmony with a rich wildlife resource. The constraints affecting the Newlands site have presented an interesting set of challenges in formulating the guiding principles for its design. Sustainable development principles are at the forefront of the masterplan.

The masterplan vision responds to the particular characteristics of the site to ensure delivery of a mixed-use community that is valued in terms of its aesthetic qualities and residential amenity. The design principles that follow have been devised to create a well-structured and legible place, which delivers a high quality living environment for both people and wildlife. They have formed the basis on which have been developed and will continue to inform the evolution of Newlands through to detailed design stage, including phase 1.



1. Establishing a vibrant, mixed use community

The development will seek to create a positive synergy between its component parts and with adjoining uses, in order to maximise the inherent opportunities of mixed use development. In particular, opportunities for living and working in close proximity will be supported through the development.

2. Creating a high quality and versatile landscape for all

The natural elements of the site, including existing trees, ancient woodlands and the River Wallington, will form an integral part of the development. These will be enhanced and extended where appropriate to enrich the landscape qualities within the scheme. Easy access to a generous quantity of high quality biodiverse open space, including allotments, informal and formal play provision and cricket pitch, will be available to all residents, including the existing Waterloooville community.

3. Ensuring good links with existing communities

New community facilities and services will be located to optimise access for new and existing residents, and to act as a natural meeting place within the wider residential setting. This will be combined with creating good connections to both Purbrook and Waterloooville town centre.

Emphasis will be placed on creating safe, comfortable and well scaled space, with high quality landscape treatment, to act as a focal point and complement the facilities. This new heart to the local community will be highly visible and located at the meeting or 'nodal' point of the north-south and east-west Main Streets. It will also contain a broad range of local facilities and thereby encourage a significant footfall and passing trade to encourage a viable and vibrant point of social interaction.

4. Creating a quality place

The character of the built form will influence the ability to deliver a unique and attractive living environment. The layout, orientation and pattern of development will support the creation of active and attractive streets. Variety in physical form will be generated by the inclusion of different dwelling types and sizes, and non-residential uses.

At the detailed design stage building design will pay particular attention to the relationship of each building to the street and the wider public realm.

5. Establishing a meaningful density strategy

Across the development, densities will vary in order to create variety and choice and will overall be in accordance with PPS3 criteria. Development densities will support the transport objectives for the overall development, and the creation of a vibrant and commercially viable local centre. Densities will also respond to adjoining development, landscape characteristics and sensitive areas.

6. Promoting local low carbon travel

Opportunities for safe and convenient walking and cycling will be available throughout the development, as a real alternative to the private car. The provision of high quality urban spaces to give orientation within a permeable network of streets will be an integral part of this. Connections to the wider area will be assisted by improved public transport access, an integral part of the proposed development. Convenient, attractive and safe connections to this location, including local bus links, will be put in place to promote sustainable modes of travel.

Located adjacent to the new rapid bus route the site is ideally placed for new residents to use alternative forms of transport to that of the private car.

7. Minimising the impact of car parking

Car parking will be planned and managed through a strategy that seeks to minimise its visual impact on the development, whilst lending support to new services and facilities. A variety of measures will be incorporated to accommodate residential and commercial parking. Within streets, designated parking areas will be designed as part of the street, with integral landscape structure.

Building the plan



2.1 Creating a sustainable community

2.1.0 Context

A concern to limit the impact of development on natural resources and to create a community that is stable and balanced lies at the heart of the vision. The benefit of comprehensive masterplanning at a substantial scale lies in the ability to cater and plan for a wide variety of needs and help deliver a low carbon development.

In 1987 the World Commission Report on Environment and Development (the Brundtland Commission) defined sustainable development as:

‘development that meets the needs of the present without compromising the ability of future generations to meet their own needs’.

Planning Policy Statement 1 (PPS1): Delivering Sustainable Development is a key policy document that prioritises sustainable development within built environment projects.

The core elements for creating a more sustainable community are summarised in this document and Design Code and explained in the accompanying Sustainability Statement. Sustainability at Newlands has been developed via a review of local and national targets and following a Stakeholder Sustainability Energy Workshop consultation event that took place in April 2010.

Grainger understands the benefits of embedding socio-environmental issues into a community and is committed to ensuring that the Newlands sets a positive example.



32 |The Inbuilt Framework for Sustainable Development (IFSD) showing the 12 key areas to be considered during the design stage of a built environment project

Upton, Northampton.

master plan
design document

newlands





2.1.1 Newlands approach

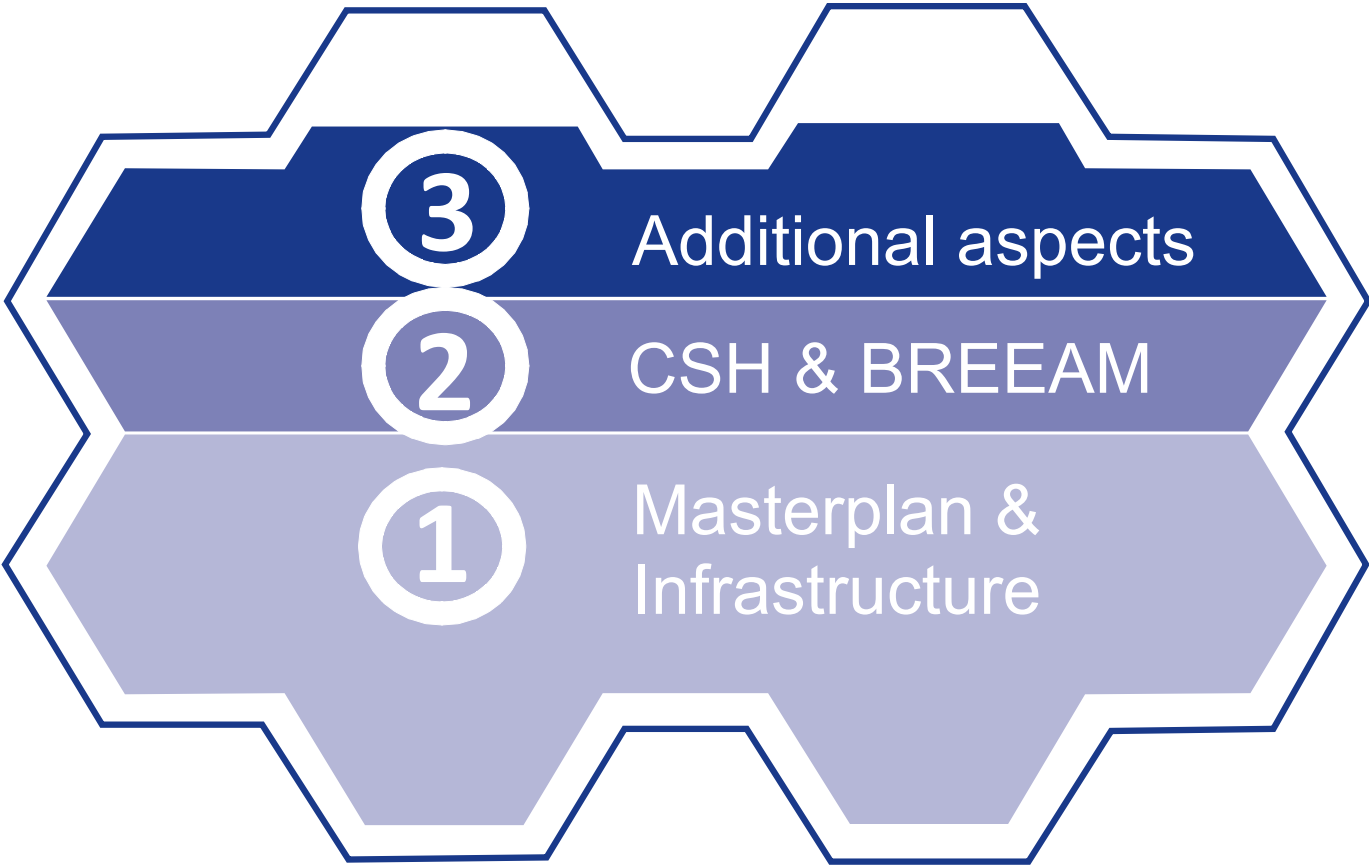
Ultimately Grainger will enable the people within the Newlands community to live more sustainable lifestyles. Grainger will ensure the long term sustainability of Newlands by optimising benefits to the surrounding community and minimise environmental and social impacts which means:

- considering stakeholder sustainability requirements (local, regional and national);
- considering requirements for Code for Sustainable Homes (CSH) and BREEAM; and
- providing additional measures that contribute to delivering holistic sustainability and address wider community needs.

At Newlands holistic sustainability has been considered by applying the Inbuilt Framework for Sustainable Development (IFSD) and will be delivered through balancing three layers.

Layer 1 – The layout and infrastructure as it relates to sustainability. At this level Sustainability is primarily responding to policy, principles and existing site features – this includes:

- the overall layout of development with an emphasis on east-west connections;
- designing to existing landscape features, such as topography, hedgerows and trees wherever possible;
- creating a network of walkable neighbourhood, with access to a range of local amenities within a five or 10 minute walk distance;
- the provision of food growing integrated into the masterplan, including community gardens and orchards;
- retaining key wildlife habitats and corridors and integrating them as features within the masterplan;
- using best practice in the design of the SuDS system and the restoration of the River Wallington;
- CO2 reductions from 25% to zero carbon for buildings with at least 10% achieved through renewable energy technologies.



33 | The three layers which deliver a sustainable built environment project at the masterplan stage.

Layer 2 – The requirements of Code for Sustainable Homes (CSH) and BREEAM – this includes:

- provision of space for recycling within buildings;
- the use of low flow water fittings;
- achieving a minimum number of Considerate Constructors credits by the contractor.

Layer 3 – Considering Additional Sustainability Aspects to achieve holistic sustainability identifying synergies with evolving local plans and requirements – this could include:

- provision of alternative allotment space;
- green roofs;
- provision of a major cycle hub to the southern end of Newlands near the bus Zip route.

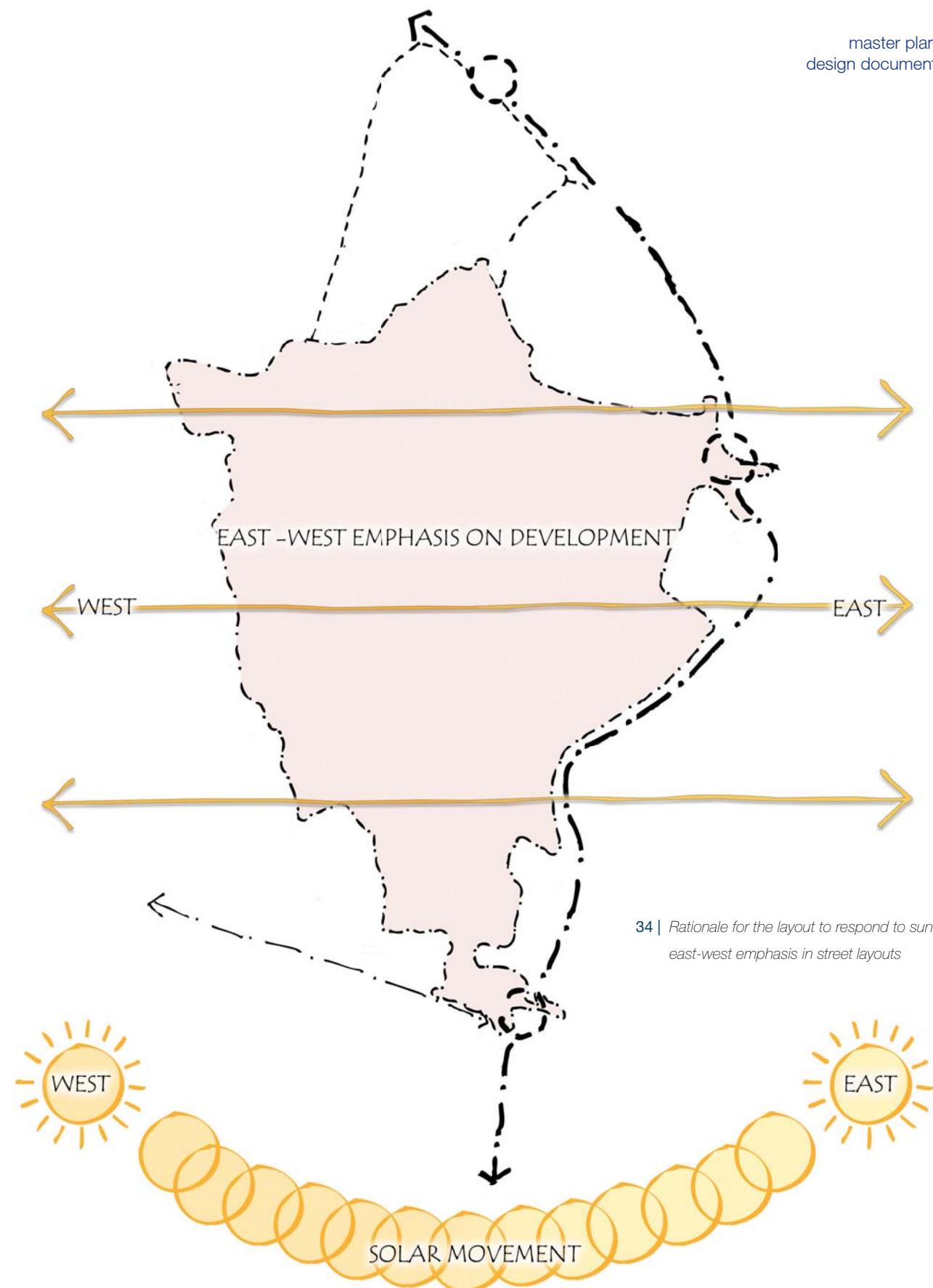
This layer of sustainability includes measures that are innovative and fall outside of the other two layers. The combination of these Additional Sustainability Aspects with the alternate CSH and BREEAM timeline better addresses holistic sustainability and the needs of the new and existing community.

A breakdown of how sustainability is being delivered for each of these layers is available in the Newlands Masterplan Sustainability Statement.

Code for Sustainable Homes and BREEAM

All homes will achieve, as a minimum, Code for Sustainable Homes (CSH) level 3. Later phases of development will secure higher levels of CSH compliance – levels of CSH for affordable housing are dependant on the affordable housing funding available. All homes in Phase 1 will be built to CSH Level 4. Non-residential buildings will achieve a minimum BRE Environmental Assessment Method (BREEAM) Very Good rating.

Grainger plc has extensive experience of delivering renewable energy and sustainable homes. The Newlands masterplan Energy Statement sets out the Newlands proposals in detail for creating an energy efficient and low carbon development – also see the Design Code.

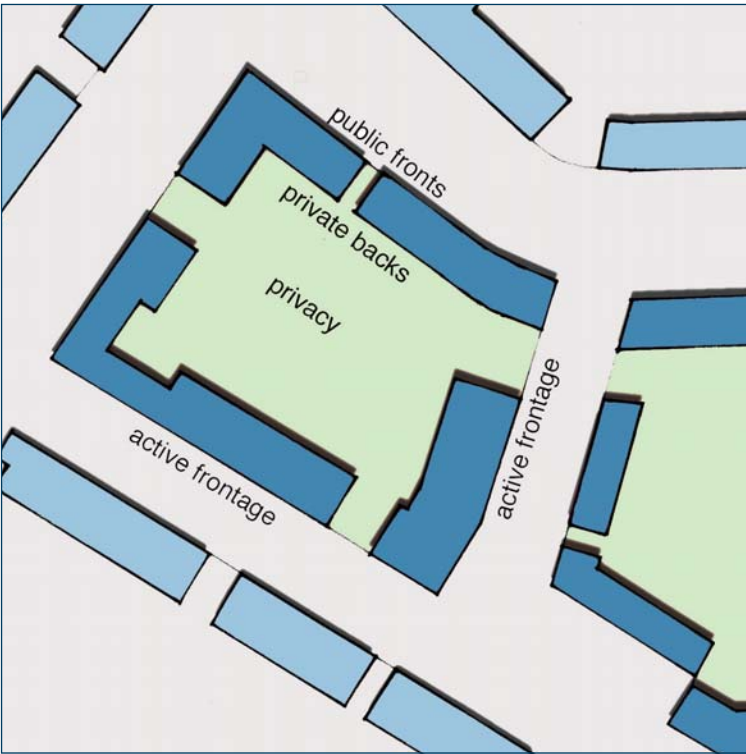


34 | Rationale for the layout to respond to sunlight, with an east-west emphasis in street layouts

2.2 Masterplan and development framework

2.2.0 The masterplan

The Development Framework plan illustrates the overarching block structure for the development and the general distribution of activities. It explains the key points of connection, key spaces and the general principles for the development of Newlands.



35 | Rationale for creating well defined public and private space, with overlooked streets

2.2.1 Adaptable block structure

The pattern of development blocks, as illustrated in the Development Framework plan, provides the basic structure of the masterplan. This opens up clear routes between existing and proposed destinations. To ensure these routes are well defined and safe, perimeter blocks are preferred where active frontages define the public realm.

The layout seeks to create a structure for long term, sustainable use. The block structure has flexibility to allow for a variety of activities and building types over time. The standard development block is the perimeter block. This creates a development pattern with a continuous public face to the street ensuring private areas for gardens or servicing are contained within the core of the block.

The development blocks are set out in a grid pattern that reinforce and open up desire lines between existing streets in Waterlooville, Purbrook and the town centre. The shape and form of the blocks relate to the historic pattern in south Hampshire, respond to contours and features, and seek to address passive solar gain in terms of building orientation.

Parallel street blocks are proposed which are angular in shape to avoid long stretches of streets and therefore help reduce traffic speeds and provide the framework for orientation and placemaking.

2.2.2 Key requirements

Due to the scale of the site the timescale for delivery will be approximately 10 years, and given that market conditions and local need will fluctuate, detailed design considerations will need to vary over time. As part of the monitoring and review process, detailed design may prove that the guidance and coding may have to be modified in certain locations for particular purposes. However, the development framework for design contained within this section should remain as the principal point of reference for the ongoing design process. Winchester City Council and Havant Borough Council expect variations to be fully explained with reference to the Masterplan Design Document and accompanying Design Code design principles.

The Development Framework plan demonstrates the structure for Newlands, shows how it will connect into the surrounding context and deal with the constraints and respond to opportunities.



- Residential
- Schools
- Allotments
- Open Space

36 | Development Framework with key land uses



Key



2.2.3 Building height strategy

Enclosure of streets

Streets should not be governed by highway and the movement of vehicles. Streets, as opposed to roads, are the spaces between buildings.

The character of a street is governed by how buildings and structures help to enclose the space. A positive sense of enclosure and the associated activities can combine to create an interesting environment. It is therefore important to control the position of building lines and frontages carefully within the street to create a more continuous sense of enclosure.

The heights of buildings also need to respond to the width of the street and the role of that street and public space. Taller buildings (above 2.5 storeys) will be given greater emphasis located on the priority spaces and routes, such as the primary Main Street (north-south spine) and the east-west gateway development adjoining and leading from Maurepas Way (including the integration land) and also from Milk Lane. The key focal space of the local centre, which is also the nodal point and intersection of the north-south and east-west routes, will also need to be addressed and increase in scale.

Heights

The masterplan requires buildings sympathetic in scale to their neighbours. In most cases these are 2-3 storeys (9 to 12m to ridge). The main street, in particular, incorporating the gateway into the development from Waterlooville town centre, and also the employment and local centre areas will encourage increases of scale with a greater proportion of units above 9m (2.5 storeys), including a mix of 3 storey units or above (12m to ridge). Commercial buildings will be able to increase the scale to

15m to ridge where gateway features are being created, such as the entrance to the site from Maurepas Way and where they do not have a detrimental impact on any adjoining residential areas.

The objective on any taller buildings will be to enhance the sense of arrival and emphasise the importance of the heart of the community and the east-west route.

Lower storey heights are proposed along the sensitive woodland and rural edges and also around the listed Plant Farm (up to 9m to ridge).

Local landmarks

In order to enclose views and improve the townscape qualities of the development, a number of opportunities have been highlighted to allow for landmark buildings; sites where taller 'feature' buildings can be created as a variance to the over-arching strategy for heights in each development zone. They are focused around the main points of arrival off Milk Lane, Maurepas Way junction and also the local centre. These buildings are also to be located to terminate vistas or to define corner plots.

Together these elements combine to aid legibility and wayfinding throughout the proposed development, creating a connected and understandable place, with a clear sense of identity.

Building Depths

Building depths on commercial (B1) properties could be kept below 18m in order to ensure that they are capable of being converted to other uses, with suitable levels of natural light. Additionally building depths should not be so excessive as to prevent it being possible to put a range of uses adjacent to it within the perimeter block.

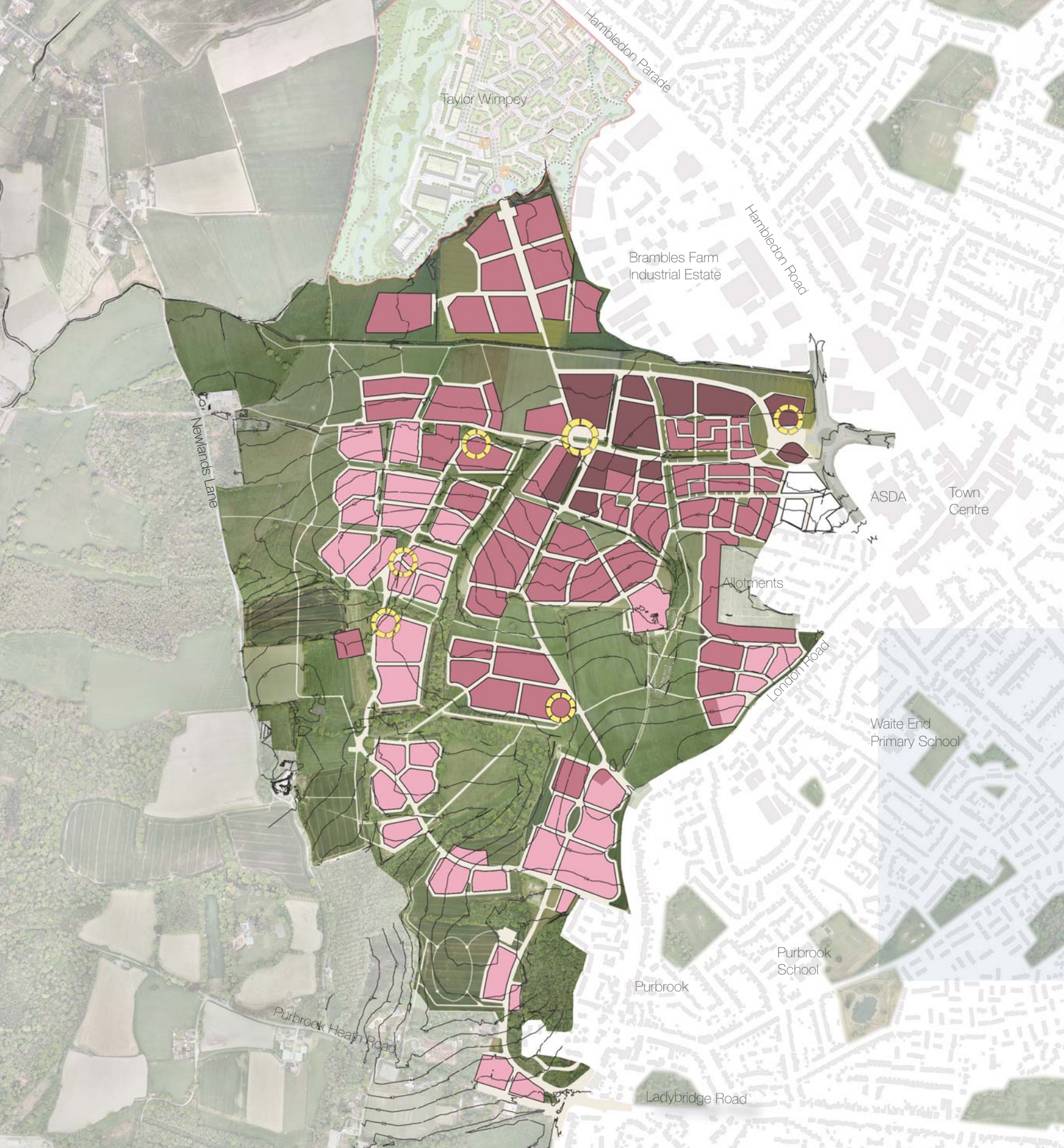
Elevations and roof lines

Facades which form the primary frontage within a block should focus on creating activity, with the number of pedestrian entrances maximised wherever possible. Attention should be paid to the impact of new development on surrounding properties, particularly existing properties surrounding the site.

Ground floors on commercial properties may be higher than standard residential floor heights, but must avoid large blank ground floor frontages in public areas to help give a 'human scale' to the street, including on those properties with light industrial uses.

Roof lines should create subtle changes in scale within the street scene, creating instances of small scale adjustments in height to emphasise corners and feature buildings. More significant contrasts in height can be created where a landmark feature is desirable, such as within the local centre or new gateway development as part of the entrance into Newlands from Maurepas Way.





-  Up to 15m
(up to 4 storeys)
-  Up to 12m
(up to 3 storeys)
-  Up to 9m
(up to 2.5 storeys)
-  Landmark buildings (potential for 1 storey
higher than surrounding heights)

37 | Building heights strategy



Key

2.2.4 Density Strategy

Densities, as in the case of building heights, will respond to the roles and responsibilities of the structure of streets and spaces, land uses and context. Densities also help provide cues to the legibility of development with clusters of higher densities on key corridors and areas of interaction such as the local centre.

Existing densities

A number of studies have been carried out in Section 1 on the form and densities of the existing development.

In summary, much of Waterloooville is made up of predominantly post-war housing, especially housing estates. Densities vary considerably from the more traditional parameter block or frontage streets (17-30 dph), to slightly higher densities in the more poorly defined estate streets (29-40 dph).

Whilst the development should consider the local context, it should also create a strategy that ensures that local facilities are viable and that the development responds to local housing need and mix. It should also seek to ensure that the more sensitive parts of the site are, such as the rural edge and Plant Farm, carefully considered and that new development does not create a negative visual impact.

Densities have therefore been designed to be responsive to the area and function of the masterplan. The following density range has therefore been incorporated and is based on the number of dwellings per hectare (dph):

Proposed densities

Higher densities (37 to 45 dph) will be focused in the north eastern areas of development, including the main street and local centre to the north of the development (south of the River Wallington).

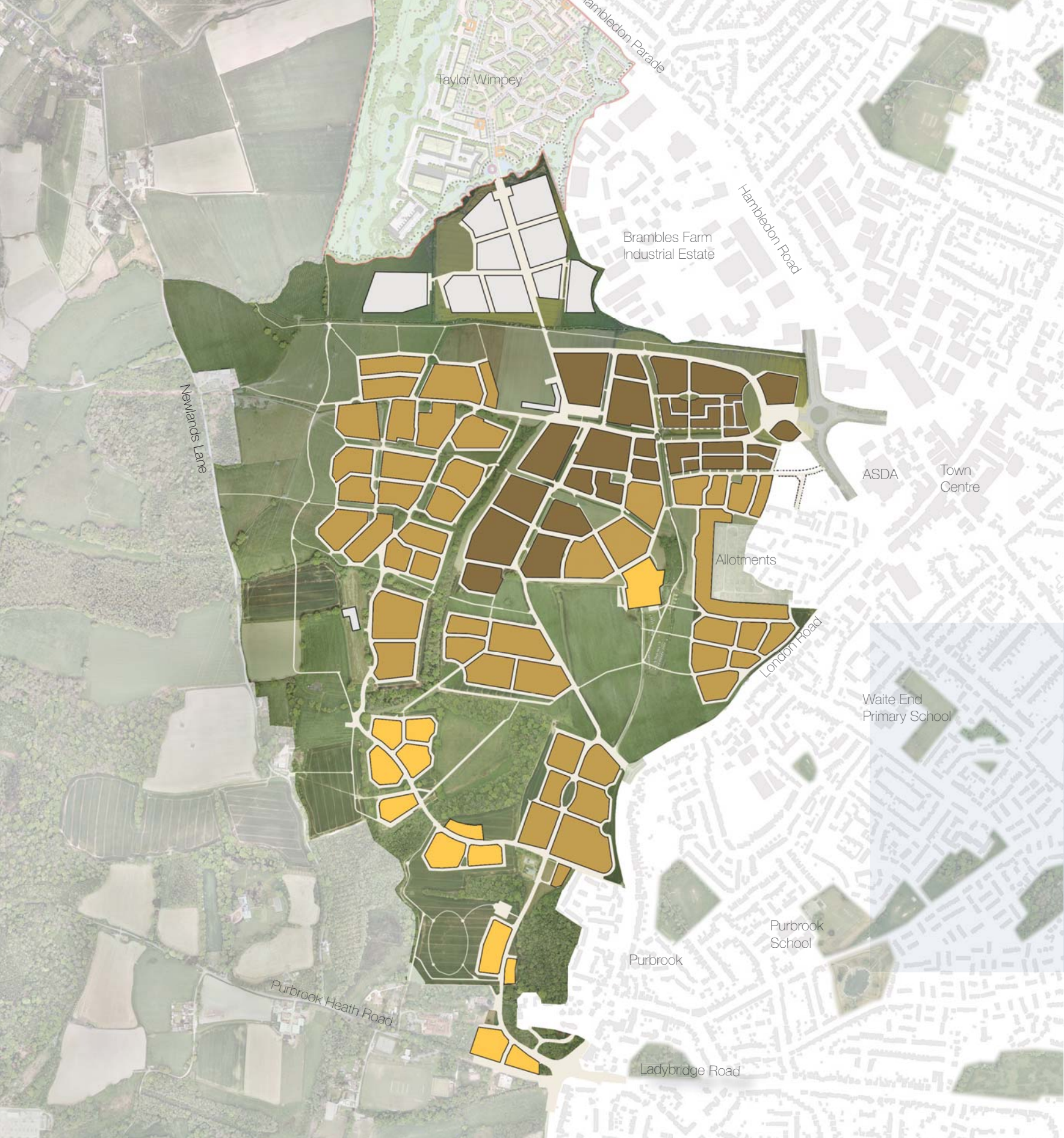
Rationale: To generate a sense of arrival to the development and local centre. To increase footfall along key public transport corridors within the development.

Medium densities (29 to 36 dph) will be focused around the intermediate areas, principally east of Plant Row, the Park area, and west of Plant Row (north). Whilst this is a subtle drop in densities, it also considers the need to have sufficient densities within a 400m distance of the key public transport corridors. It also considers the retention of key landscape characteristics such as the spaces created by the current hedgerow features, opportunities for SuDS and open space, whilst also maintaining key wildlife corridors.

Rationale: To respond to adjoining densities in the London Road area and to mitigate the impact of higher densities upon more sensitive areas or adjoining lower density areas.

Lower densities (20 to 28dph) are focused around the sensitive features of the site, including wooded areas, and the rural interfaces, parkland and the listed Plant Farm.

Rationale: To respond to adjoining lower densities areas and wooded landscape context.



- Employment
- Higher Density (37 to 45 dph)
- Medium Density (29 to 36 dph)
- Lower Density (20 to 28 dph)

38 | Residential density strategy



Key





2.3 A connected place

2.3.0 Objectives

A key objective of the movement framework is to create a clear pattern of streets and the ease with which the area and its surroundings are accessed. This can only be done by balancing the movement hierarchy in Newlands and avoiding the car led developments prevalent in post-war development.

Movement priority will need to be focused on pedestrians who will be placed at the top of the hierarchy. Cars will be given the lowest priority on most streets. The future movement hierarchy in Newlands will need to respond to the requirements of the following key users in this particular order:

- 1 Pedestrians
- 2 Cyclists
- 3 Buses
- 4 Cars



39 | Pedestrianised street - Waterloooville Town Centre

2.3.1 General Principles

The analysis of historic settlement forms have helped create a rationale of creating the main corridors with strong north-south and east-west connections. The creation of a spine from which a network of streets will produce a permeable environment, focused on good pedestrian movement. These will be overlooked streets and not purely roads or footpaths between development blocks.

Separate footpaths, cycle routes and greenways will need to be overlooked by development wherever possible to provide natural surveillance.

Development needs to follow the principles of traditional perimeter blocks (street elevations that are enlivened by visible activity) and integrate the taller blocks that characterise parts of the area into a coherent new street pattern.

The layout of the development, together with the detailed design of streets, aims to ensure that walking and cycling are the more likely modes of choice over short distances and that the ease of access to public transport will become a more attractive mode over longer distances.

Public transport will therefore be given greater priority on main connecting routes through the development. A place that does not rely heavily upon the car as a primary mode of transport provides opportunities to reduce pollution and congestion, and create a more lively and varied environment.

Integrating with Waterloooville

A key principle of the masterplan is to ensure that the development contributes to the physical and social well-being of Waterloooville

and is a fully integrated urban extension. Streets, footpaths and cycleways are designed to create strong east-west connections with the adjoining built up areas. These routes pick up on the key desire lines to local facilities delivered in the development but also to existing local facilities in Waterloooville and Purbrook. The Town Park also provides an integrated public space for both existing and future residents of the area. A development worker funded by the MDA developers will ensure the integration of the new community with the wider area.

The masterplan is also future proofed to ensure that it creates good connections through the adjoining Blue Star site off Maurepas Way (east of the site). The Phase 1 planning application reinforces these routes by including a footpath across the Blue Star site and provides pedestrian crossings across Maurepas Way and to the ASDA development to help integrate Newlands with Waterloooville town centre. A separate Waterloooville Town Centre Integration Study was produced in 2009 by Roger Evans Associates on behalf of Havant Borough Council. The report examined longer term aspirational redevelopment scenarios for the area to further enhance integration.



40 | Pedestrian links to Waterloooville Town Centre via the adjoining 'Blue Star' land, west of Maurepas Way

2.3.2 Walkable neighbourhoods

In order to encourage pedestrian movement and a low carbon layout, the development will seek to deliver a series of 'walkable' neighbourhoods, providing clusters of development focused around a range of local facilities (ranging from local centres to schools and leisure facilities).

Each of these clusters will be based on access to facilities within a 5 minute walk distance (400m), or a 10 minute (800m) walk distance from the Waterlooville town centre. Each cluster will be themed and respond to the following opportunities:

Cluster 1: Access to Waterlooville town centre (10 minute walk distance).

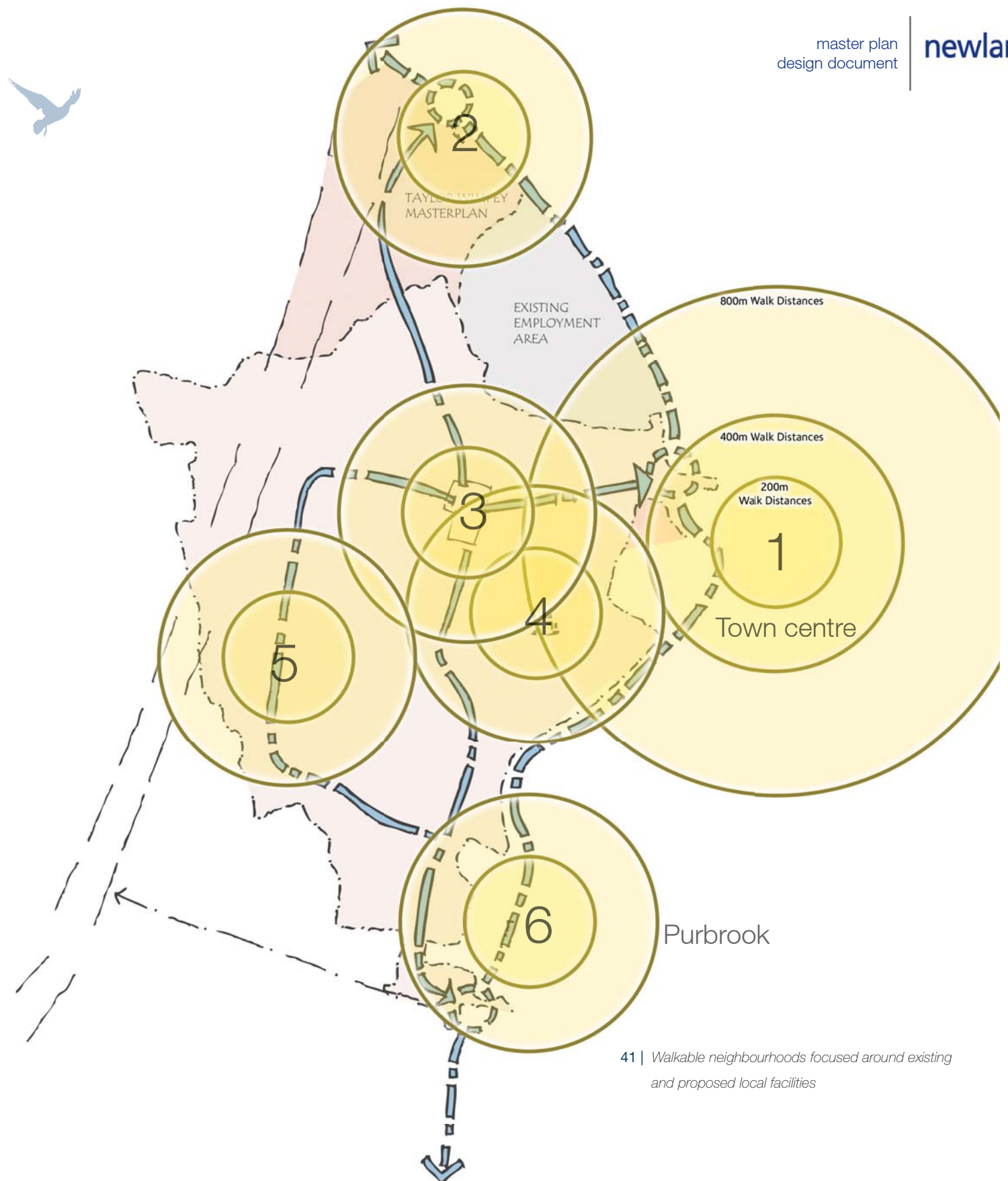
Cluster 2: Access to Hambledon Road parade (focus for the Taylor Wimpey element of MDA), (5 minute walk distance, 400m).

Cluster 3: Newlands Local Centre (Health, Community, School, Convenience store and ancillary retail/ food) (5 minute walk distance, 400m).

Cluster 4: Focus around Plant Farm and the Town Park (5 minute walk distance, 400m).

Cluster 5: Focus around the second school to the south west of the development (5 minute walk distance, 400m).

Cluster 6: The southern element of the development will tie into the facilities offered by the Purbrook parade of shops and enhance their viability with strong pedestrian links to these local facilities (5 minute walk distance, 400m).



41 | Walkable neighbourhoods focused around existing and proposed local facilities

2.3.3 Movement priorities

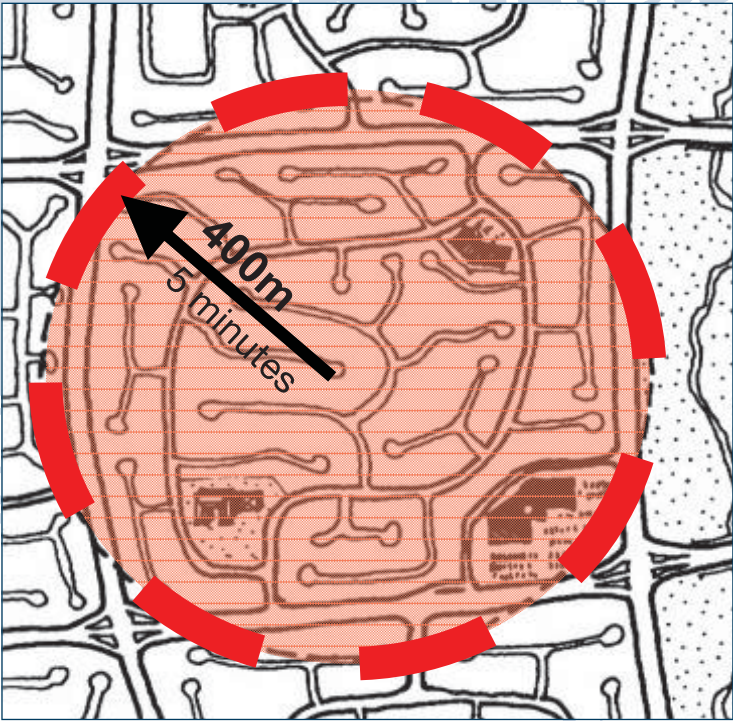
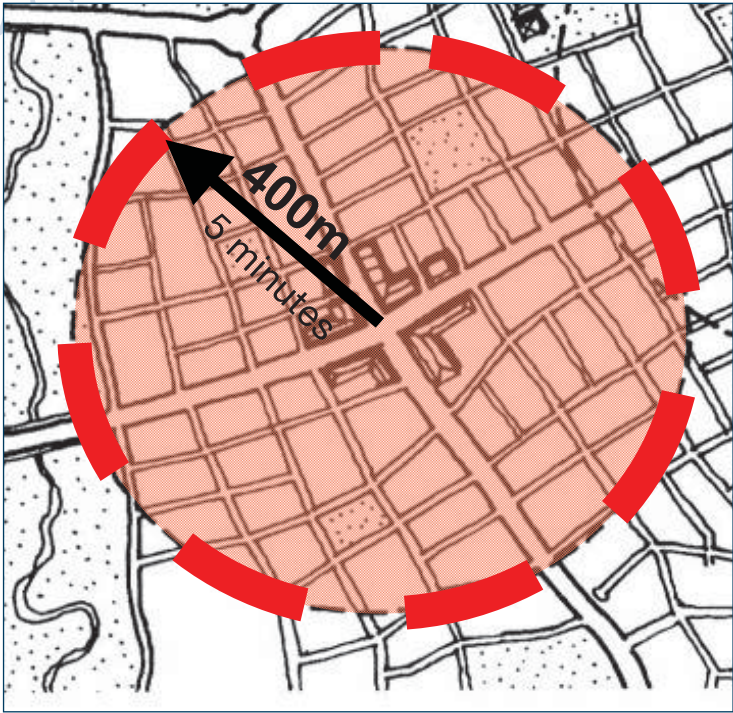
At present the highways network that adjoins the site is visibly dominated by the needs of the car. This situation does not create any incentive for car users to consider the use of alternative modes.

Within the new development there is a significant opportunity to reduce the width of the highway links compared to the adjoining developments in Waterlooville.

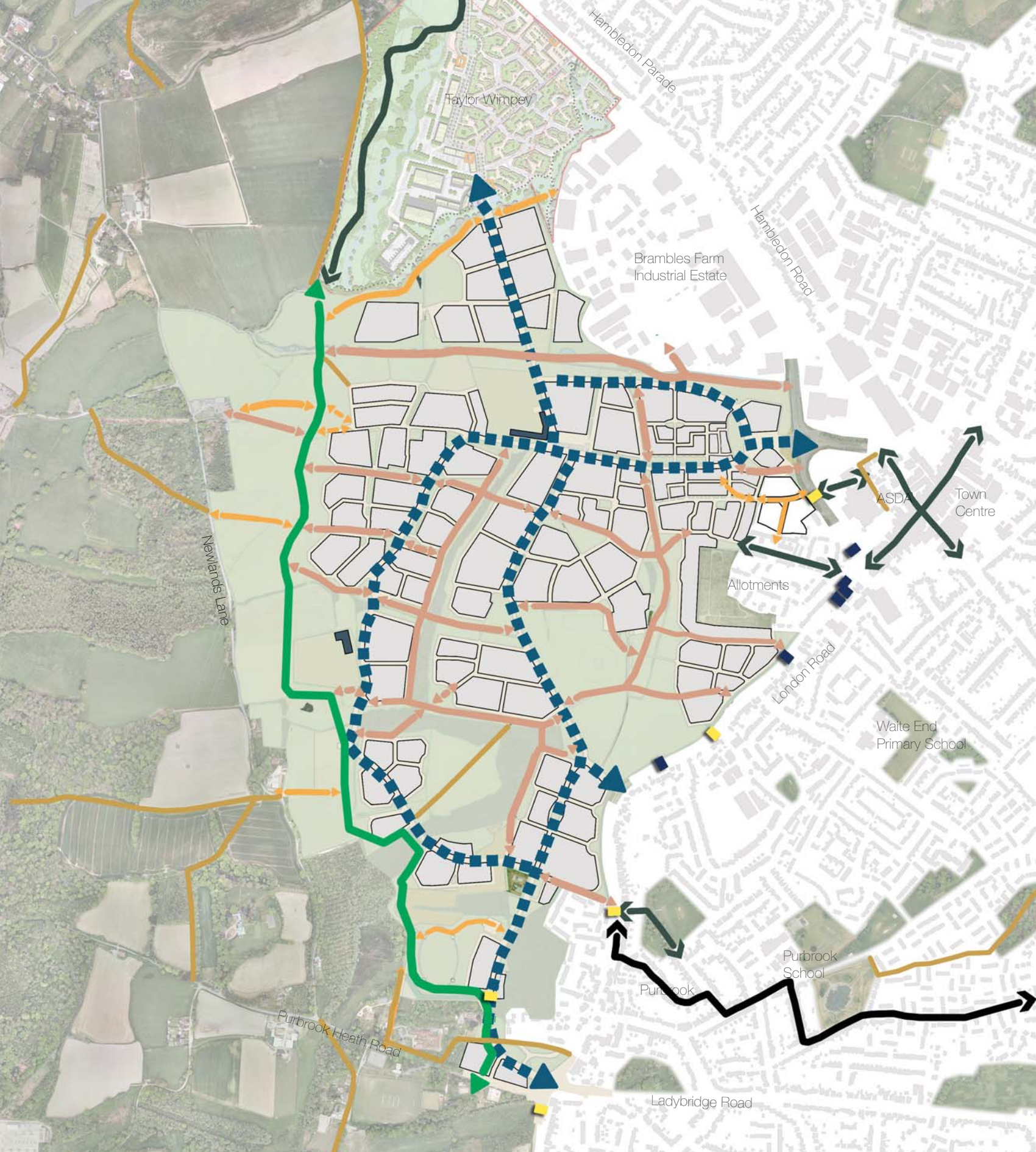
Normally it is the ‘nodes’ (i.e. the junctions) that provide the capacity constraint. For the development strategy to be successful, and to manage the dominance of vehicles in the area, there is nevertheless a need to accept that in the future people cannot expect to travel by car during peak periods without experiencing delays or queuing. This does not mean drivers will not be appropriately catered for - failure to do this is likely to have a harmful economic impact. However, it needs to be acknowledged that, on average nationally, non-car users make up a very large proportion (some two-fifths) of users of the movement network and require a greater (fairer) and more appropriate share.

Reducing the vehicle dominance of the area will also offer the opportunity to deliver a more attractive and desirable streetscape.

To facilitate the pedestrian-friendly movement hierarchy, it will therefore be important to ensure that highway capacity is not over-provided and that strong east to west movement will be created by the street and leisure routes to maintain the existing links to the countryside for the existing community and for new residents.

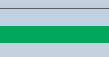
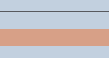
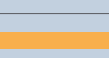
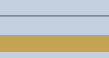


42 | Walkable neighbourhoods connected streets create better access and more choice of routes to local facilities. A street layout that is purely based on cul-de-sacs creates very little choice and does not encourage pedestrian movement.



2.3.4 Strategy

The strategy is to create a legible hierarchy of streets, allowing understandable desire lines to exist for pedestrians, cyclists and motor vehicles. Traffic speeds will be limited to a maximum of 30mph, but as a general rule the intention will be to create a greater priority for pedestrian movement and reduce traffic speeds to 20mph in residential streets and also create a number of shared surface streets with speeds up to 10mph.

-  Main Street (incorporating primary cycleway and footpath)
-  Primary Greenway (with bridleway)
-  Primary Cycleway (with footpath)
-  Primary Footpaths (off street)
-  Existing right of way to be retained
-  Existing key pedestrian routes
-  Existing Crossing Point
-  Proposed Crossing Point
-  Routes to school

43 | Pedestrian and cycle strategy, illustrating street structure



Key



44 | Image of a courtyard designed according to pedestrian priority principles

Legibility of the streets network will also be assisted by creating:

- Main Streets
- Residential Streets
- Lanes
- Courtyards

Main Streets

The main streets will provide the main movement route into and through Newlands for all forms of transport and will provide part of the local strategic network.

Residential streets

Streets form the main access routes to blocks within the proposed development. Priority should be placed on the design for pedestrians and cyclists as well as providing access for vehicles (except buses and commercial vehicles). Streets should be designed to provide a more formal arrangement, and this should be reflected in the proposed arrangement of buildings, footpaths, on-street parking (parallel or right-angle) and traffic calming.

Lanes (shared surface)

Lanes will provide an alternative form of access to blocks within the proposed development to streets and should be used where traffic flows will be lower. As with streets, priority should be placed on the design for pedestrians and cyclists as well as providing access for vehicles (except buses), and can be designed as shared surface areas.

Courtyards

Courtyards should be designed to create intimate spaces where pedestrians and cyclists have priority over vehicles.

The route for vehicles through the space should be wide enough to provide access for removal vans, refuse vehicles and fire tenders, with spaces to allow vehicles to pass.

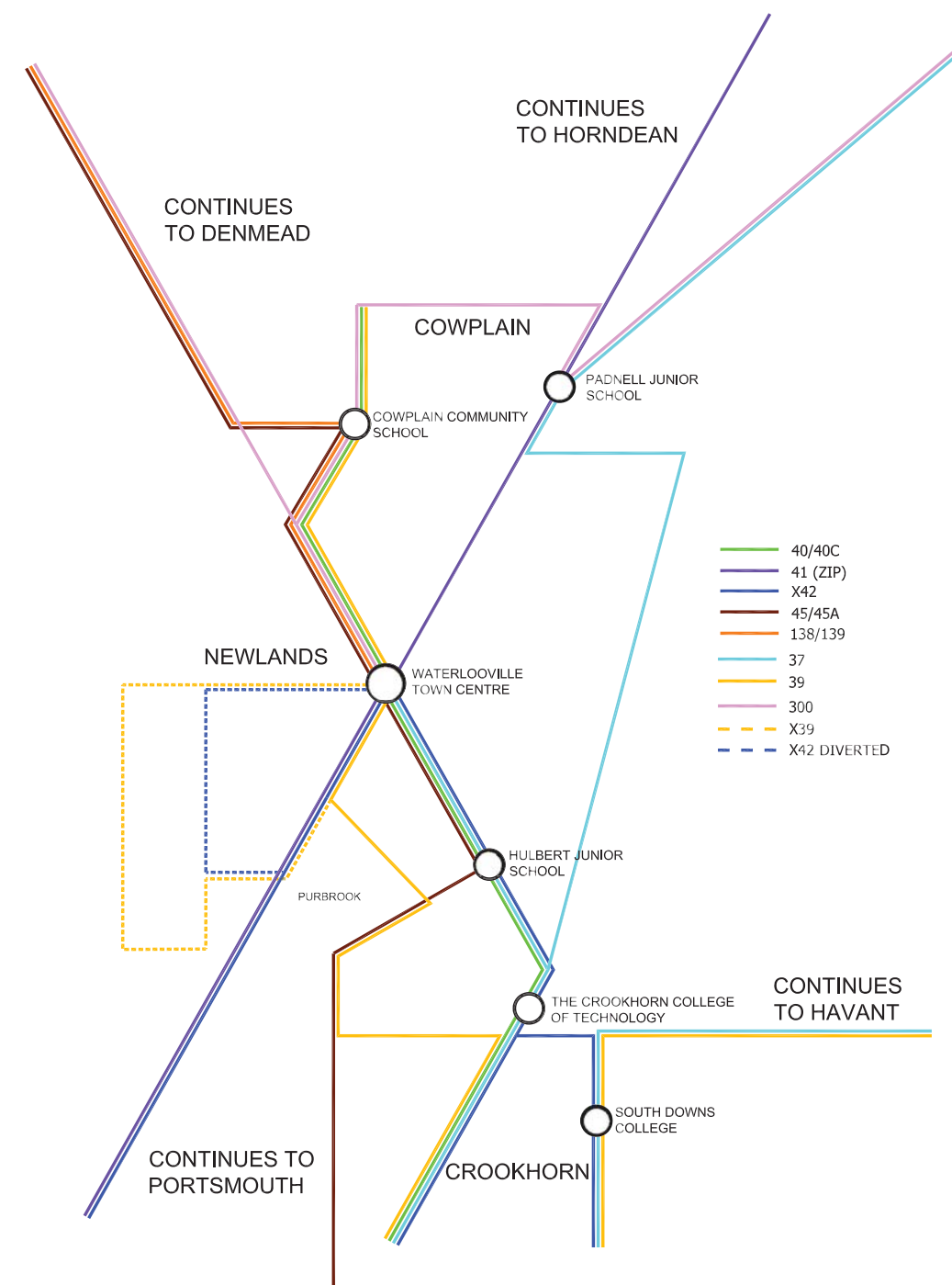
Public transport

The proposed bus strategy for Newlands builds on the existing high quality Zip services. The developers will make a substantial contribution towards subsidising the bus services in the early years of the development build-out. The bus subsidy contributions will be paid to the County Council, who will have the obligation to deliver the bus services in a timely manner. The proposed bus service provision for the Newlands development is set out in the Table below.

A bus service implementation strategy based on development phasing and walkable catchments is proposed. This seeks to match supply and demand, but with due consideration that an attractive service level is provided in order to encourage travel by public transport.

The proposed bus service schedule is based on residential build-out and is set out in the Transport Assessment and Travel Plan documents for the development. The various options are shown in the Table below.

SERVICE	ROUTE	OPERATION
Shuttle Bus	Newlands Phase 1 – Waterloooville town centre – Crookhorn College of Technology – South Downs College	30 minute frequency Monday to Friday (07:00 to 09:00 & 15:30 to 18:00 only)
Diverted X42	Portsmouth Gunwharf – Cosham QA Hospital – Newlands Development – Waterloooville town centre – Crookhorn College of Technology – South Downs College	20 minute frequency Monday to Saturday
X39	Wecock Farm – Waterloooville town centre – Newlands Development – Crookhorn Precinct – Havant Bus Station	20 minute frequency Monday to Saturday, 30 minute frequency Sunday (based on existing 39 service with frequency increased from 15 minutes to 10 minutes with every other service diverting into Newlands)





2.4 Parking strategy

2.4.0 Parking

It is important to ensure that car parking does not visually dominate the development and a range of methods of provision will be incorporated into detailed layouts. This includes a combination of street-parking, off-street parking and mews courts, with appropriate landscaping.

Provision for residents' cycle parking requirements and secure cycle parking to be provided in all the main public areas and facilities within the development. Cycle parking should be securely placed in a covered structure within the curtilage; for example as an outbuilding, integral to the building design or as part of the garage design. Flats should have a secure cycle parking area within plot.

Both Havant Borough Council and Winchester City Council have Supplementary Planning Documents (SPDs) setting out their residential parking standards. There are only minimal differences between the requirements in the two SPDs. As the development is predominantly within the Winchester City Council boundary, the Winchester City Council Parking Standards will be applied.

Houses

All houses shall be provided with allocated parking either on plot, or in a marked bay in a private area. The numbers per dwelling will be in accordance with Winchester City Council's guidance as follows:

Dwelling Size	Allocated Parking Spaces
2 Bed	2
3 Bed	2
4+ Bed	3

Flats

All flats will be provided with communally allocated parking in accordance with Winchester City Council's guidance as a minimum standard as follows:

Dwelling Size	Shared/ Communal Parking Spaces
1 Bed	1.0
2 Bed	1.5

Additional Spaces

It is necessary to provide additional spaces for visitors and households whose requirements exceed the allocated provision. Such spaces are typically occupied during evenings and weekends in residential developments. These spaces will be predominantly in the form of unregulated informal on-carriageway parking (i.e not in marked parking bays).

Some additional spaces will be provided in parking bays within private areas. The Winchester City Council requirement is to provide 0.2 additional spaces per dwelling, 1 additional space for

every 5 houses.

The Phase 1 layout proposal demonstrates that the actual figure will be in the order of 0.25 spaces per dwelling, 1 additional space for every 4 houses, when considering the internal residential roads only.

It is not intended to regulate parking on the main street. If this is also used fully in the evenings, the additional provision would rise to somewhere in the order of 0.32 spaces per dwelling, just under 1 in 3. The parking provision will therefore be in excess of Winchester City Council's parking standards.

2.4.1 Non-residential parking

The aspiration for parking for non-domestic buildings, including employment, will seek to deliver 1 space for every 3 people employed.

2.4.2 Parking design

Four key types of parking provision are incorporated into the accompanying Design Code:

- a. On street (predominantly visitor marked and unmarked)
- b. On plot (including integral)
- c. Parking courts
- d. Squares (local centre)

Design details are included in the Design Code for the above parking solutions.

Parking square, Poundbury, Dorset



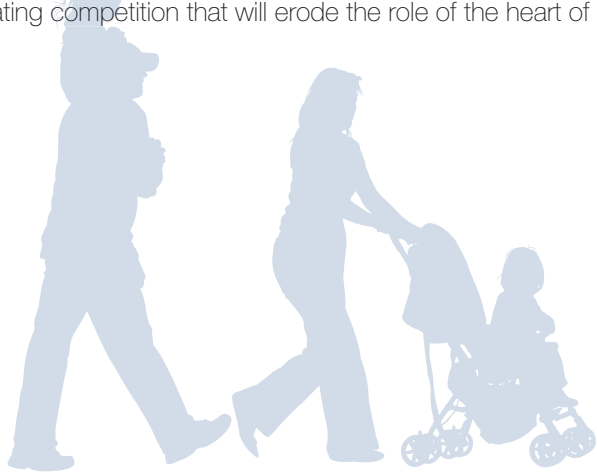
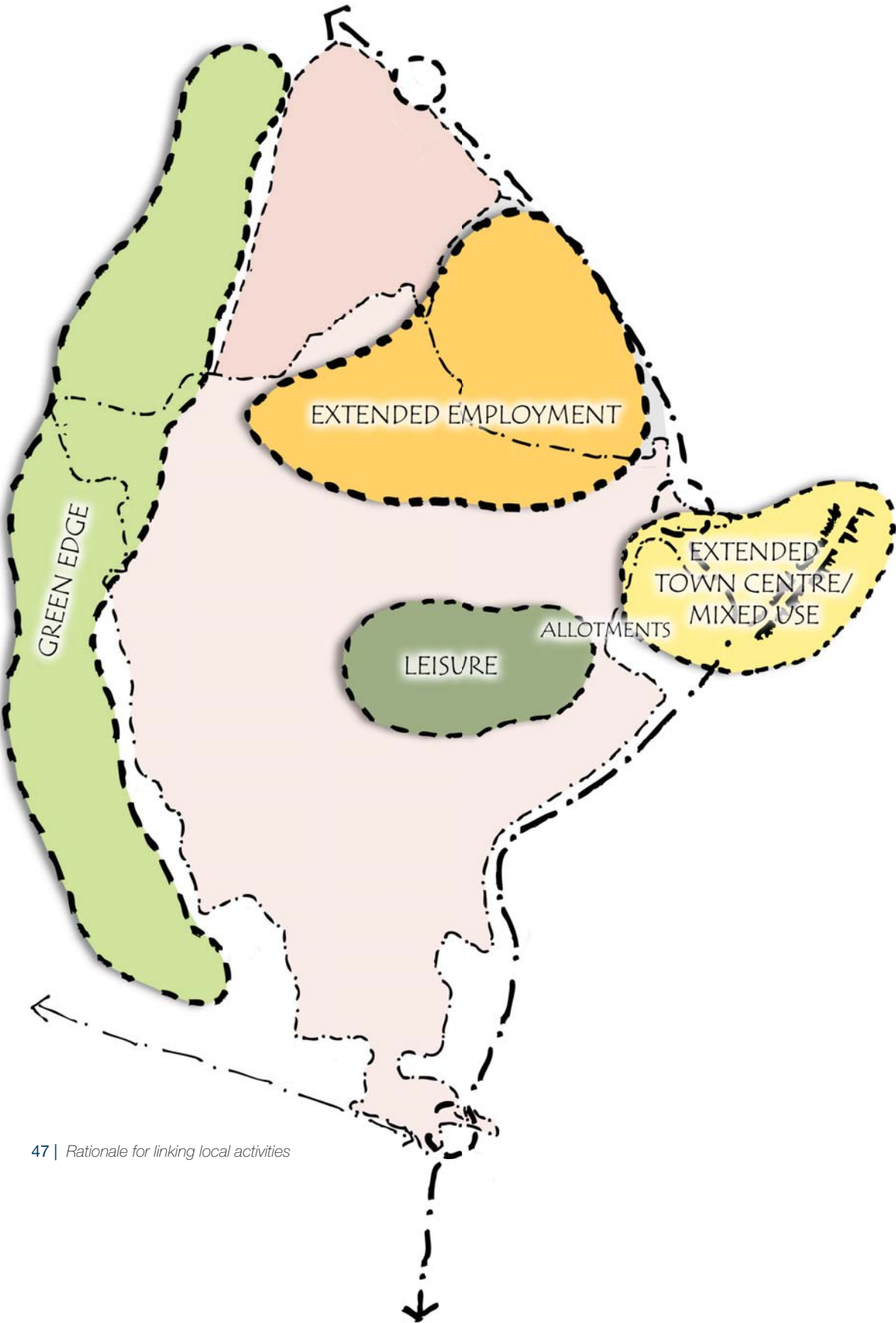
2.5 A mix of activities

2.5.0 Creating a vibrant community

A variety of uses, with a strong mixed-use heart, will help to establish a vibrant urban environment, attractive to all users, including new businesses and local service providers and therefore create a viable and sociable community.

There is an opportunity to create a successful urban environment that builds on the mix of uses and activities that already exist in parts of the adjoining areas and also introduce new uses to create an interesting and vibrant urban environment. If the quality of the environment and access to local facilities improves, then this may also create the type of environment that will be attractive to modern business needs as well.

A responsive place is one that acknowledges the local context in terms of scale, form and uses. The masterplan will seek to integrate and respond to the adjoining activities, including the interface with Waterlooville town centre. It will need to provide a scale and mix of development that reflects the relationship with the town centre, ensuring it contributes towards the blend of activities without creating competition that will erode the role of the heart of the town.



47 | Rationale for linking local activities

2.5.1 Employment

Newlands delivers jobs as part of the masterplan through a broad range of uses, throughout the development. More traditional formal employment areas are created in the mixed-use zones and within an employment hub. Additional employment is generated throughout the development and includes two schools, health, community, retail, nursing home, nursery and also opportunities for working from home via live work.

The proposed new employment hub in the northern sector of the development will need to provide a viable range of employment opportunities and create a good quality edge to the existing Brambles business park development.

New employment buildings should be designed to be flexible for the longer term, with footprints that are flexible to alternative uses such as residential or so they can be readily subdivided into smaller units to account for any future market requirements. The key is for long-term sustainable development and not short-term user requirements. This will then create such a level of flexibility that wholesale regeneration of blocks will not be required in the future.



48 | High quality starter unit



2.5.2 Local centre

The employment offer should also respond to the opportunities provided by the new local centre. The local centre will not only include the essential uses for a successful urban area, but activities that will also help attract employment uses (and employees), with a range of local services, as part of a walkable neighbourhood. Other key uses include food and drink (sandwich bars, cafes), small scale retail, education facilities, nursery, healthcare, community building and a range of residential accommodation.



49 | High quality housing, St Paul's Winchester

2.5.3 Housing

Newlands will create a balanced place and a balance of housing will be a key to creating a strong community. The development will need to provide a broad range of unit types and tenure to create a mixed community which responds to the local market requirements. It is also the use that has the most impact upon delivering a safer environment. Residential units in the local centre will also be able to help increase local footfall and natural surveillance to the street and spaces. The scale and form of residential development should also be responsive to the existing site characteristics (including woodland, hedgerows and topography) as well as the roles and responsibilities of the place being created (relationship to public space, transport corridors and mixed-use areas).

2.5.4 Design Code

All of these principles are explained in more detail within each of the Area Codes.



50 | High quality housing, Poundbury Dorchester



- Residential
- Employment
- Mixed use 1 (local centre)
- Mixed use 2
- Schools
- Allotments
- Open Space
- Plant Farm (including pub and development)
- Indicative Phase 1 development

51 | Land use strategy: creating a mixed and balanced community





2.6 Green infrastructure strategy

2.6.0 Overview

The masterplan's green infrastructure (GI) strategy seeks to provide the broadest range of high quality green spaces and other environmental features. The site's GI would be a multifunctional resource capable of delivering both substantial ecological services and quality of life benefits for the new community.

In keeping with PUSH's 'Green Grid' policy (as set out in 'Green infrastructure Strategy for Push') Newlands GI would respond both to the site's existing topography and natural features, which includes ancient woodlands, hedgerows and various water features, as well as to the surrounding historic landscape. Key to this would be the establishment of strong, accessible and biodiverse east-west green linkages that connect the development to the countryside beyond and in particular to the Forest of Bere. All components of the urban realm (schools, housing, industry and retail) would be set within an extensive network of green spaces, ensuring the new landscape is both permeable for wildlife and can also be readily traversed by pedestrians and cyclists within an attractive and tranquil environment.

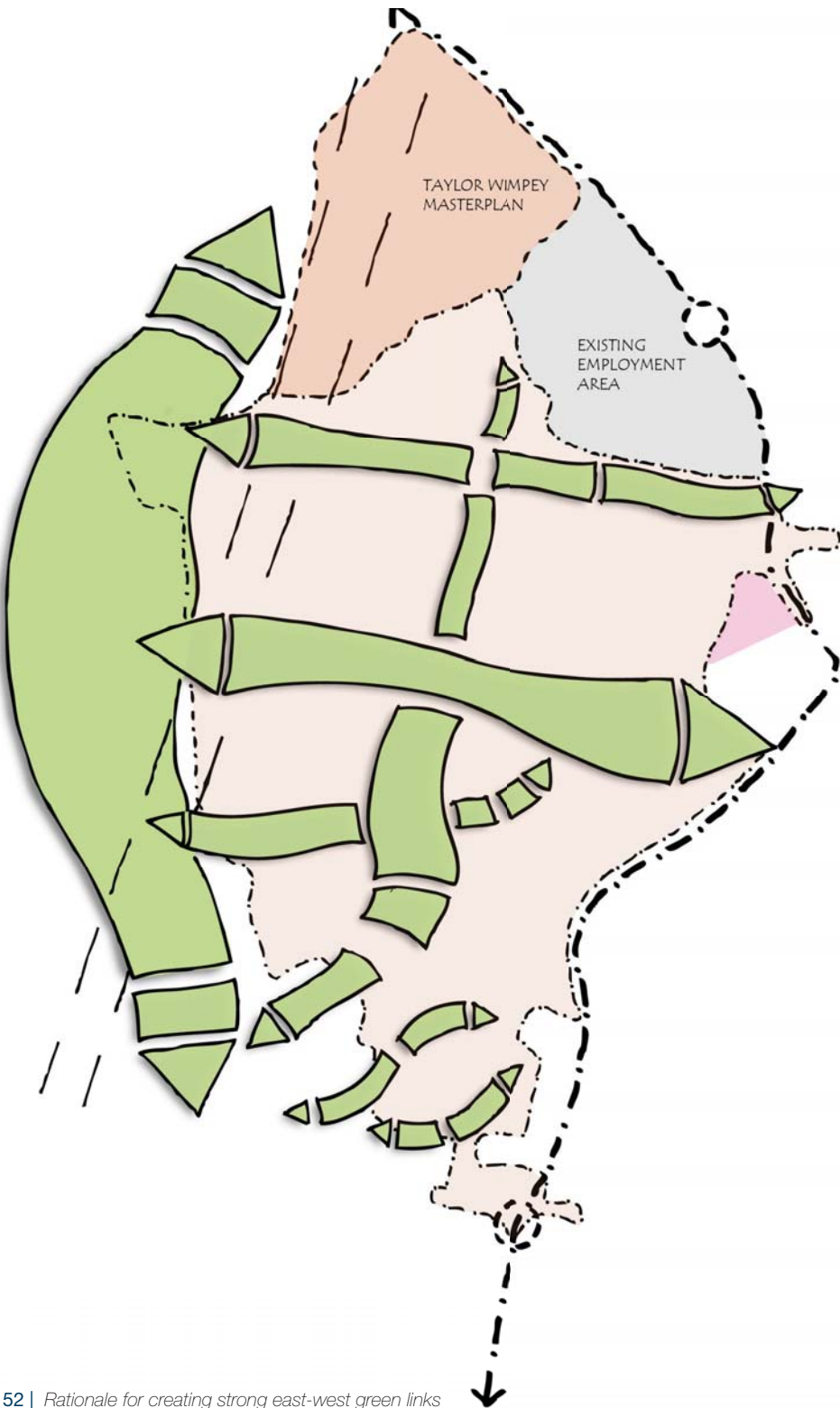
While the GI would cater for both passive and active recreation, access would be more carefully managed in sensitive wildlife sites, such as within the ancient woodlands, to ensure their conservation interest is retained. The recreation strategy is set out at Section 2.7 of this document and has been strongly informed by: the existing biodiversity and the proposals for new habitat creation; the local food growing imperative; and requirement for a multifunctional approach to the SuDS design (see Section 2.9).

As discussed, the Newlands GI Strategy is in keeping with the GI objectives for the wider PUSH area and includes the following shared aims:

- Seek to maximise multifunctional uses of open space and natural spaces for a range of benefits relating to biodiversity, climate change, the production of food, fibre and fuel, economic investment and activity, health, landscape, recreation and well-being.
- Promote connectivity of all types of green space at a range of scales.
- Provide a key element of the sub-region's mitigation strategy in relation to the Habitats Regulations.

The Green Infrastructure for Newlands is therefore set out in the following order in the following sections of this document:

- Biodiversity strategy
- Landscape, recreation and art
- Food growing
- Water and Sustainable drainage



52 | Rationale for creating strong east-west green links



2.7 Biodiversity

2.7.0 Delivering an ecological structure

Newlands is an ecologically complex site including four locally designated ancient woodland sites, and various protected and scarce species, including badger, dormouse, bats, great crested newt, reptiles, breeding birds and invertebrates.

Designing green infrastructure that incorporates such rich native biodiversity tends to bring, by default, many of the other ecosystem goods and benefits, e.g. improvements in public amenity and wellbeing, ameliorating air quality and microclimatic extremes, hydrological and edaphic services, and of course supporting wildlife for its own sake. The green infrastructure strategy seeks not only to integrate the site's existing highly valued biodiversity but also to significantly enhance it. Therefore the aim of the masterplan is to achieve a meaningful 'net gain' for biodiversity.

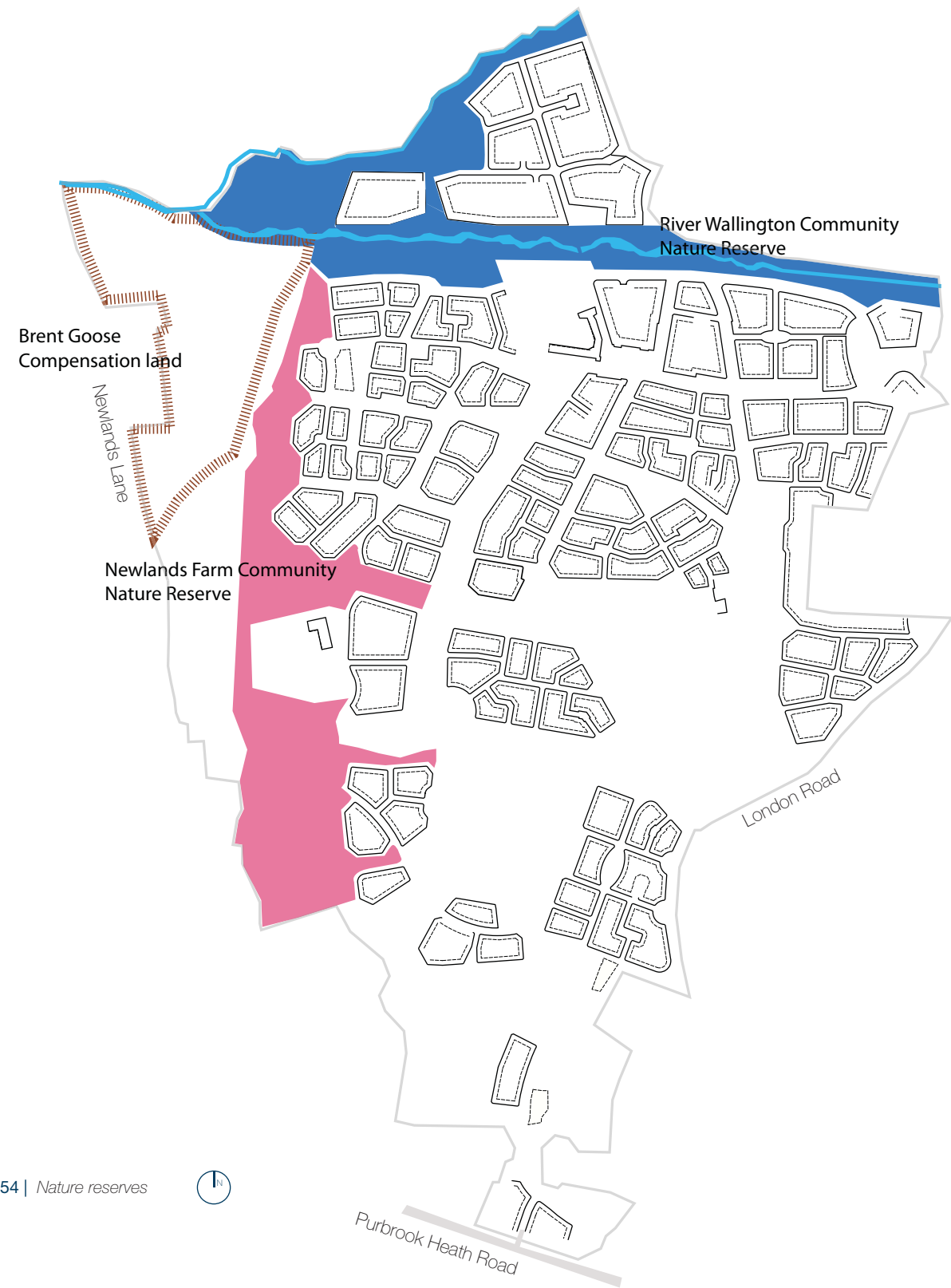
Buildings	East-west wildlife corridors	A Arable
Woodland and copses	1 River wallington community Nature reserve	I Improved grassland
New trees	2 Dormouse skywalk	SI Species-poor semi-improved grassland
New hedgerow	3 Barnfield extension	Standing water
Restored hedgerow	4 Alsfordmoor	Woodland
Lightly grazed cattle pasture	5 Marrellsmoor Row	Hedgerow with trees: species-poor
Wildflower grassland	6 Highfield Row	Hedgerow with trees: species-rich
Occasionally mown tussocky grassland principally for Barn Owls	A Newlands farm community Nature reserve	Hedgerow: intact, species-poor
Allotments	B Plant row	Hedgerow: intact, species-rich
Orchard	C Main park	Scattered broad-leaved trees
Amenity grassland	SuDS features (Swales not shown)	Scrub: scattered
Otter holt	New amenity water features	Running water
Barn owl nesting box		

2.7.1 Community Nature Reserves

The proposed creation of two substantial, multifunctional and biodiverse areas of green space is fundamental in achieving the site's net gain in biodiversity, whilst at the same time securing the many other ecosystem goods and services (see figure opposite). The two chosen sites are referred to as Community Nature Reserves (CNR). The two CRN sites are:

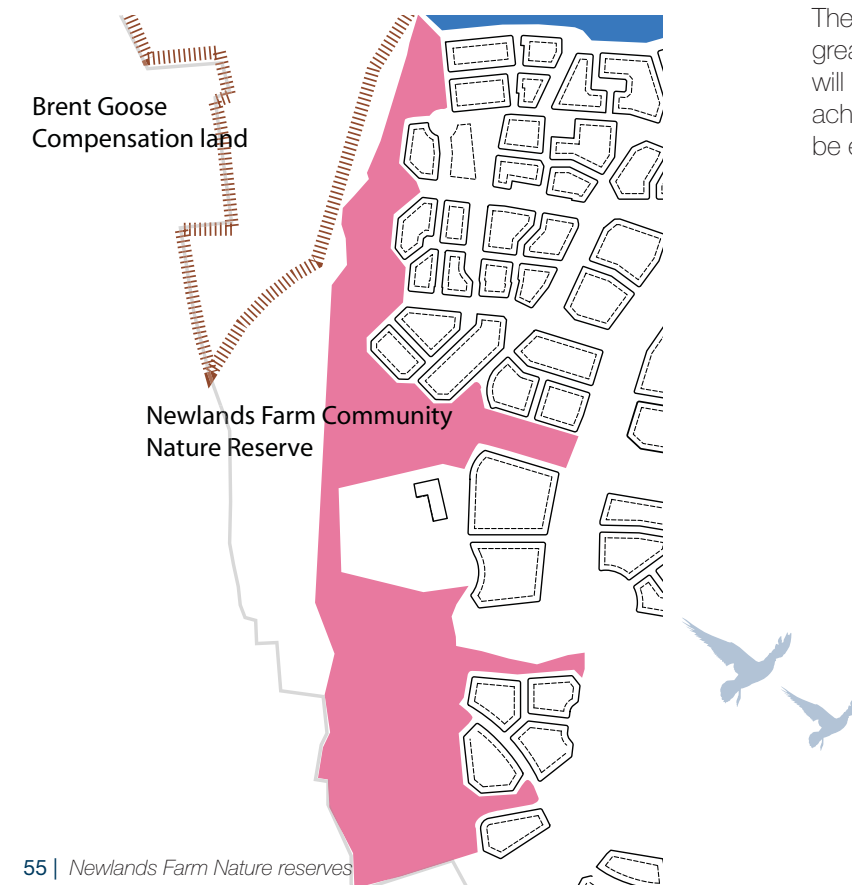
- Newlands Farm CNR
- River Wallington CNR

Although these reserves would not have a statutory basis, their creation, combined with appropriate interpretation and a commitment to long term ecologically informed management, aim to promote more effective conservation of each site's biodiversity than would otherwise result from a less formal approach to green infrastructure provision. Their CNR status would also encourage much greater community ownership and thus it is hoped would also foster local voluntary stewardship.



2.7.2 Newlands Farm Community Nature Reserve

The Newlands Farm CNR would encompass the newly created zone of green infrastructure between the western fringe of the built development and land being retained (but ecologically enhanced) under agricultural production. The extensive area would consist of a wide diversity of habitats including woodland copses, new and restored hedgerows, wildflower meadows, public allotments and various water features (including existing ponds and various newly created SuDS).



2.7.3 River Wallington Community Nature Reserve

The River Wallington CNR would consist of:

- The new alignment of the restored River Wallington as well as adjoining riparian and other habitat.
- Old Park Farm Stream and adjoining habitat.
- Wallington Wood - a newly created and substantial wet woodland between Old Park Farm Stream and the River Wallington, immediately upstream of their confluence.

The creation of the two CNRs will ensure a biodiverse rich site and greater opportunities for habitat and wildlife creation on-site. This will not only ensure the preservation of the existing biodiversity is achieved but will also result in a net gain in green infrastructure to be enjoyed by the new and existing population.



2.7.4 Brent Goose Compensation Lands

A four-year study has been undertaken to systematically record use of the Newlands Site by Brent Geese. Although no geese were recorded, they have been observed on the site prior to this study. As a precaution therefore, an area of land has been set-aside of appropriately managed farmland on the western fringe to cater for their needs should they return. This area of land is referred to as the Brent Goose Compensation Lands.

2.7.5 Dog-friendly green infrastructure

Newland's green infrastructure includes various dog-friendly provisions. In addition to simply catering for needs of dog-owners, such provisions are also critical for minimising the number of visits by Newlands' new community to local European designated coastal wildlife sites where recreational disturbance to waterfowl is becoming a serious concern (various visitor surveys indicate many people visit such sites specifically to walk their dogs).

The large park areas at Newlands provide attractive conditions for dog-walking within a formal setting. However, many dog-walkers, in particular those that regularly visit local European Sites, seek more informal greenspace. Hence, provision of dog-walking opportunities within the Community Nature Reserves has been a key consideration in their design. Dog-friendly facilities within the CNRs include varied circular walking routes, designated areas for off-lead exercise and training, and two purpose-built dog agility courses.

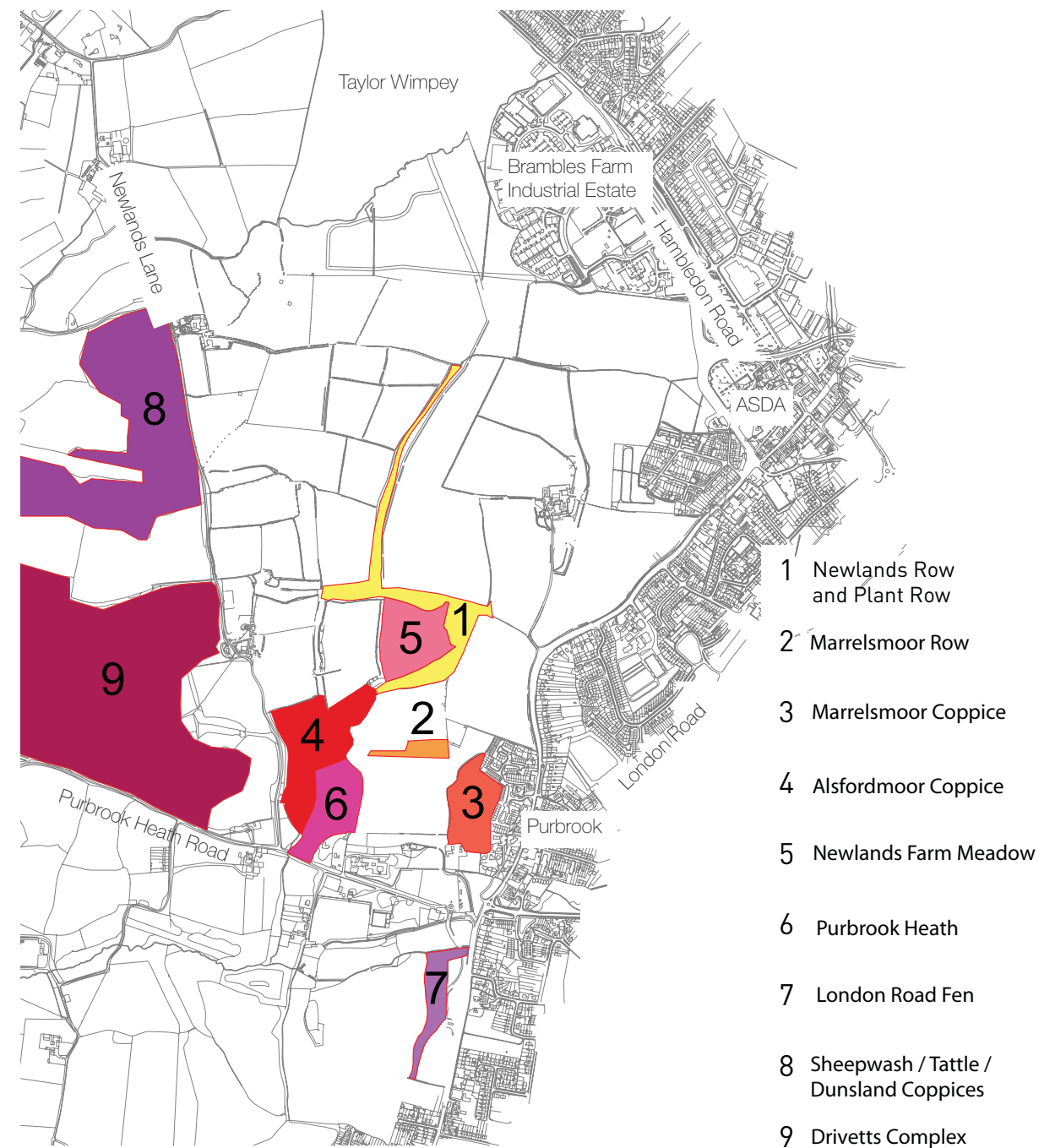


57 | Indicative Dog Walking Routes

2.7.6 The Green Web

The site's key existing habitats, most notably the ancient woodland, have been carefully considered within a broader ecological context. Strengthening habitat connectivity is key to this particularly with respect to the site's relatively immobile species, such as dormice, but also for flying species sensitive to habitat fragmentation such as bats.

The dormouse is an arboreal species that is often dependent on a network of hedgerows and copses to link small and otherwise isolated pockets of woodland habitat.



2.7.6 The Green-Web Continued

Preserving and strengthening green linkages, described as Wildlife Arteries, is critical in maintaining a viable dormouse population, as well as healthy populations of other vulnerable species. These arteries would be based on existing key linear habitat features that would also be significantly enhanced as well as appropriately buffered against inevitable post development recreational pressures. East-west corridors would include:

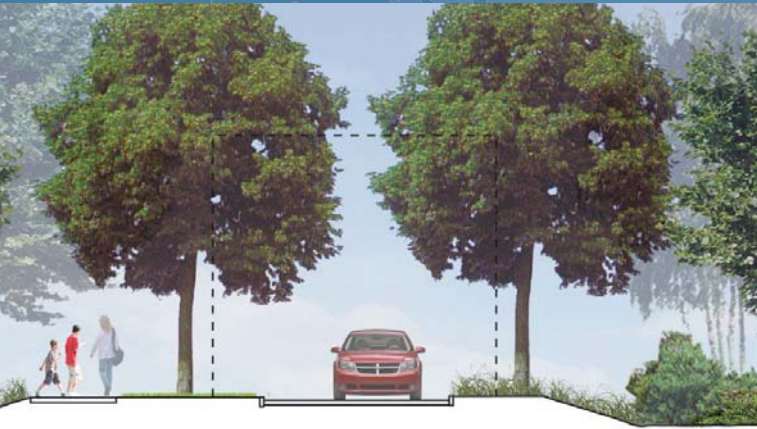
- River Wallington Community Nature Reserve.
- The Dormouse Skywalk – based on the key hedgerow (and adjoining copses) linkage between Plant Row and the woodlands bounding Newlands to the west.
- Barnfield Extension – based on the existing east-west configuration of Barnfield Row woodland and similarly aligned ponds, several of which support Great Crested Newts.
- Alsfordmoor Coppice – based on the general east-east alignment of the two woodlands, Newlands Row and Alsfordmoor Coppice.
- Marrelsmoor Row – based on the general east-west alignment of the two woodlands, Marrelsmoor Row and Alsfordmoor Coppice.
- Highfield Row – based on this woodland's general east-east alignment and connectivity with Purbrook Heath SINC adjacent to the site's south-western corner.

All of these connections seek to generally facilitate the flow of wildlife between the site and the Forest of Bere to the west.

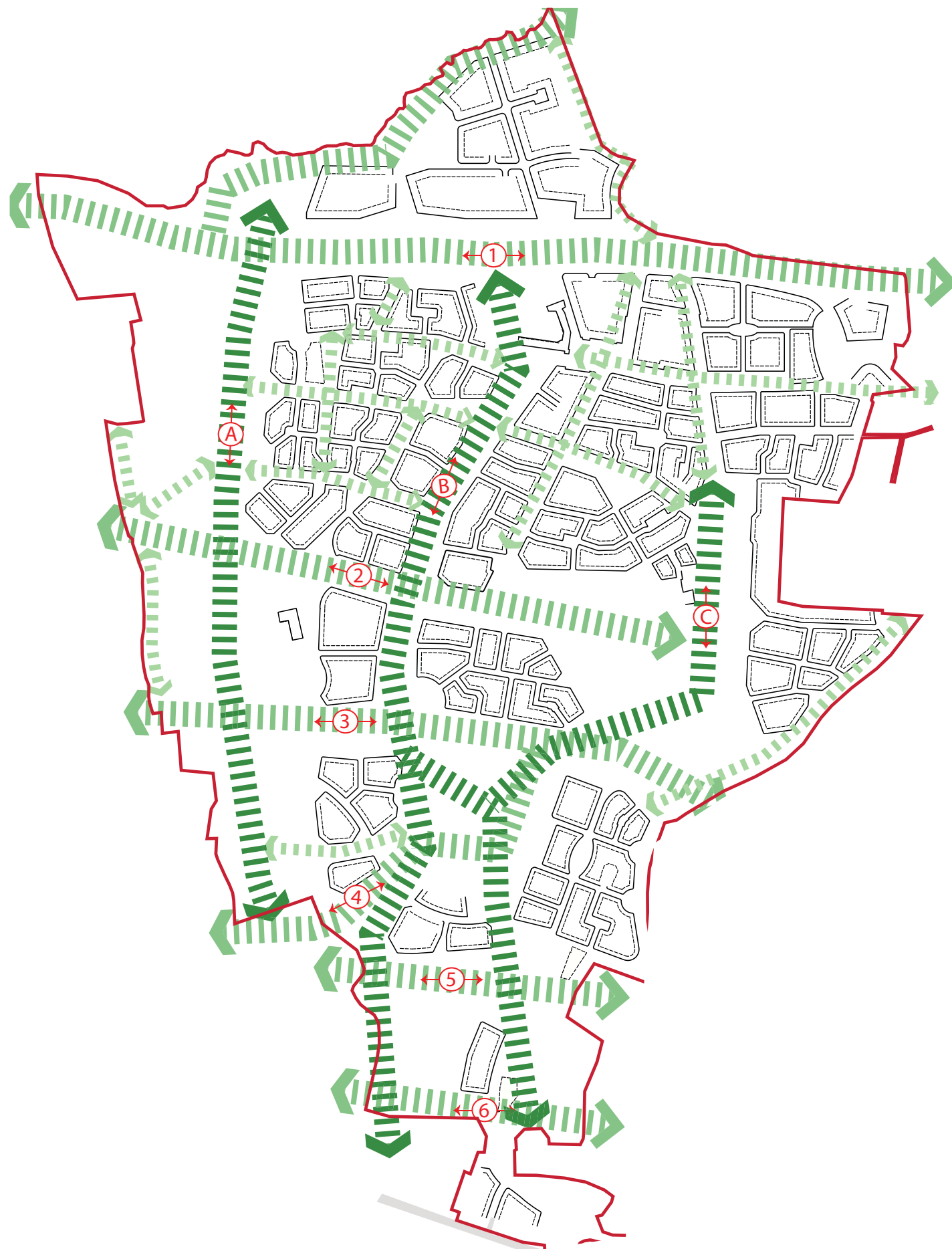
Key north-south Wildlife Arteries (which combine with the east-west connections to create our ecologically-rich 'Green Web') would include:

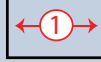
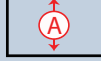
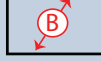
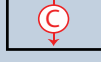
- Newlands Farm Community Nature Reserve.
 - The Woodland Spine – based on the north-south alignment of Plant Row and the broader woodland expanses to the south.
 - The main park – including wildflower grassy margins/ small meadows, hedgerows, treelines, water features etc.
- More minor habitat linkages – Wildlife Arterioles - would also criss-cross the site and would consist of retained hedgerows and adjoining greenspace, SuDS features, streetscape planting etc.

Newlands' green infrastructure strategy is focused not only on integrating the site's existing key habitats and associated fauna, but also ensuring these habitats are all significantly expanded and interconnected, thereby ensuring the landscape is permeable for wildlife. The strategy's objective is not only to conserve and enhance the site's biodiversity for its own sake, but also seeks to contribute to creating a healthy community where people can thrive alongside, and draw benefit from a high quality natural environment.



59 | Connecting canopies and dormouse bridges within the green corridors



-  North-south Wildlife Arteries
-  East-west Wildlife Arteries
-  Wildlife Arterioles
-  River Wallington Community Nature Reserve
-  Dormouse Skywalk
-  Barnfield Extension
-  Alfsordmoor
-  Marrellsmoor Row
-  Highfield Row
-  Newlands Farm Community Nature Reserve
-  Plant Row
-  Main Park

60 | The web of green infrastructure
for Newlands



Key



2.8 Landscape and recreation

2.8.0 Open space provision

The opens space strategy for Newlands exceeds the requirements of Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation. The open space within Newlands has considered a number of planning requirements and polices when calculating the requirement for the new residents.

PPG17 sets out Central Government's requirements in accessing the opportunities, requirements and safeguarding sport and open space and ensures that local authorities assess the needs of the local community. A detailed explanation of this planning context can be found in the Planning Statement which accompanies the hybrid planning application, November 2010.



61 | *Play within streets, Holland.*

2.8.1 Landscape Vision

The quality of the public realm in Newlands will play a key role in creating a quality place and create a strong sense of identity for the development. Through the use of a select palette of surfacing materials, street furniture and planting the design of the streets and spaces can meet the following objectives:

- Highlight the balance between vehicles and pedestrians, with increased priority given to pedestrians and cyclists through greenway and cycle routes, shared surface streets and reduced traffic speeds.
- Enhance legibility through the careful use of signage and public art at key locations.
- A 'green' neighbourhood, with street tree planting to unify the architecture, enhance biodiversity and create a more intimate scale to the wider streets and spaces.
- Create streets that are places for lingering in rather than passing through. Create opportunities for public seating in key spaces, as well as for pavement cafes and local retail uses 'spilling out' onto the pavement.
- Use a unified suite of street furniture and lighting to promote Newlands as a high quality place to live.

The landscape masterplan seeks to:

- retain the existing woodland blocks, treebelts and hedgerow network across the site and further supplement and reinforce these networks with new planting;
- deliver a high quality hard and soft public realm across the proposed development, which is wholly inclusive in its design, the character of which progresses from urban to rural east to west across the site;
- deliver a tree hierarchy which is linked to the movement hierarchy;
- deliver a range of multifunctional green spaces including two new areas to be devoted to use as Community Nature Reserves;
- deliver a new legible urban quarter with direct connections with the existing community and town centre;
- deliver a clear open space hierarchy and network of varied spaces, placing nature at its heart through the integration of a range of recreation, play, community garden and allotments;
- deliver opportunities to improve the biodiversity assets both through the deculverting of the River Wallington and recreating its natural channel profile and providing for the existing habitats which are or likely to be present;
- deliver both natural and semi-natural landscapes, connected to the SuDS and biodiversity strategy wherever possible;
- deliver a design solution which considers sustainability issues;
- deliver a holistic and integrated public arts strategy.



62 | A Play strategy - Town Park detail

	Existing woodland		Meadow planting and nature reserve
	Proposed woodland		Land for grazing/crops
	Existing trees / hedgerow		School grounds
	Proposed trees / hedgerow		SINC
	Open space		Footpaths
			Development and streets

63 | A vision for the landscape strategy for Newlands



Key



2.8.2 Open space hierarchy

A hierarchy to green infrastructure is proposed across the site. The principal open spaces are formed by the new parks and the rural edge to the west of the proposed development. These are set within three distinct landscape types which encompass a range of activities:

- 1. The Park serves both the existing Waterloooville community together with the new population generated by the proposed development. These spaces provide both formal active and passive recreation.
- 2. The Countryside Edge is more rural in nature and offers a range of spaces, providing transition between the new urban edge and the existing landscape beyond. This edge landscape includes:
 - Areas of productive landscape. These will comprise both formal allotments and community garden areas.
 - Informal biodiverse open spaces, providing visual amenity and passive recreation. The focus for these activities will be Newlands Farm Community Nature Reserve (see Section 2.7).
- 3. The River Wallington character area contains the naturalised margins to the River Wallington corridor, providing opportunities for wildlife and passive recreation - to be incorporated within the new River Wallington Community Nature Reserve.

In addition to the above, a series of formal and dedicated areas of equipped play are located both within these landscape types and the developed character areas. These are subdivided into NEAPs, LEAPs, LAPs and areas of doorstep play. The play strategy is set out on the following page.

All of these spaces are to be integrated with the SuDS.

- 4. The Cemetery will be located on the southern part of the site and is to be designed for solitude and quiet reflection.

Key

Park

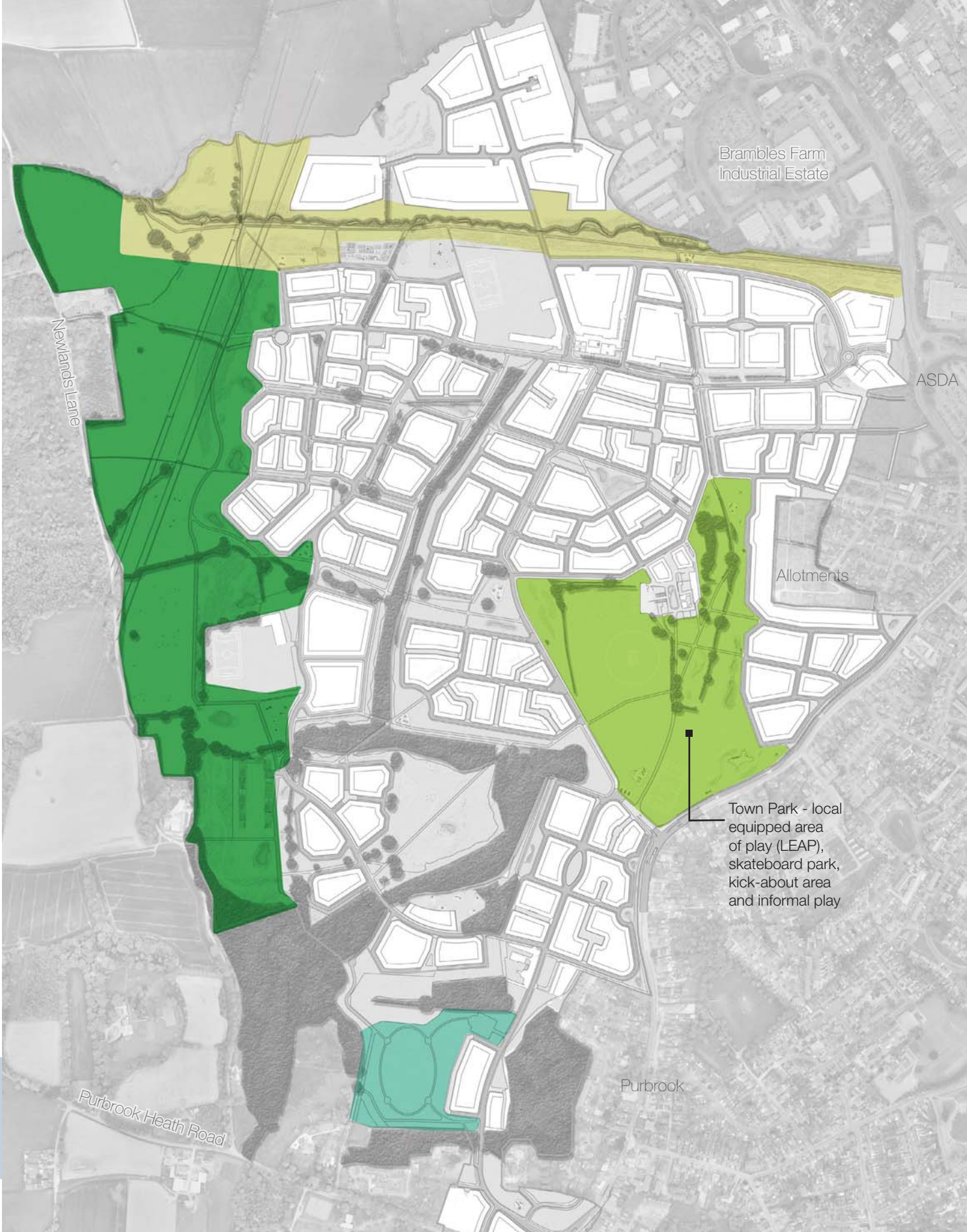
Countryside Edge

River Wallington

Cemetery

64 | Open space hierarchy

N





2.8.3 Play strategy

The open space network caters for a range of formal active and passive recreation. This includes:

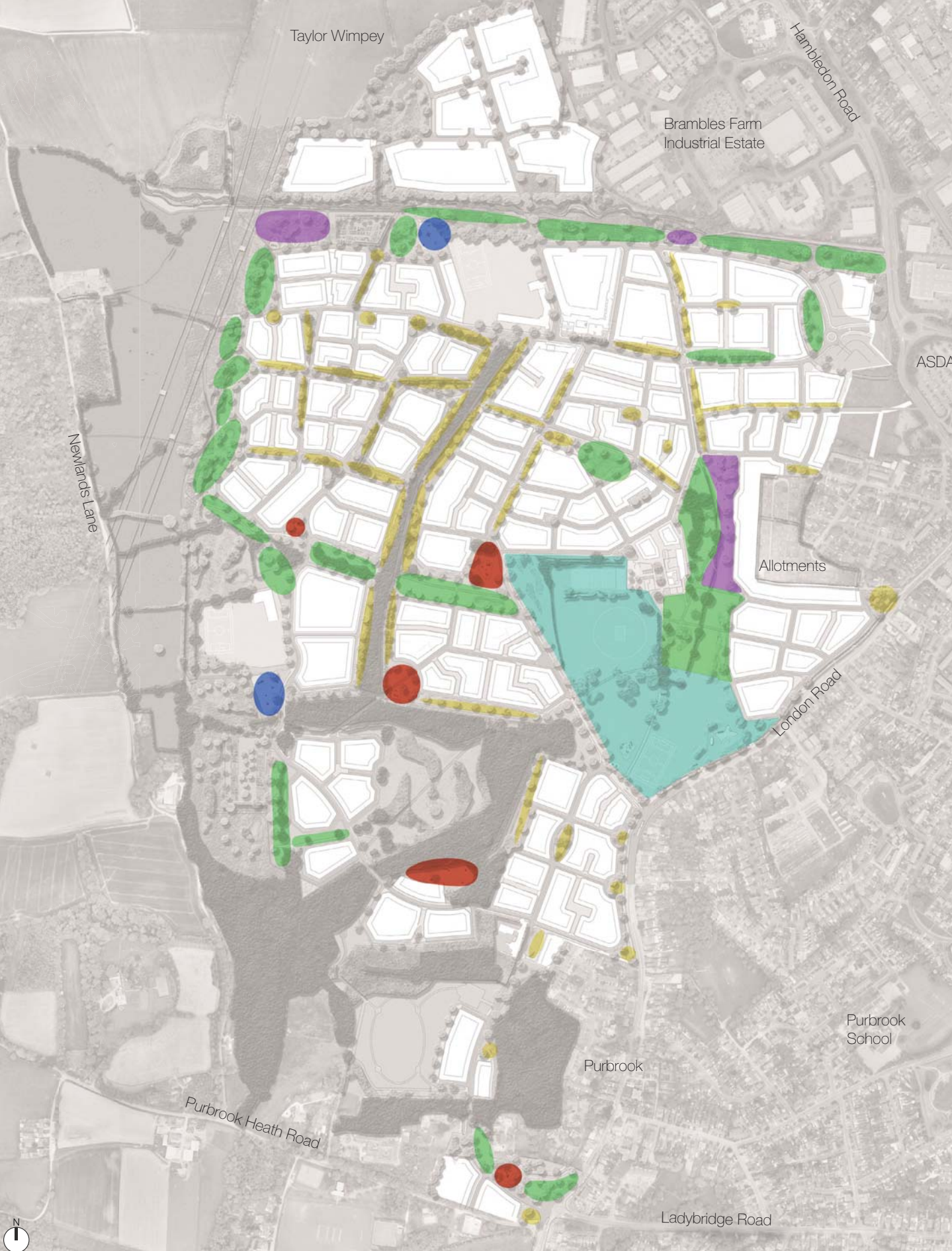
- Formal playing pitches for football and cricket.
- Dedicated formal tennis courts.
- Dedicated formal areas of play, in accordance with Fields in Trust design guidance and local authority policy.
- Multi-use Sports Area (MUSA) and Multi-use Games Area (MUGA).
- Neighbourhood Equipped Areas of Play (NEAP), including linear spaces for trim trails.
- Local Equipped Areas of Play (LEAP).
- Local Areas of Play (LAP)/ Doorstep play areas.
- Areas of informal open space for informal play.

The equipped play areas are to be designed as a complementary suite of play across the site, using natural elements wherever possible. In particular, the junior play spaces are to be designed to embrace the 'learning through landscapes' approach in terms of naturalistic play.

A series of productive multi-functional landscapes are proposed across the site, encouraging the new community to source food locally as well as incorporate informal play in communal social environments. More on food and community gardens is explained in Section 2.10.



65 | *Delivering opportunities for play*



- Sport provision
- Designated formal play - NEAP
- Designated formal play - LEAP
- Designated formal play - LAP
- Informal play with open space
- Doorstep play

66 | Play strategy



Key



2.8.4 Play space and walking distances

The guiding principle for the location of the town park is based on providing a new integrating space and facilities that are readily accessible to both the existing residents and the proposed new community. This is why it has been located next to London Road and will benefit Purbrook and WaterlooVille residents.

The location of the dedicated play areas (NEAPs, LEAPs and LAPs) is based on the design guidance set out in 'Planning and Design for Outdoor Sport and Play' (2008) by Fields in Trust (FIT) together with local planning authority policy guidance and discussions with officers. The walking distance criteria are based on the Fields in Trust (FIT) Benchmark Standards. These walking distances are determined depending on the type of space and are illustrated in the Figures overleaf in relation to Newlands.

FIT standards are as follows:

LAP – requires a walking distance of 100m or 60m in a straight line which equates to a 1min walk.

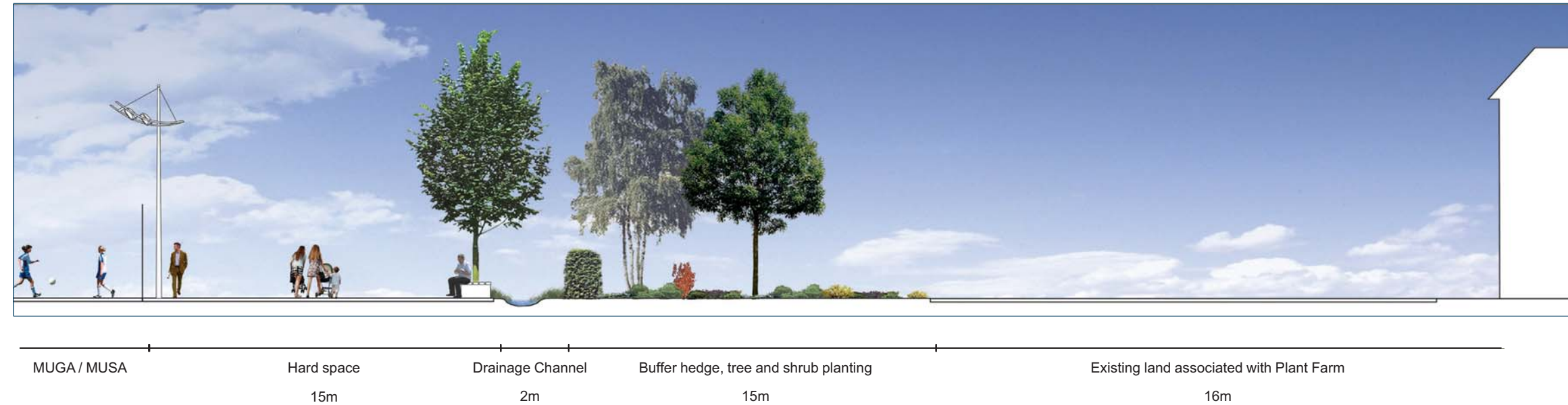
LEAP – requires a walking distance of 400m or 240m in a straight line which equates to a 5min walk.

NEAP – requires a walking distance of 1,000m or 600m in a straight line which equates to a 15min walk.

When calculating any walking distances to a play, or sports space these Benchmark Standards will be adopted in accordance with current recognised guidelines by local authorities.

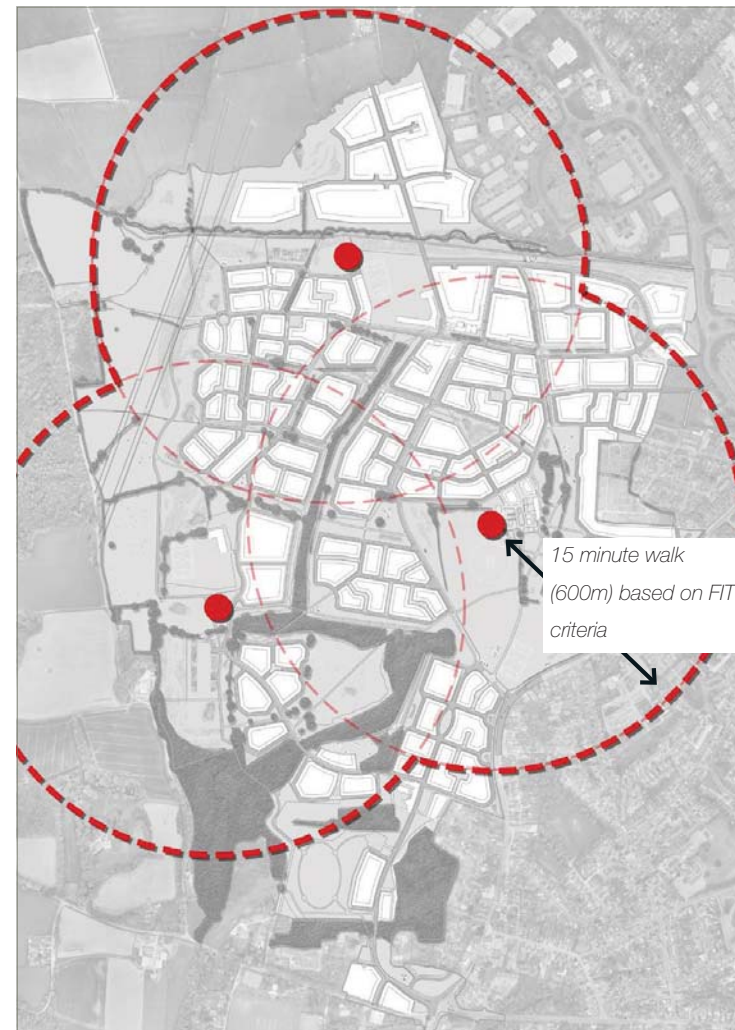


67 | Multi Use Games Area (MUGA) concept for the Town Park

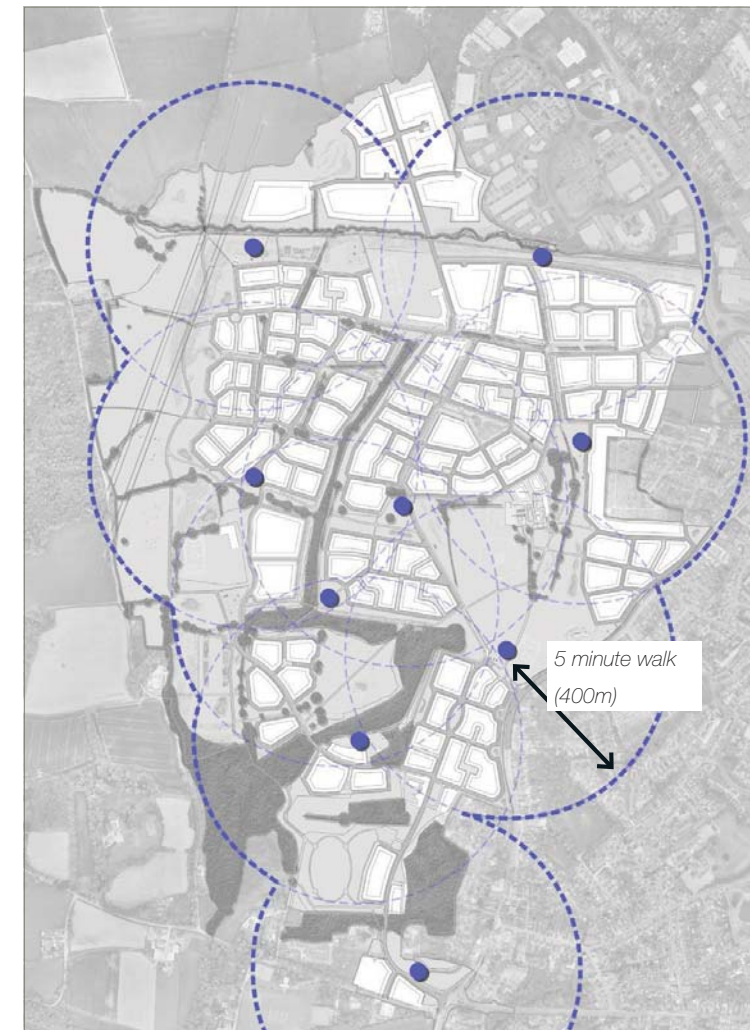




1 | District 'Town Park' Concept, Delivering a new park and recreational facilities for Waterloooville, within a 15-30 minute walk distance (1,200m) it can cover a substantial area and provide a facility for the existing and future populations of the area.



2 | NEAPs (Neighbourhood Equipped Areas for Play). The whole of the Newlands development can access formal equipped recreational areas within a 15 minute walk distance (600m based on FIT criteria).



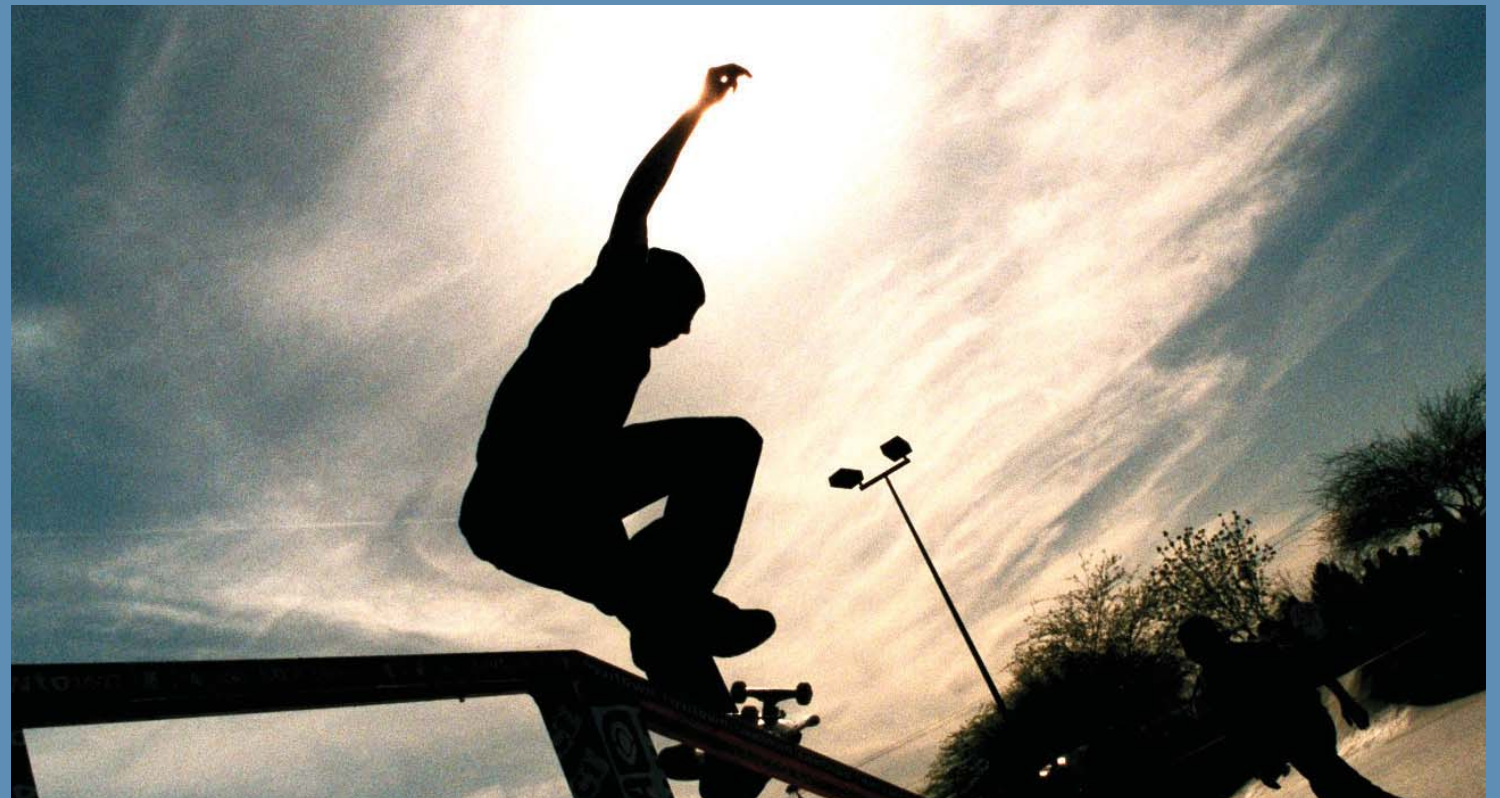
3 | LEAPs (Local Equipped Areas for Play). These will be accessible within a 5 minute walk distance (400m based on FIT criteria) of each part of the residential development.



2.8.5 Landscape and recreation summary of outputs

Places to play and socialise are a vital part of the Newlands masterplan. In summary the masterplan proposes:

- A range of play facilities for all age groups that are accessible.
- A new town park on London Road.
- Cricket pitch;
- Multi-use games area (with potential for five-a-side, basketball).
- Multi-use sports area (with potential for tennis).
- Natural play in two significant new Community Nature Reserves.
- New footpath and bridleway links through the site encouraging access to the play environment in the existing countryside network.
- Trim trails.
- Formal equipped and informal play spaces integrated into the housing area's open space using natural elements of play.
- Allotments.
- Community gardens.
- A skateboard park.
- A youth shelter.
- Areas of passive recreation in the form of the agricultural land, the nature reserve and the River Wallington corridor.



69 | A new skateboard park in the proposed Town Park

2.8.6 Tree strategy

The proposed tree strategy retains the established individual trees, tree groups and woodland blocks. The tree strategy seeks to reinforce this existing structure and is inherently linked with the proposed movement networks.

Large street tree species are to be used on the principal road corridors, with medium tree species proposed to the secondary and tertiary routes.

The selection of tree species will be based on those found locally and which also encourage biodiversity opportunities.

The masterplan will allow for pockets within the landscape to accommodate large tree species and their future growth. This will extend the existing townscape character into the site, where mature trees are visible forming part skyline and local landmarks.

The design code document sets out the type of species to be used across the site to reinforce the movement hierarchy and legibility.



- Large tree species (primary routes)
- Medium tree species (secondary routes)
- Small tree species (tertiary routes)
- Trees selected for diversity and recreational value
- Trees selected for ecological value
- Feature trees
- Orchard trees

70 | Tree strategy



Key

2.9 Public art

2.9.0 Integrating art into development

The proposed new spaces create significant opportunities for public art to be incorporated into new development. Public art should to be considered as an integral element of the design of public spaces and buildings. The local centre, Town Park and the gateway to the development from the town centre are all potential locations for 'civic art'. This will mark a point of connection/ link between Waterlooville and the Newlands development and creating landmarks and points of interest within the street scene, adding to the legibility of the development.

The Phase 1 detail also allows for a visual stop to the end of Broad Street, which also acts to highlight a subtle change of direction in the street and future visual link to the local centre.

New community buildings and the potential pavilion building in the local square also add opportunities for creative architectural lighting and enhance the importance and presence of the local centre as the vibrant heart to the Newlands community.

2.9.1 Arts through local partnerships

Contributions will be made to the relevant local authority to support the development of community arts initiatives that promote the arts within Newlands to assist with the integration of the MDA into the surroundings. Promoting the arts is part of both Havant Borough and Winchester City Councils' aim of improving community wellbeing in the area, which Grainger supports. The commissioning and installation will be subject to further discussions between the local authorities and developer.

The public art commissioned for Newlands should be special, locally distinct and can be integrated into public landscape, buildings and street junctions through features such as light installations and street furniture. It should also be used for the creation of "special features" such as public landscapes, public buildings, light installations, street furniture, street junctions, feature fences or gates to the school, cemetery, etc.

2.9.2 Commissioning arts

When commissioning Public Art the following principles must be adhered to:

Identity and Legibility: The placement and design shall contribute to neighbourhood identity and legibility and shall relate to their particular context.

Community Involvement: In some projects community involvement shall be part of the design process in order to achieve a sense of ownership. This could be through involving local schools or other community groups and shall include existing Waterlooville residents as well as the new residents.

A Lead Artist: The appointment of a lead artist should be considered. This would facilitate the development of a site-wide art strategy which would result in a coherent public art programme for the entire development throughout all the phases.



71 | (Left and right) examples of functional public art

2.10 Food growing

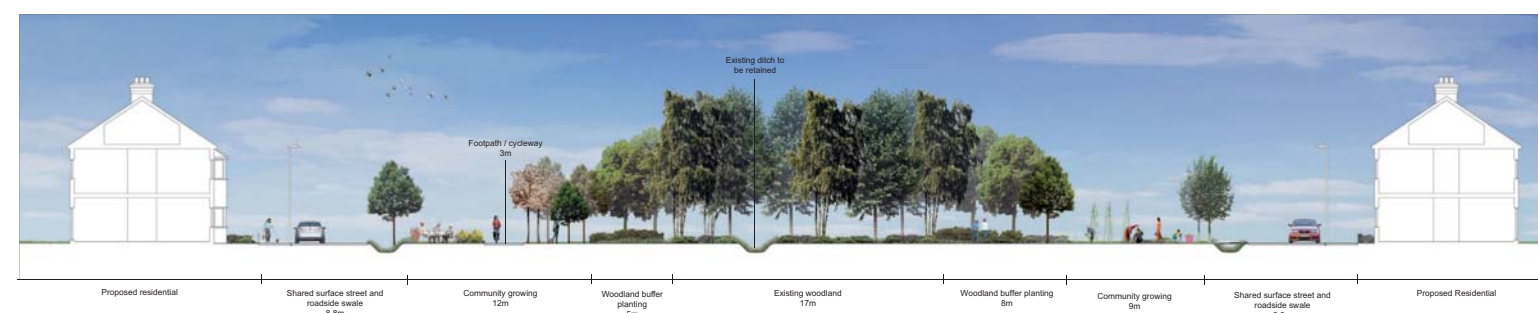
2.10.0 Food growing

A series of productive garden spaces are proposed across the site, encouraging the new community to source food locally. These gardens will comprise:

- formal allotment spaces;
- a series of community gardens which will include local food growing, informal amenity and play; and
- community orchards within key open spaces, to help address the decline of formal orchards and the national biodiversity action plan requirements.

The landscape strategy also creates a hierarchy of food growing in the public realm, from formal allotments and community gardens, to informal areas for food growing as part of the planting strategy. Within these spaces new hedgerows will be introduced that will provide habitat for nesting birds and an excellent food source during the winter months.

There will be a minimum of 1.2 acres of formal allotments, then a series of multi-functional community gardens which allow for food growing, play, informal amenity and SuDS throughout the network of streets and spaces. Orchards will also play a key part in creating a diverse, social and sustainable place.



Section AA - showing the green spine and opportunities for community growing

Either side of the green spine there is potential space for community growing, adjacent to the development edge. The design of these 'free' spaces should be led by the residents, giving them a sense of ownership and helping to strengthen the new community.

The spaces may be used for vegetable gardens, orchards, barbecue and picnic areas, informal seating or play dependant on the communities requirements.

Guidelines, workshops and an initial budget may be needed early on to get the community involved and give them an idea of the potential of these spaces.





2.10.1 Community gardens

The approach to the external landscape at Newlands is to provide a series of green networks which are sustainable and multi-functional. They will provide passive and active uses; biodiversity opportunities; sustainable drainage; and agriculture and visual amenity value across the site. Community growing gardens are proposed as part of this wider network, promoting and providing the opportunity for the new community to grow their own food, on a small, doorstep scale.

The green network organises the landscape elements into a series of flexible outdoor spaces, set within areas of passive recreation. These growing gardens are to be located in front of proposed dwellings for easy access that also ensures good natural surveillance is maintained, whilst also providing visual interest to the streetscene.

The planting around the community growing gardens will be designed to promote a low maintenance regime that requires minimal attendance and watering once established. However residents will be encouraged to take ownership and maintain the plants grown within the gardens in these spaces.

-  Allotments
-  Opportunities for community growing
-  Opportunities for Community Gardens



2.10.2 Hard landscape materials intent

The community growing gardens will be treated as a whole space to allow the creation of a series of simple contemporary spaces. These will be formed of modular landscape elements that ensure a consistent quality and uniformity to the streetscene. The footpaths to and around the gardens will be textured, non-slip concrete slab.

2.10.3 Soft landscape materials intent

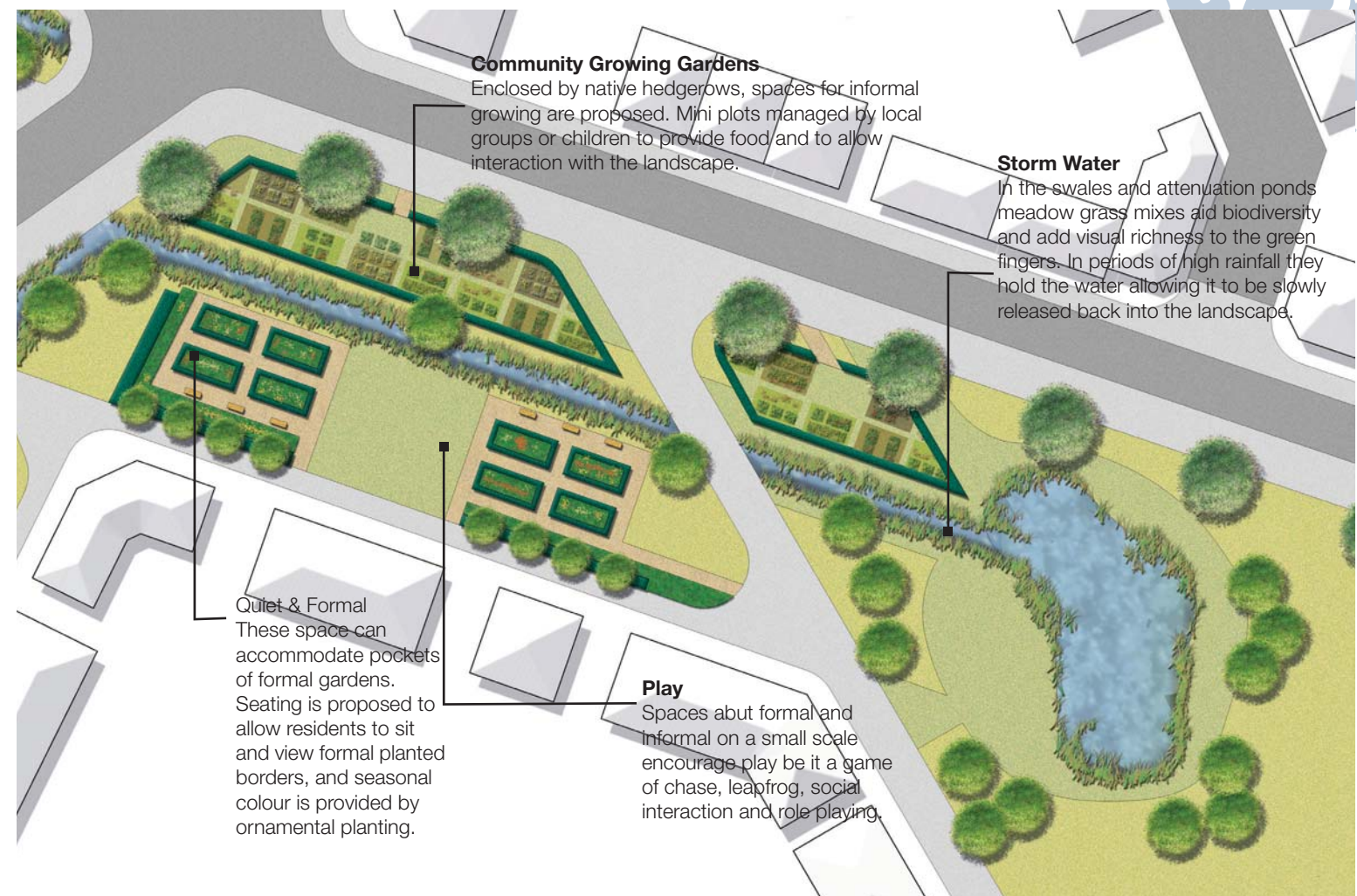
Planting to the edges of the community growing gardens will be varied throughout the development depending on the location. The existing trees will be retained where identified to maintain the existing landscape setting and amenity quality to the external space. The community growing gardens will be semi-enclosed with native planting to increase biodiversity and possible foraging opportunities. In all instances species will be chosen from an appropriate palette suitable to the micro-climate of the site, to provide colour through seasonal variations, texture through plant form and leaf shape, and to provide biodiversity opportunities.

2.10.4 Maintenance intent

The planting around the community growing gardens will be designed to promote a low maintenance regime that requires minimal attendance and watering once established. However, residents will be encouraged to take ownership and maintain the plants grown within the gardens in these spaces.

2.10.5 Technical principles

NJUG and NHBC requirements when planting trees in the vicinity of services and buildings.



74 | Community garden concept layout



2.11 Water and sustainable drainage

2.11.0 Conserving Water

Water conservation is becoming an increasingly important issue in the United Kingdom especially in the South East.

The Newlands development is aiming to reduce the average water consumption of the residents by encouraging a rational approach to water use. The standards set out below are based on the houses achieving the mandatory water target for Level 3 and 4 in the Code for Sustainable Homes.

In order to achieve this, the following design principles must be adhered to:

Water Consumption: The target reduction in water consumption is 40% per person compared to the UK average. A maximum consumption of 105L of water per person per day shall be assumed for all homes.

Low Water Use Fittings: These shall be used throughout the development e.g. aerating taps and showers, dual flush WCs, low water use baths or larger baths with a lowered overflow as well as low water use appliances. The following efficiency standards demonstrate one way in which the minimum target of 105L per person per day for level 3 and 4 within the Code for Sustainable Homes can be met:

- WCs to be dual flush 4 / 2.5 ltr
- Shower restricted to 9 ltrs/min
- Kitchen taps 6 ltrs/min
- Wash hand taps 4.5 ltrs/min

Rainwater Collection: All houses shall have a water butt installed to encourage the re-use of rainwater in the gardens. In the employment area the buildings' roofs shall be designed to facilitate rainwater collection so that it can be re-used for irrigation and to flush toilets.

Drought Resistant Planting: In order to reduce the water demand for landscaping, drought tolerant species shall be planted in all communal areas, eliminating the need for irrigation.

Where species with a higher water demand are desired e.g. fruit trees, they shall be planted close to the swales and the SuDS. Thus, by matching species to the expected moisture levels of different areas of the site, water demand shall be minimised while maximising amenity value and biodiversity.



75 | Example of a swale at Upton, Northampton

SuDS street in Upton, Northampton



2.11.1 Sustainable drainage (SuDS)

Overview

The principal aims of SuDS are to limit the hydrological impact of the development and provide opportunities for amenity and biodiversity. This is achieved by designing the drainage system to mimic as far as practical the response to rainfall of the pre-development situation. The SuDS system at Newlands will:

- Limit the rainfall run-off rate of the development.
- Limit the rainfall volume of the development.
- Ensure a good water quality of rainfall run-off from the development.
- Provide opportunities for ecological enhancement, leisure and amenity.

Principles

Layers of SuDS will provide different functions across the site; these are selected to be appropriate to the geology on site and will vary across the site depending on topography and character. The incorporation of SuDS is integral to the design process. It is therefore important that they are considered by developers and their consultants from the very first concept sketches.

Source Controls

The first level of SuDS is aimed at providing initial pollution treatment and limiting run-off from the first 5mm of rainfall. This is referred to as 'interception storage' and should ideally be as close to the 'source' of the run-off as practical. These serve roofs, paved areas, car parking and roads.

Roofs – Roofs can be treated by substituting traditional roof coverings with 'green' or 'brown' roof coverings. These are particularly well suited to apartments and non-residential roofs.

Where traditional roof coverings are used, there should be a purpose designed SuDS feature between the roof and the main conveyance system. This could be a rubble drain or the sub-base of a pervious pavement.

Drives and private paved areas – Wherever practical, these areas should be of pervious pavement construction, such as pervious block paving, porous asphalt, decking laid with gaps between the boards of no fines aggregates. Where not practical, pervious areas should drain to a gravel trench, pervious pavement sub-base or bioretention area, following any appropriate pre-treatment. The use of gullies and channels is discouraged, unless no alternative is possible; where these are used, they should drain to a gravel trench, pervious pavement sub-base or bioretention area.

Car Parking and Roads – Car Parking and roads are the principal sources of diffuse pollution on a residential development. These derive from automotive fluids, car washing dirt and detergents, road salts and exhaust pollutants. As such the interception storage provision for these areas is of great importance. The precise treatment will depend on area usage, adoptability requirements, area character and topography. At house plot level, all uncovered car standing areas should be of pervious pavement construction.

Wherever practical, car parking areas should be of pervious pavement construction. Where not practical, the surface should drain to swales, bioretention areas or filter drains, following any appropriate pre-treatment. Gullies and channels should be avoided wherever possible, with surface run-off being directed to these areas. Roads should also drain to bioretention areas, swales or filter drains; in some instances pervious pavements will be permitted in adoptable roads. The designers will need to take account of adoption requirements where appropriate.

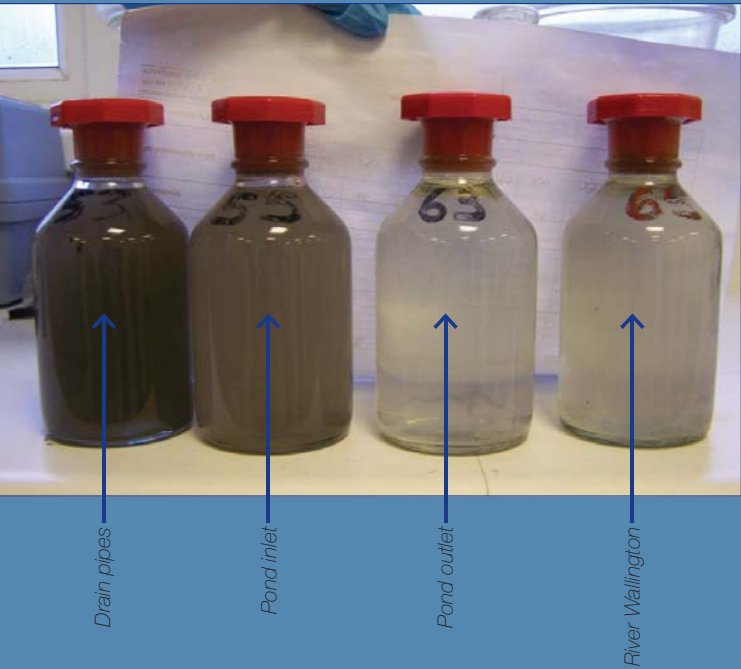
Strategic SuDS

This refers to the principal landscaped SuDS features, which provide the bulk of the attenuation, ecology, amenity and leisure functions.

'Site Controls' will typically serve development areas 2Ha to 5Ha in size. On Newlands these will typically take the form of ponds, landscaped basins and wetlands. Some features will be large enough to mix elements of these. The form of these and principal functions may vary depending on the character areas.

'Regional Controls' will be sited prior to the final discharge point serving multiple development areas greater than 5Ha; these will provide the final pollution treatment and buffering of the discharge from entire catchment areas.

76 | How Sustainable Urban Drainage System can clean water, in this case cleaner than the River Wallington





-  Development
-  Swale
-  SuDS features

77 | *SuDS Strategy*



Key



Integration into the landscape

Great care should be taken to integrate engineered structures into the landscape. This is especially important for soft landscaped SuDS features, where unsympathetic hard engineering will stand out. This is particularly true of headwall structures.

Consideration should be given to whether a headwall structure is actually required. In many instances a small pipe can be cut to the angle of the slope, and simple erosion protection be provided in the form of rocks or contained gravel. Outlets can be designed to be submerged, or kept low with pipes covered as much as practical, vegetation can be designed to screen these structures.

Pipe sizes should be kept as small as practicable, a number of smaller inlets are less obtrusive, and less damaging than a single large inlet.

Where large diameter inlets are unavoidable they could be integrated into another structure, such as a bridge or boardwalk. Otherwise they should take the form of a plain wall without wrapping wingwalls. The SuDS feature slope will be shaped to turn into the headwall. This can be accentuated by creating a short length of swale between the headwall and the SuDS feature. Fencing will usually be required to guard the steep drop created by large headwalls. This should be selected carefully to fit in with the character of the area, with the use of soft landscaping for screening where appropriate.

Security gratings are often fitted to large diameter pipes to exclude large debris, and as a safety measure to exclude children. Gratings shall be avoided where possible unless compelled to install them by the adopting authority. Gratings tend to increase maintenance frequency and flood risk by catching debris and causing blockages.

Gratings can present a hazard to children and wildlife in flood conditions.

Materials for headwalls should be sympathetic to the character of the area and will vary on a case by case basis. In general on Newlands materials used for structures shall be natural stone or brick. The use of pre-cast concrete headwalls should be avoided, as they are generally unsightly. Concrete filled bagwork should also be avoided for larger structures. Timber and living willow structures could be considered, although the adopting authority would have to be satisfied as to their durability.



78 | *Example of SuDS space and headwall structure as part of an access road.
Upton, Northampton*

Adoption and Maintenance

SuDS in private areas such as individual residential curtilages or resident managed shared areas will be privately managed and covered in the Deeds of the properties.

Features solely serving the public highway and within land dedicated to the public highway will be adopted and maintained by the Highway Authority.

All other public SuDS features will be adopted by Hampshire County Council or any other SuDS Approval Body, as defined in the Flood and Water Management Act 2010. Maintenance will be the responsibility of this body.



79 | Example of SuDS space incorporated into the masterplan



2.12 Lighting

2.12.0 Sustainable and safe lighting

Carefully positioned designed lighting provides a sense of place and security and ensures the environment feels welcoming.

The masterplan defines the principal hierarchy and approach to lighting the public realm, streets and spaces. This is to be read in conjunction with technical requirements for highway and street lighting.

The following design principles set out the preferred approach to the selection and location of lighting within the Newlands development and green spaces.



80 | *Example of pavement lighting within feature space*

Street Lighting and Trees: An integrated approach to street lighting and tree planting shall be taken, with an emphasis on safety and visibility.

Adoptable Streets: Street Lighting shall comply to the relevant approved and recognised standards. For primary infrastructure and adoptable streets, lighting shall be designed to Classes ME3a for the main access, S2 for Main Street and S6 for residential areas and footways to British Standards (BS5489 & BSEN13201).

Hierarchy of Lighting Columns: A hierarchy of street lighting appropriate to street dimensions shall be developed across the site. For example, 10m high lighting columns for the Main Street east of Plant Row, 8m high columns for the eastern areas (Village Quarter and Parkland Quarter) and 6m high columns for residential streets. Lanes and Courtyards will be encouraged to have lighting units off buildings. Footpaths shall be lit by 4 to 5m high lighting columns.

Main Street: This shall be lit by distinctive street lighting to highways standards using selected street light columns and fittings whose design complies with the guidelines. Feature lighting shall be used here to pick out special buildings, landscape features and public spaces.

Residential Streets and Lanes: These shall be illuminated by a common luminaire, from lights fixed to the buildings wherever possible, or simple and understated columns integrated within streets and any shared spaces. When selecting light fittings their availability over time shall be considered.

Parkland and Rural Edge: Routes through the Town Park, cemetery space, shall use the same light fitting. Certain routes through the Town Park and woodland/ rural edge could have low level lighting which is movement sensitive to minimise the impact on wildlife.

Local Squares and Spaces: These shall have external feature lighting which creates a particular mood and character. This shall complement the buildings, public realm and functions associated with each square. It shall have a subtle but a distinctive effect picking out and highlighting key features within the space.

Columns and Luminaires: There shall be a limited palette of contemporary fixtures and fittings. Wall mounted lighting, bollards with integral lights and ground level uplighters shall also be used to provide variety and interest. The selection of lighting shall be consistent in appearance as part of a family and contribute to an overall language of lighting and street furniture. The spectrum and colour of the lamps shall also be considered in relation to the location of the light fittings. Harsh lighting shall be avoided.

Light Pollution: This shall be avoided by using fittings that enable the horizontal light distribution to be cut-off preventing upward light sky pollution. They shall also limit potential light pollution and visual impact on the surrounding development.

Pedestrian Safety and Security: This issue shall be considered carefully with regard to pedestrian and vehicular circulation around the neighbourhoods at various times of the day and season.

Lighting Controls and Time Zones: A system is required that provides a readily adjustable means of altering the controlled times for the space lighting installations. All lighting is to be developed to prevent wasted lamp operating hours and energy.

Street lighting



Feature spaces



On buildings and structures



Feature spaces



81 | Example of lighting to be used in Newlands



Main Street lighting



Residential Street lighting



Lanes lighting



Pedestrian and cycle route lighting



Feature lighting to square (architectural + public realm)



Architectural lighting opportunity



MUSA lighting



Skate park lighting



Feature lighting

82 | Lighting strategy



Implementation

Implementation

Section Three





3.0 Monitoring outcomes

3.0.0 Guiding development

The masterplan is based on a flexible framework with development blocks to cater for a variety of uses and building types and should be able to adapt to changing requirements over time. Nevertheless, any masterplan and code, which sets out guidance over a long period of time, needs to be reviewed if it relates to a large site that may only be fully developed over a period of some years. The guidance contained within the Design Code Document should be reviewed every 5 years or at every 500 units unless otherwise agreed with the local authorities. This will ensure that local needs and/or government guidance produced that may have a direct impact upon the approach highlighted within this document, is continually updated and taken into account.

USE	AMOUNT	PROJECTED PHASE
Homes (total)	Full ranges of homes with an emphasis on family housing, but incorporating 1 and 2 bedroom flats in key locations. TOTAL: 2,550 units	All Phases: Phase 1 194 Phase 2 246 Phase 3 418 Phase 4 48 Phase 5 356 Phase 6 164 Phase 7 20 Phase 8 192 Phase 9 251 Phase 10 189 Phase 11 218 Phase 12 110 Phase 13 114 E1 30
School 1 (3FE Primary)	Approx 3,000 sqm Site area 3.0 ha (3FE)	Phase 1 access
School 2 (2FE Primary)	Approx 2,000 sqm Site area 2.0ha (2FE)	Phase 12
Health Centre	Site area of 1.18 ha	Phase 6
Community Centre (with nursery)	Site area 0.13 ha	Phase 6
Retail	0.92 ha	Phase 6
Public House	0.05 ha	Phase 7
Leisure	0.15 ha	Phase 6
Employment (B class)	14.60 ha	Phase E1 and E2
Extra Care Home	74 bed home	Phase 6
Cemetery park site	4.2 ha for parkland cemetery	Access via Milk Lane Phase 2

3.1 Delivering the masterplan

3.1.0 What the project will deliver

The masterplan demonstrates a variety of opportunities for mixed-use development. It provides a platform to encourage new jobs, homes, community facilities and leisure activities. The Masterplan is not fixed in stone, but sets out a number of key principles to help ensure a quality development.

The development of the Newlands community has the opportunity to provide an important catalyst for the wider economic benefit of Waterloooville and Purbrook. The types and number of uses, the potential range of units and the projected number of new jobs that the core masterplan area can generate are set out in the following table.

The figures are estimates based on a calculation of floor space on the masterplan, standard rates for jobs per sq m and standard unit sizes. The numbers of jobs are given for guidance only.

Delivering the plan



3.2 Proposed phasing and monitoring

The timing of the delivery of the local amenities is critical to successful placemaking. Too late in the development and the new residents will be left wanting. Too early and the scheme will be a vacant underused facility which will deteriorate. It is a symbiotic relationship where the uses rely on each other to create a successful place to live.

For these reasons Grainger's approach to the phasing plan allows flexibility in the delivery of the:

1. Town Park (TP): with access off Milk Lane the Town Park can be delivered in phases from an early date to be agreed with the local authority. These phases will relate directly to the built form which is adjacent to the open space.
2. Employment Areas (E1): early access to E1 from Phase 1 will enable Grainger to market the employment areas from an early date.
3. Local Centre: as Phase 1 encompasses access to the school site it also enables access to the Local Centre site at an early stage. It will be important that the retail facilities are not delivered too early in the programme.
4. 2nd Primary School: the current phasing programme indicates that the 2nd Primary school will be delivered as part of Phase 12, however should it be deemed that this facility is required at an earlier stage, access will be provided during the delivery of Phase 10.

The accompanying phasing strategy plan illustrates how the development could take place, but again there will be opportunities for review, since local need and requirements may impact upon the exact phasing of each component of the masterplan.

Beyond Phase 1, the key requirement for Havant Borough Council will be to ensure that the proposed potential cemetery site to the south is accessed via Milk Lane as soon as possible. Due to the lack of capacity in the current sites, Havant Borough Council would like to be on site within the next 2-3 years. The suitability of this site is continuing to be assessed through site hydrology testing, the results of which will be ready in the first half of 2010, following assessment of the rainy season. If results are positive, a further 12 month period of hydrological and chemical testing will be required to prepare a Groundwater Pollution Potential Assessment in accordance with current Environment Agency guidance.

The creation of the access road from Milk Lane will also enable residential development to take place within this part of Newlands as a second phase.

In general terms the phasing will be predominantly led from the northern access, with development staying to the east of Plant Row, and working southwards from Maurepas Way Junction (north) and Milk Lane (central access). The primary southern access to the site will be delivered as part of the Phase 4 development to the south.

Once the zone east of Plant Row is completed then development will commence north to south in the western zone of development. The second 2FE Primary School will be delivered in Phase 12.

Monitoring and review

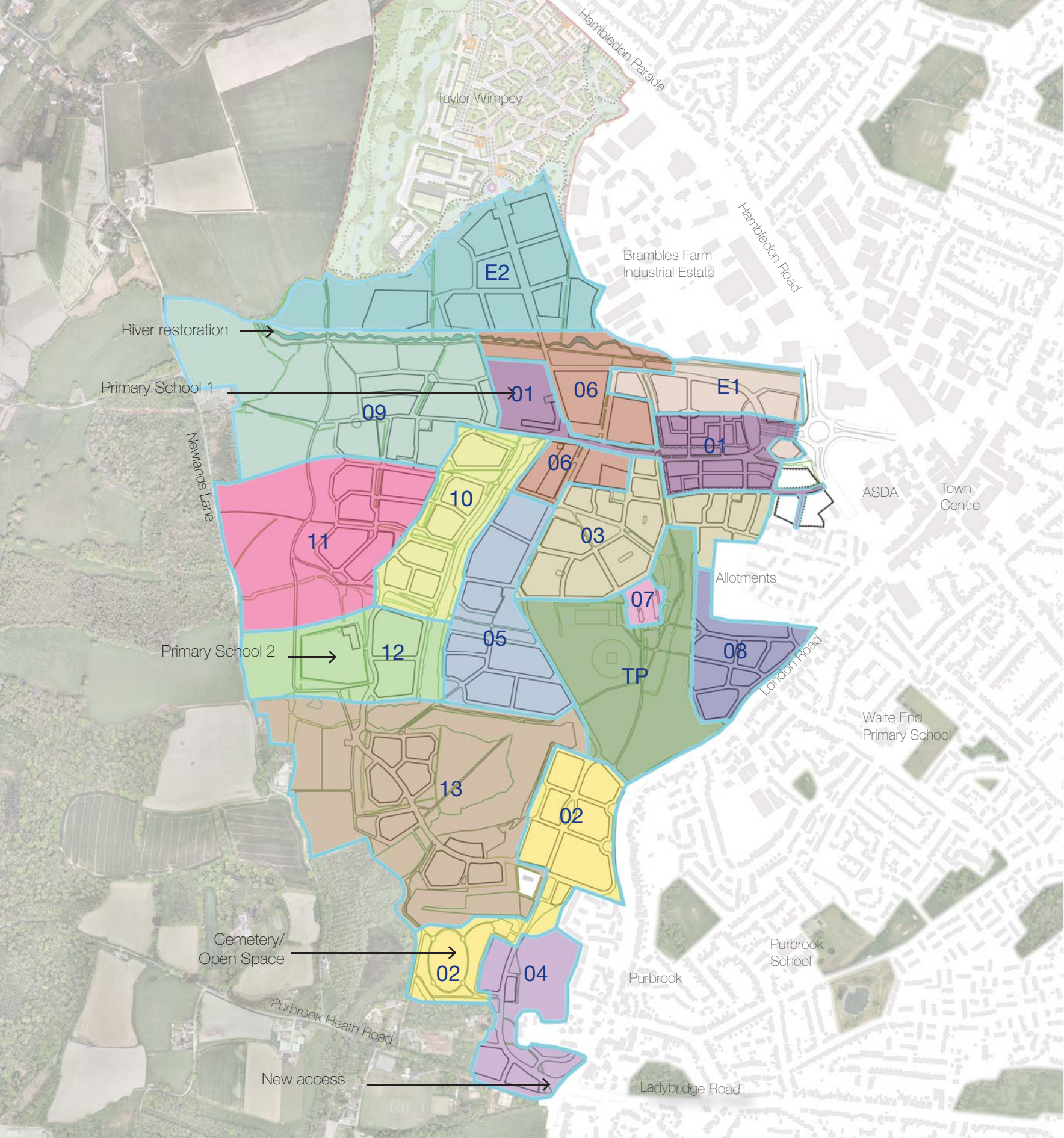
Monitoring of the implementation of the Newlands masterplan and how it is guided by the design code will be a key part of ensuring not only the quality of development but also its ability to adapt to changing needs and market conditions without threatening the core masterplan principles, or design and build qualities.

Minor phasing reviews will be ongoing. More significant reviews will be required of the detailed component of the masterplan and code, including the detailed distributions of development mix. The development team will need to carry out such reviews to this in partnership with key stakeholders such as Havant Borough Council and Winchester City Council.

Design Checklist

Each reserved matter planning application will need to provide supporting material, including a checklist of how the development responds to the following agreed documents:

1. **Masterplan Design Document - which sets out the key requirements and strategic principles of the development.**
2. **Design Code for the relevant use and character area**



PHASE	NO OF UNITS
01	194
02	246
03	418
04	48
05	356
06	164
07	20
08	192
09	251
10	189
11	218
12	110
13	114
E1	30
E2	-
TP	-
TOTAL	2,550

84 | Strategic phasing plan



3.3 Management

Since the company's inception in 1912, Grainger has invested in property and land with a long term view. The company has substantial in-house expertise in property and land management and correspondingly, the Grainger development ethos is of sustained and continual commitment to development projects. We recognise the value this can bring to all stakeholders, including residents, adjoining owners and the wider community.

The Newlands development will be approached with the same long term commitment. We recognise that good management of land and public areas, such as public open space, roads, wetland areas and woodland, involves the right combination of key partners, each partner managing the areas which relate to their own expertise. In this way all areas can be carefully managed to the benefit of the development.

Initial discussions have taken place with these key partners. The following table sets out the current management strategy for the development, with organisations assigned to various elements of the development. The responsibilities set out here will clearly be subject to key management agreements in due course, ie adoption agreements, etc. As the development progresses this strategy will inevitably evolve as all parties develop the optimal management strategy for the project.

Grainger also recognises that there is a risk where multiple stakeholders are responsible for the management of a site's green infrastructure and that a joined-up strategic appreciation of issues can become lost. This can be of particular concern with respect to sites rich in biodiversity, such as Newlands, because:

- Wildlife does not respect management boundaries.
- Anthropogenic pressures on the environment emanating from one particular management unit can impact on other areas.
- Certain management units may not, on their own at least, have the expertise to manage newly created habitats in an ecologically informed way. For example, in the past newly created wildflower grasslands have been mown at inappropriate times, and SuDS become treated purely as a means to reduce flooding and pollution rather than as biodiverse multifunctional resources.
- Sensitive habitats and populations of associated species could become fragmented. This would not only be detrimental to wildlife but would also run contrary to Grainger's objective of promoting wellbeing and environmental education through bringing nature to people's doorsteps.

For this reason Grainger has always maintained that, regardless of the number of partners involved in the wider site's management, a site-wide ecologically-informed management plan must to be produced. An overarching ecologically-informed multi-stakeholder management committee should also be established to oversee the plan's implementation.

COMPONENT	DESCRIPTION	LONG TERM MANAGEMENT AUTHORITY	NOTES
Roads	Roads, signage, lighting, etc	Local Highway Authority (LHA)	Adopted
Sustainable drainage	Related to highways (swales, etc) Related to open space (ponds etc)	LHA Local Authority (LA)	Adopted - management to be co-ordinated between LHA and LA
Community buildings	Community Centre, cricket pavilion, etc	LA	Adopted
Undeveloped farmland	West of proposed development (part)	Grainger	Management plan maintained and implemented
Woodland	Incl ancient woodland	Grainger	Management plan maintained and implemented
River Wallington and associated Community Nature Reserve	River corridor and related areas	Environment Agency and LA	Improvement works carried out by Developer from time to time
Newlands Farm Community Nature Reserve	Area on western rural edge (part)	LA	Adopted
Site of Importance for Nature Conservation (SINC)	Area retained within application boundary (south of Plant Row)	Grainger	Management plan maintained and implemented
Cemetery	Incl associated facilities	LA	Developed by LA
Play Areas and Sports facilities	NEAPs, LEAPs, MUGA etc	LA	Adopted
Public Open Space	Landscaped areas including trees	LA	Adopted
Allotments	Throughout development (north and south-west)	LA	Adopted
Public Art	Throughout development	LA	Adopted

85 | Key outputs and management priorities

Note:

LHA - Local Highways Authority (Hampshire County Council)

LA - Local Authority (Winchester City Council/ Havant Borough Council)



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