

New Community North of Fareham

Options Consultation

This is the printed version of the exhibition boards used for the consultation on masterplanning options for the New Community North of Fareham, from **2nd to 31st July 2012**. This document is available on the Council's website (see the last page) along with an answer grid for the questions you will find below. We hope you will find it interesting and that you will take this opportunity to share your views with us.

Last year, the Council adopted its Core Strategy which is the key planning document setting out the vision for the next 15 to 20 years for the whole Borough.

The Core Strategy established the principle of the New Community and we are now producing an Area Action Plan which will fill in the details and set out what the development will be like.

The purpose of the masterplanning work is to create a number of options for development. They seek to balance the vision and aspirations for the site with the constraints, which affect how the new community can be developed.

This exhibition is all about finding out what you think about these different options to help us select the right one for the Area Action Plan.

Timetable for the preparation of the Area Action Plan



The Vision for the New Community

The vision for the New Community was established with representatives of the local community through 'visioning workshops' held in 2009. The vision has been included in the Core Strategy and sets the framework for the masterplanning to create a community that:

Is diverse and well integrated, with a significant proportion of its inhabitants' needs being accessible within a main centre and smaller neighbourhood centres.

Contains a mix of dwelling types to meet the needs of the increasing numbers of single person households, families, and the needs of an aging population.

Provides a range of accessible new jobs which contribute towards meeting the employment needs of this diverse new community.

Creates an integrated movement system that is convenient and safe to use and connects the community to its surroundings in a way that encourages walking and cycling and provides excellent public transport.

Creates a distinctive character through the layout and design that will complement the local landscape and historic structures.

Provides an integrated and linked network of open and public spaces and green routes. This green network will incorporate the site's natural features to provide habitats and recreational opportunities and link to the wider countryside.

Will be an exemplar of energy efficient design. It will incorporate sustainable drainage solutions and provide opportunities for local food production. It will aim to meet its own renewable energy needs and deal effectively and sustainably with waste.

Concept Masterplanning

What is a concept masterplan?

It gives a broad indication of where the different land-uses might go.

It helps to establish how many houses and how much employment floorspace each option might provide and how it might all fit together.

It shows how the different land uses could take account of the site constraints. These are features, such as the gas pipeline which cannot be moved and so affect where development can go.

The options maps presented here are for illustrative purposes only as a guide to how the site could look. They do not seek to 'fix' anything at this stage.

What has influenced the options presented here?

The options should be consistent with the adopted Core Strategy. Where this is not the case, firm evidence and a reasoned justification is needed.

The existing landscape has been analysed and taken into account in creating the options, including where there are existing green spaces which should be preserved or enhanced.

The constraints to development on and around the site such as existing woodland, a high pressure gas pipeline, and electricity pylons have also influenced the options.

The options need to take into account the emerging evidence base for the Area Action Plan on aspects such as sustainable construction, energy generation and transport.

Each of the options must have a reasonable prospect of being 'deliverable'. This means they must be economically viable and have a reasonable chance of being made available by landowners.

Site Constraints

Although the new community will be developed on a 'greenfield site,' this does not mean the various land uses can be located anywhere within the site. Physical and environmental constraints will need to be taken into account to ensure that the development works well and that it minimises its impact on the environment.

The map that follows shows the major constraints in the locality. As you study the options which follow, you will see how the constraints have influenced the proposed pattern of development.

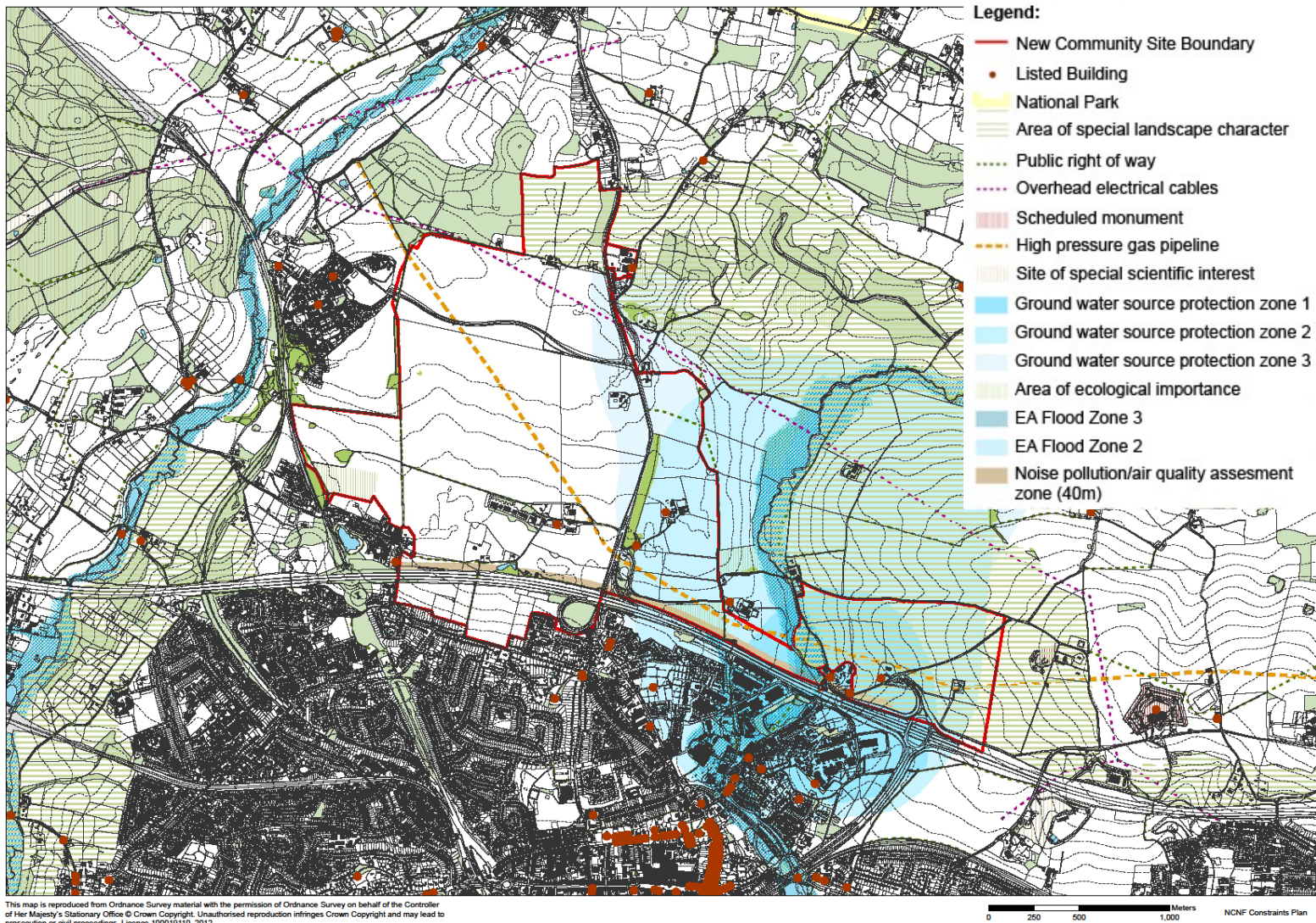
Constraints that the options have taken into account

Physical constraints

- The M27 Motorway
- The A32 and Knowle Road
- The rising land to the north of the site
- The high-pressure gas pipeline
- Electricity pylons
- The River Wallington
- Public footpaths and bridleways

Environmental constraints

- The flood zone of the River Wallington
- Areas of special landscape character
- Ground water source protection zones
- Areas of ecological importance
- Existing woodland



Masterplanning Option 1

Provides around 6,650 to 7,250 new homes (at an average density of between 35 to 38 homes per hectare) and between 80,500 to 87,700 sq m of employment floorspace, mostly adjoining Junction 11. New access route from the A32 to Junction 11.

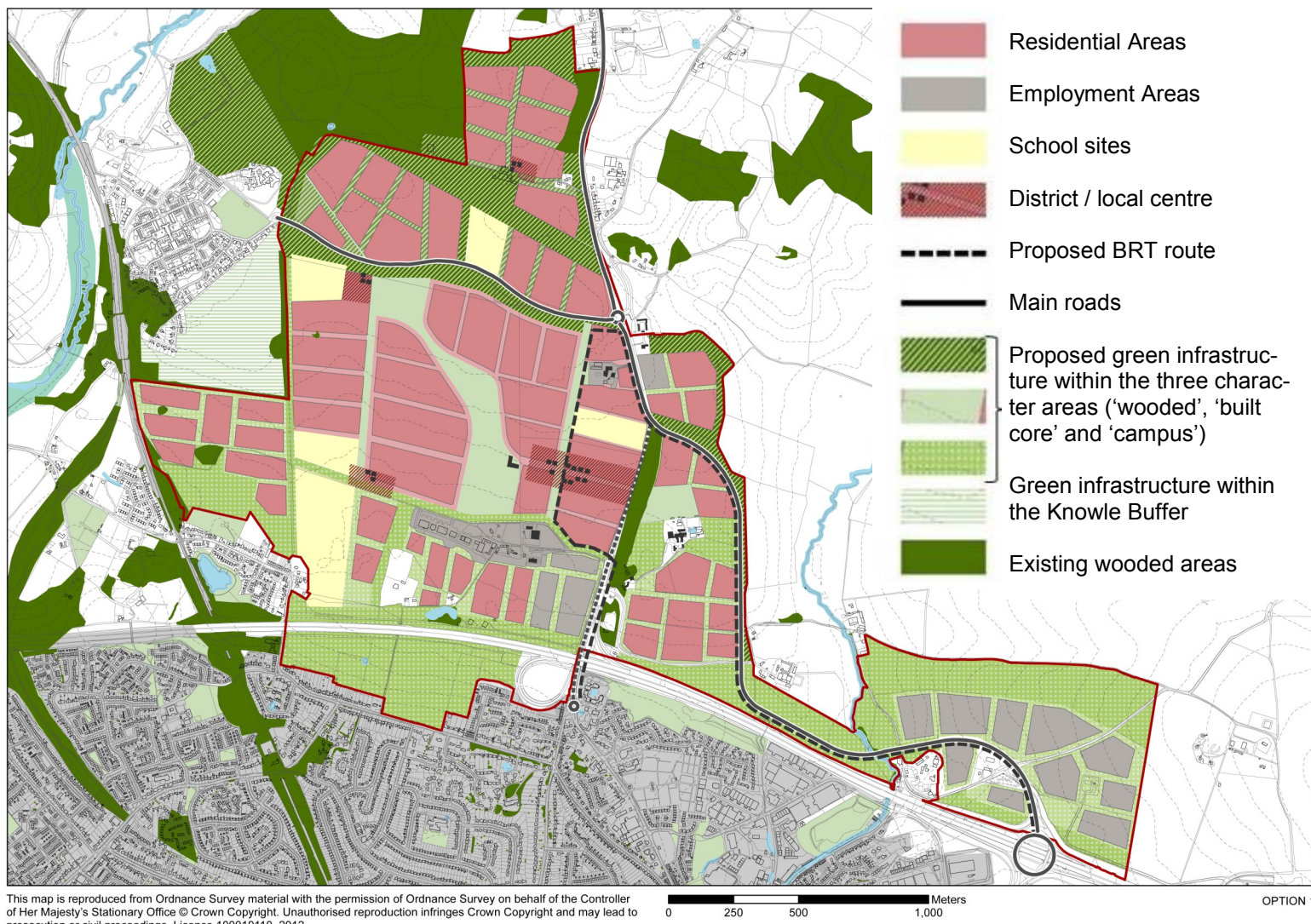
Advantages

- Locating most of the employment development at Junction 11 frees up land west of the A32 for housing development.
- Opportunity for high quality and well-landscaped employment uses.
- Spreads additional traffic between Junctions 10 and 11.
- Potentially the best option for ensuring that sufficient jobs are provided to reduce commuting and encourage 'self-containment.'
- Broadly consistent with the Core Strategy.

Disadvantages

- Potential environmental and landscape impacts of development around Junction 11.
- Majority of employment is set away from the housing so would not be as well integrated into the community as in other options.
- High costs involved in developing the Junction 11 link road.
- Traffic from development has effects on two M27 motorway junctions.

Q1a Have we identified the main advantages and disadvantages for Option 1?



Transport Option 1

This Transport Option supports development around Junction 11 with a new link road connecting the A32 to Junction 11. This solution will require improvements at Junction 11 to cater for the extra traffic. Improvements would also be needed at Junction 10 to manage additional traffic flow and improve road safety. The Bus Rapid Transit (BRT) Eclipse service would follow the new link road and connect the new housing with the new employment development at Junction 11.

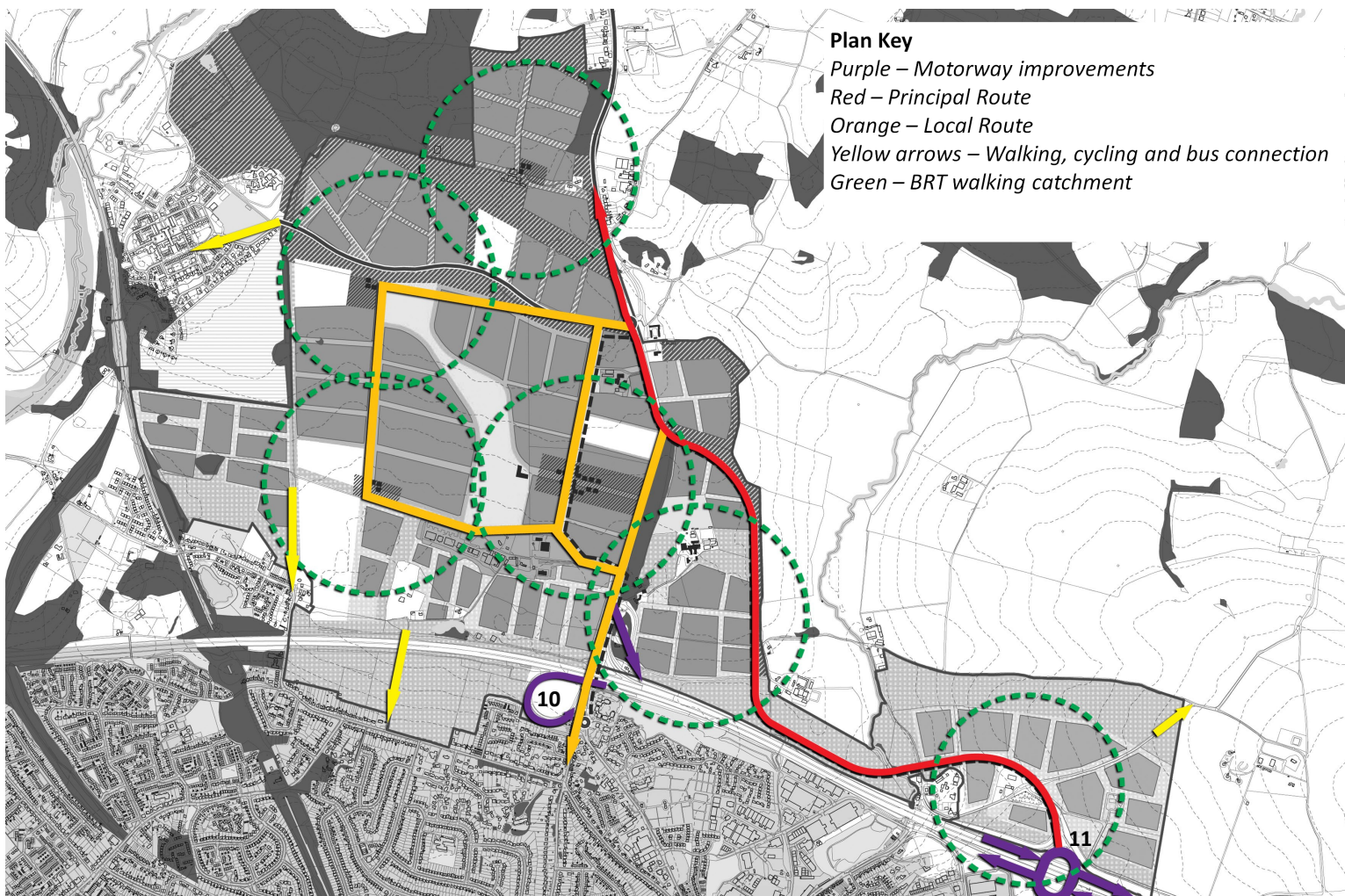
Advantages

- Overall containment within the new community will be high due to the mix of land uses and extent of employment land.
- This solution will reduce the importance of the existing A32, as traffic will divert onto the new link road, which may allow for the possibility of turning this into a local road, rather than a major route as at present.
- The new link road would improve access to the M27 for traffic travelling west towards Southampton via Junction 11. At present it is not possible to travel westwards from Junction 10 without first travelling to Junction 11 to gain access to the westbound carriageway.

Disadvantages

- The new link road would be expensive; with potentially significant environmental impacts so it would need to be carefully managed.
- Providing the principal access to the new community via Junction 11 will create significant traffic impact at a single point on the road network, making it more difficult and costly to manage potential impacts on the surrounding network when compared to a more dispersed access solution.
- The greatest impacts are likely to be highest on the M27 and A27, although potential impacts on other roads would also need to be mitigated. The nature of these works will be determined by further traffic modelling.

Q1b Have we identified the main advantages and disadvantages for Transport Option 1?



Masterplanning Option 2

This option has the same land-uses as Option 1, but there is no new link to Junction 11.

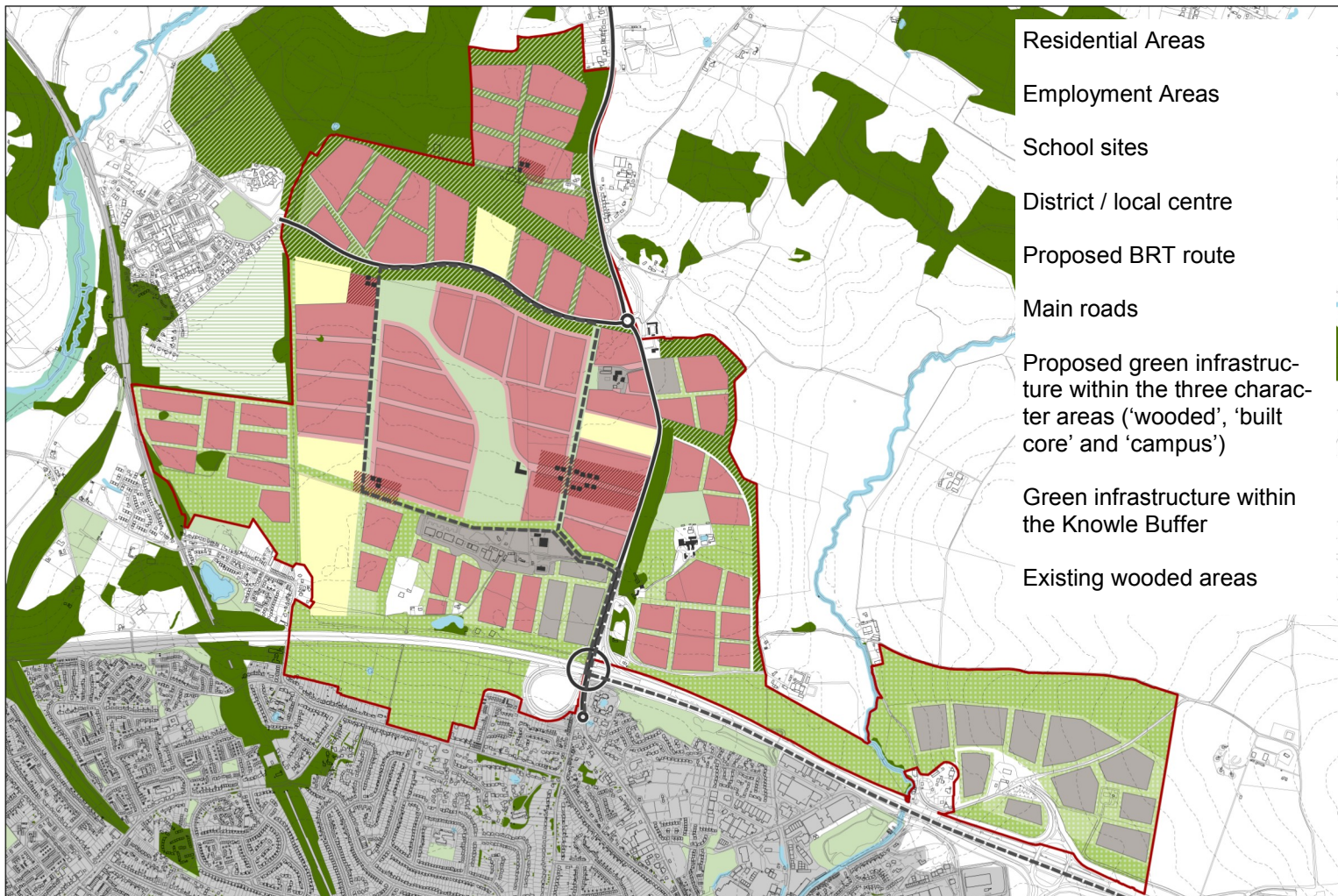
Advantages

- Easier to bring forward employment and create jobs more quickly as no new road is required.
- Reduces the infrastructure costs for the development to help ensure other community facilities can be provided.
- The employment area at Junction 11 would still be linked to the rest of the new community by Bus Rapid Transit.

Disadvantages

- The employment area at Junction 11 could potentially operate as an isolated employment site.
- The lack of connection between the residential and employment areas may reduce self-containment and may increase car trips overall.
- This option is still likely to require improvements to both Junctions 10 and 11.
- The extent of the land that is available east of the existing A32 is to be confirmed.

Q2a Have we identified the main advantages and disadvantages for Option 2?



Transport Option 2

This Transport Option is the same as Option 1 but without a link road to Junction 11. Capacity at Junction 10 would need to be improved, possibly making this an 'all-moves' junction, which allows traffic movement in any direction. This would overcome the current lack of a westbound movement at that junction. Further work will need to be carried out to work out the best way to design this new junction. Without all-moves capability at Junction 10, traffic heading west (and coming from the west) would need to use Junction 11 to turn around which might have a significant impact on the operation of the M27. Improvements might still be necessary at Junction 11 to allow for the additional traffic generated by the new community.

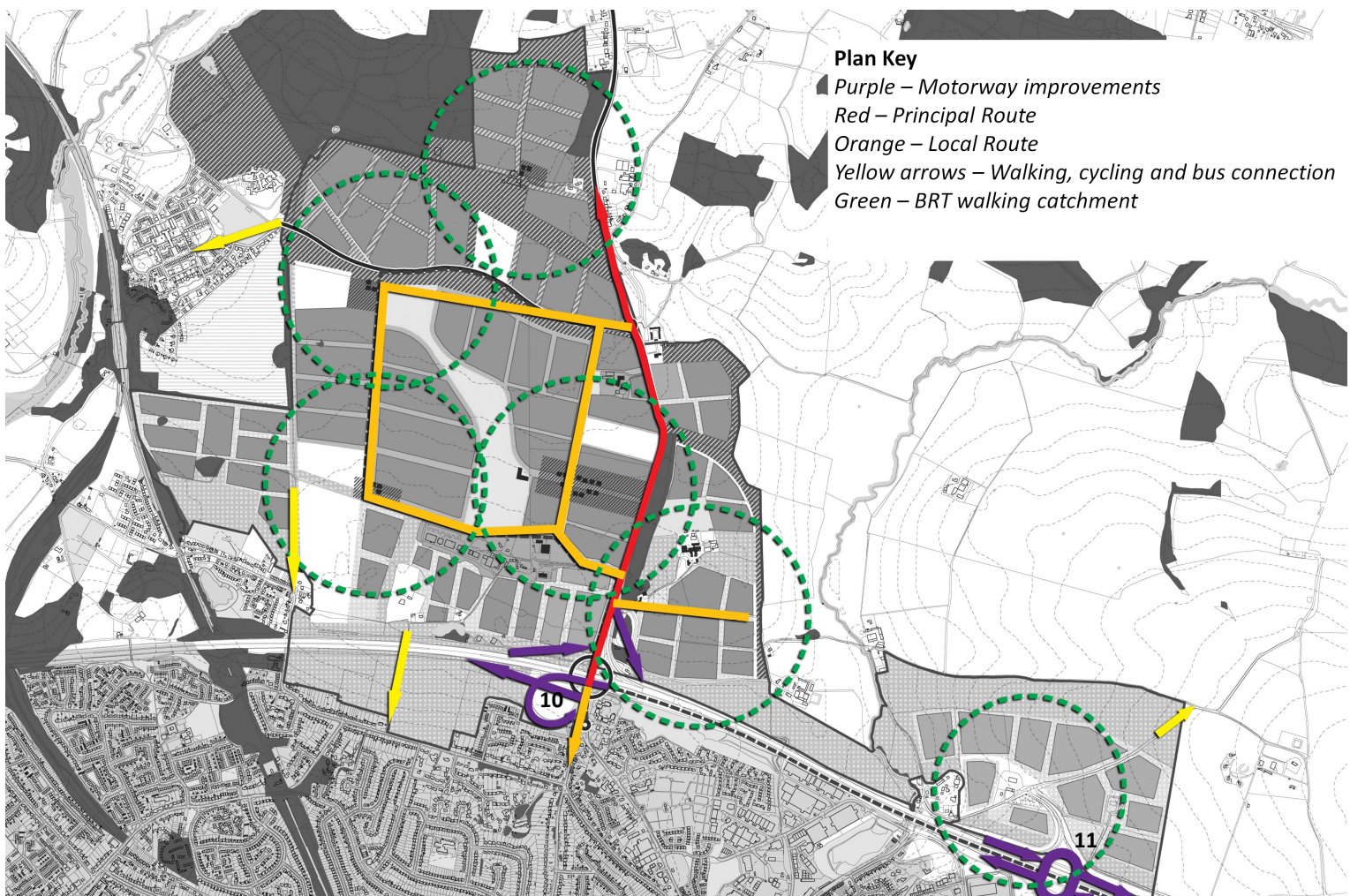
Advantages

- Option 2 is expected to cost less than option 1, although how much less depends on how Junction 10 would be designed.
- The absence of a new road means that there is less of an environmental impact compared to Transport Option 1.
- Traffic would access the development area at two separate points, rather than only Junction 11, which may help reduce the impact of the additional traffic by dispersing it over a wider area.
- New development to the east of the existing A32 would be better related to the adjacent open countryside without the separation of the major new A32 link road.

Disadvantages

- This solution would require significant improvements to both Junctions 10 and 11.
- Although walking, cycling and Bus Rapid Transit connections would be provided between the eastern and central part of the new community, overall it would feel more divided and there is a significant risk that many working at the Junction 11 employment area would use cars to get to work, creating more car trips.
- The existing A32 would remain as a busy main route, removing the opportunity to make it a more 'local street'.
- It is possible the existing A32 may require some work to overcome the impact of higher traffic flows and to enable connections between the main development and the smaller site to the east.

Q2b Have we identified the main advantages and disadvantages for Transport Option 2?



Masterplanning Option 3

Provides around 6,300 to 6,850 new homes at an average density of between 35 to 38 homes per hectare. Provides 76,200 to 82,850 sq m of employment floorspace, with no development at Junction 11.

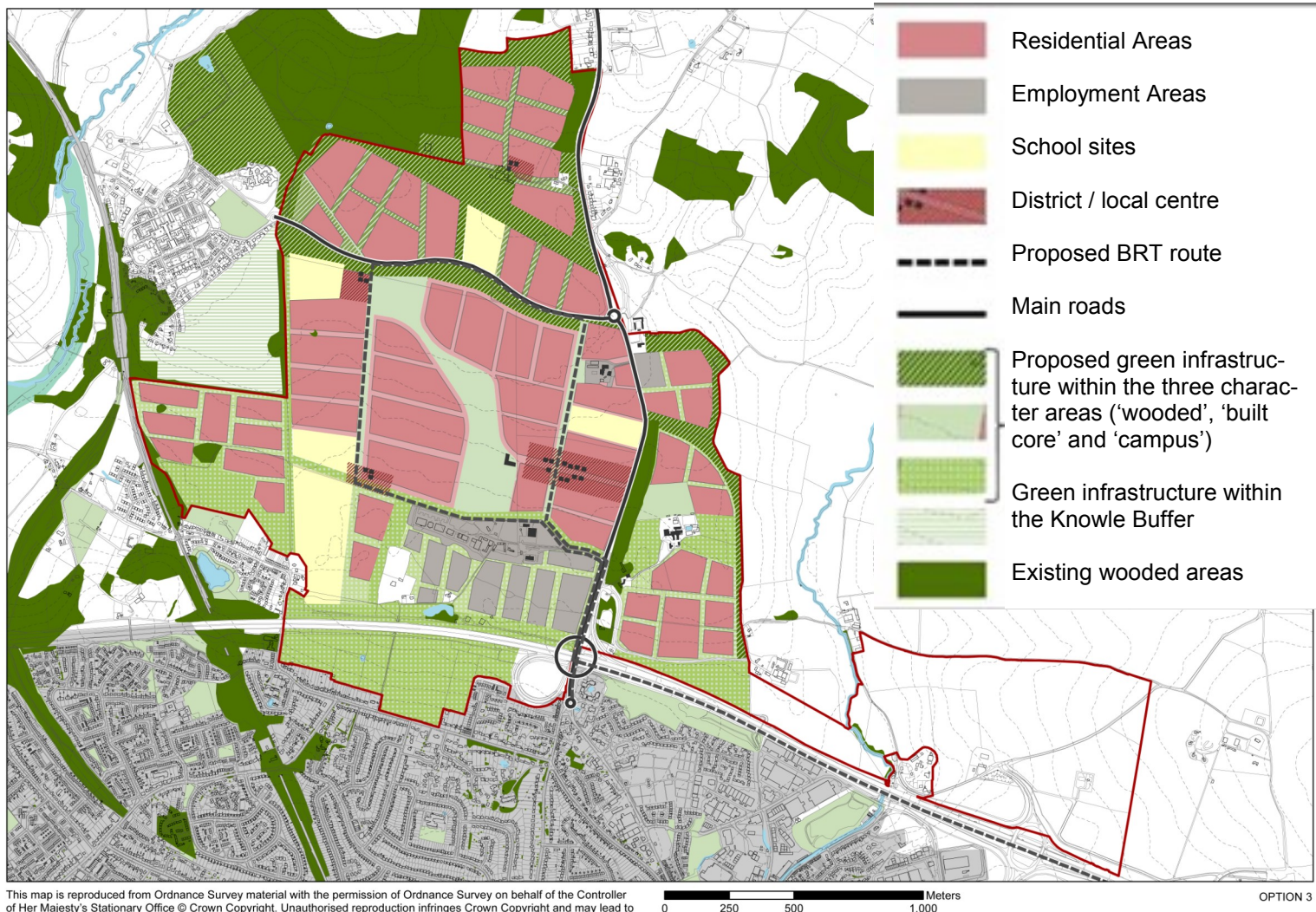
Advantages

- Less land required overall than in Options 1 and 2.
- Does not develop on the land with the greatest landscape and environmental sensitivity.
- Creates a good balance and closer links between new jobs and homes, allowing for a high level of self-containment.
- New development to the east of the existing A32 would be better related to the adjacent open countryside without the separation of the major new A32 link road.
- Broadly consistent with the Core Strategy.

Disadvantages

- Junction 10 is likely to need major improvements to cope with the extra traffic.
- The extent of the land available to the east of the existing A32 is to be confirmed.
- The A32 would act as a barrier between the different sides of the community.
- With no new link-road, there would be no clear barrier to contain the development to the east of the A32.

Q3a Have we identified the main advantages and disadvantages for Option 3?



Transport Option 3

Transport Option 3 focuses traffic on Junction 10 via the existing A32. As with the Transport Option 2, this will require substantial improvements to Junction 10 to enable west facing movements on the M27. There are various options for the design of the improvements to Junction 10 and further work will need to be carried out to determine the best solution. Some improvements may be required to Junction 11, but these are likely to be more minor than in Option 1.

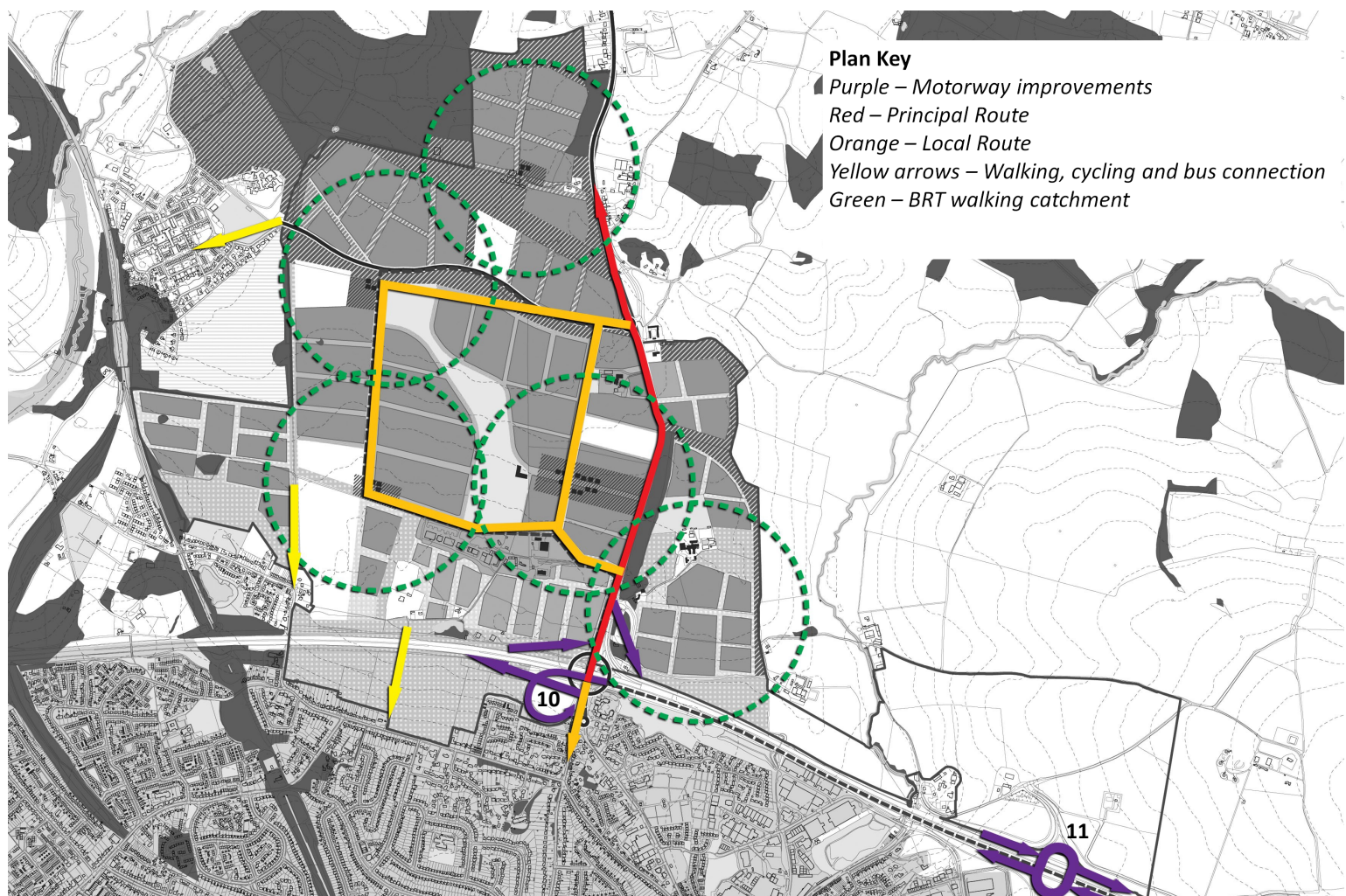
Advantages

- Better access to the motorway for traffic wishing to travel west.
- The overall development is more compact, with no need to provide costly road links between the main development area and land at Junction 11.
- Reduces traffic impacts on Junction 11 and there will be no impact on Portsdown Hill which will remain unaffected by the development and associated traffic.

Disadvantages

- Providing the main access to the new community via Junction 10 creates significant traffic impact at a single point on the road network, making it more difficult and costly to manage potential impacts on the surrounding roads when compared to a more dispersed access solution.
- The A32 will be a very busy road. As this option involves development on both sides of the existing A32, this may result in a divided community as the opportunity for transforming the road into a pedestrian friendly street would be greatly reduced.

Q3b Have we identified the main advantages and disadvantages for Transport Option 3?



Masterplanning Option 4

Provides around 5,400 to 5,900 new homes at an average density of between 35 to 38 homes per hectare. Provides 65,300 to 71,400 sq m of employment floorspace, with no development east of the A32.

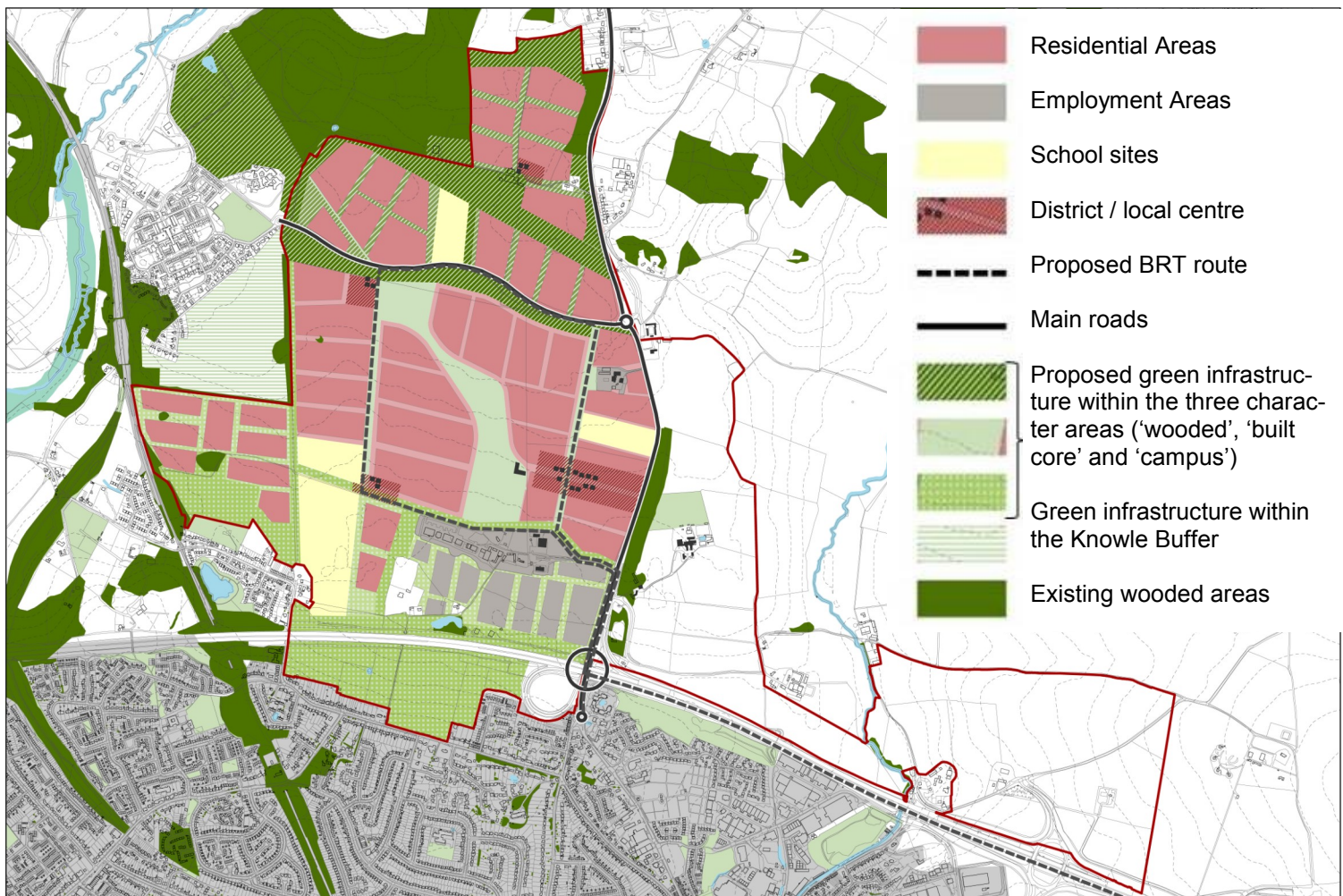
Advantages

- Smaller, more compact development with no severance problems because it is not split by the A32.
- Develops on the least land-area of all the options.
- Avoids developing on the land with greatest environmental and landscape sensitivity to the east of the existing A32.
- No problems with land availability.
- There will be clear boundaries to the development area.

Disadvantages

- Not consistent with the Core Strategy targets for homes and employment.
- Could lead to pressure to raise housing densities and reduce open space to make up the numbers.
- There could be pressure to make up the housing shortfall on other sites in the Borough.
- Could affect overall economic viability.
- More difficult to meet the need for affordable housing and infrastructure due to fewer homes in total.

Q4a Have we identified the main advantages and disadvantages for Option 4?



Transport Option 4

The main feature of this Option is that development would be provided only to the west of the existing A32, resulting in a smaller development site. The transport solution would be similar to Option 3.

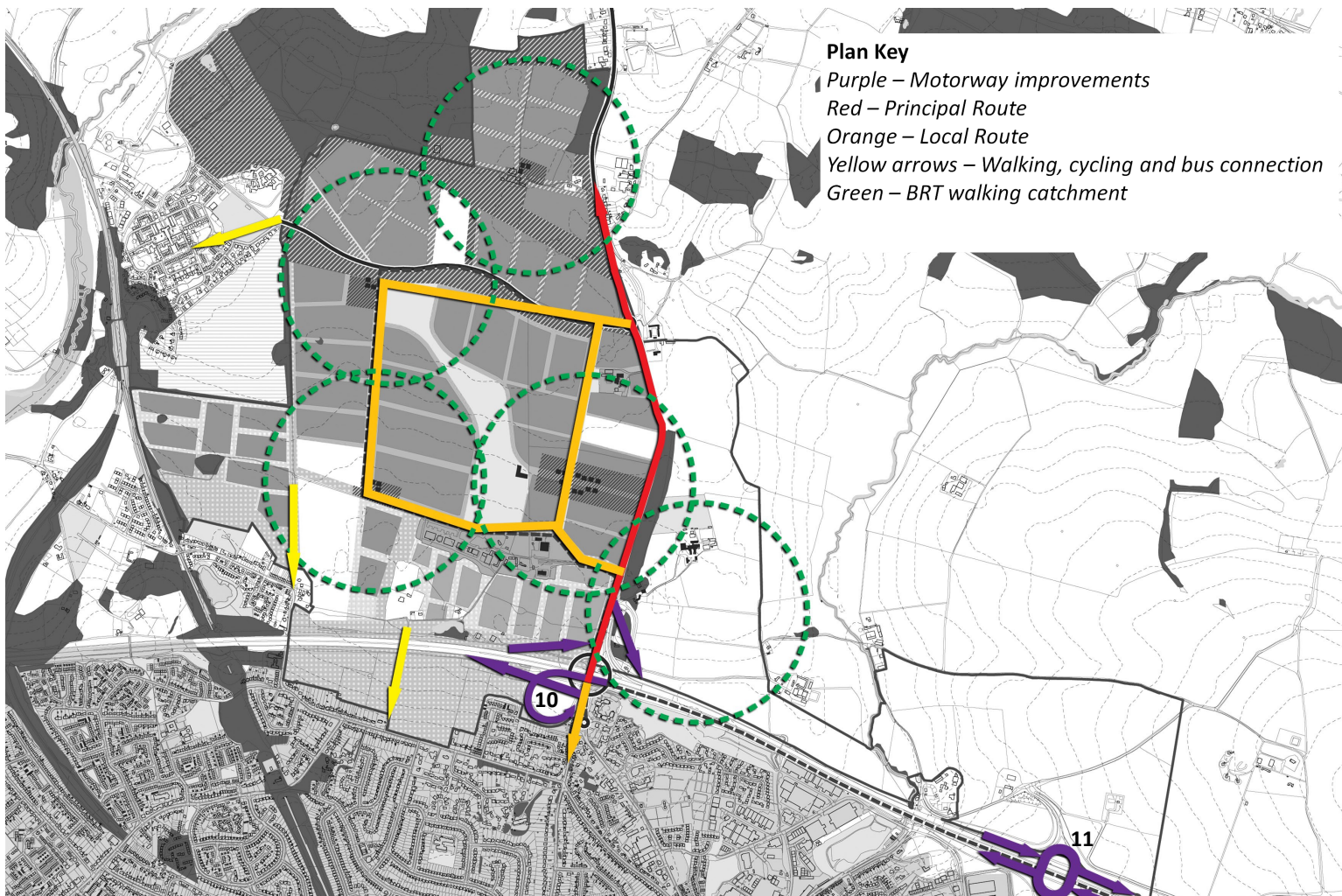
Advantages

- The reduced scale of the development would have less impact on the strategic and local road networks.
- The community is focused entirely on the west of the existing A32 which means that the community would not be divided by a main road.

Disadvantages

- The smaller scale of the development means that there would be less money paid by developers to help fund infrastructure needs.
- A smaller development might reduce the amount of retail and other services provided on-site, meaning more people would make trips off site to access those services.
- A smaller development may reduce the potential number of passengers on the Bus Rapid Transit and may make it unviable to extend this service to the new community.

Q4b Have we identified the main advantages and disadvantages for Transport Option 4?



Location of the New District Centre

It is important that residents of the new community can meet their daily needs within the community, and without being forced to use a car.

There will be a new district centre which will provide shops, places to eat, local and community services. There will also be three smaller local centres within walking distance of the new houses.

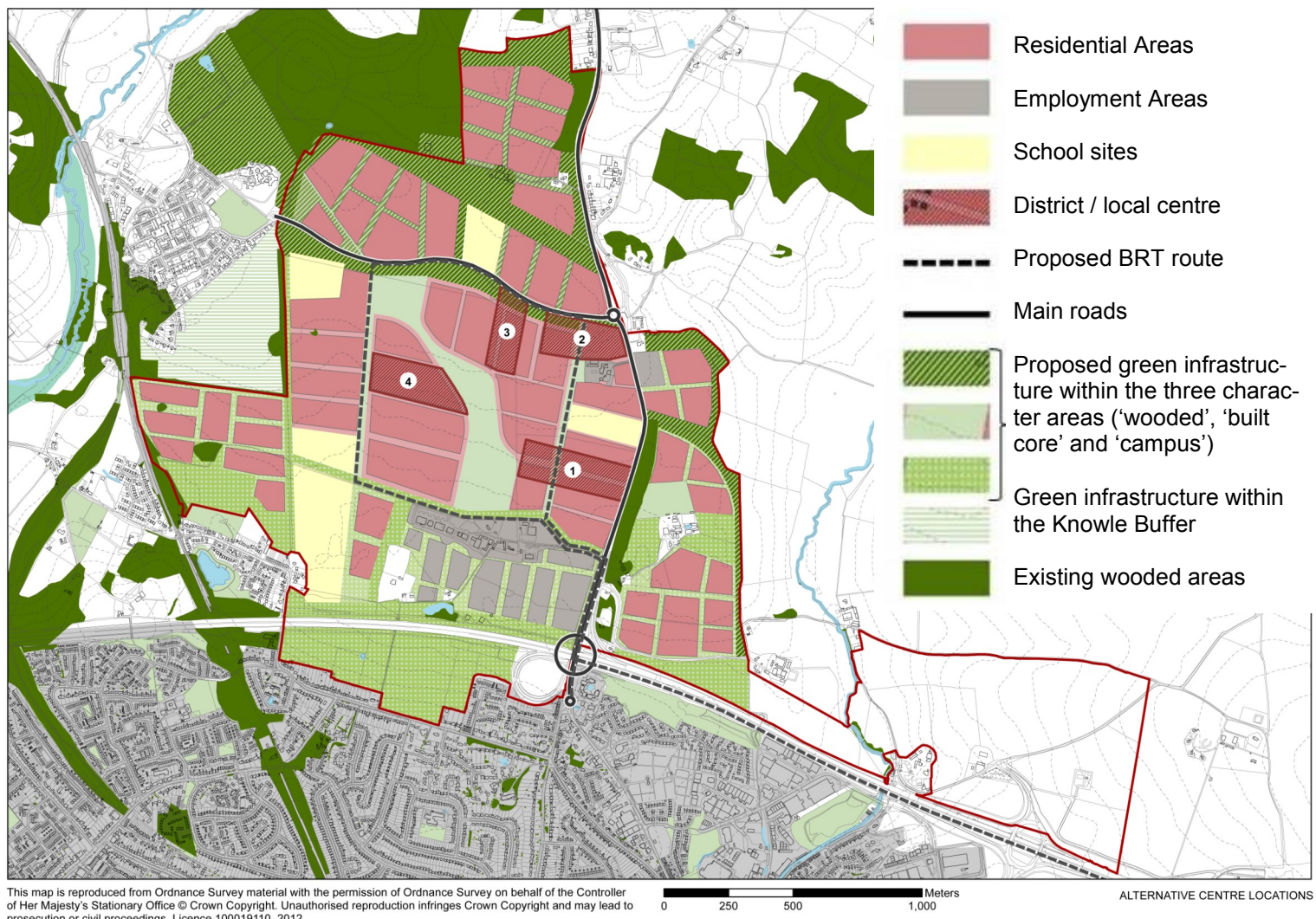
The 4 masterplanning options all show the district centre in the same location. However, there is flexibility in this and a number of options are available, as shown on the map that follows.

The new district centre could be located:

1. Close to the existing A32 and to the employment areas to attract passing trade
2. At the corner of the Knowle Road and A32 but on the edge of the new community
3. Close to the Knowle Road but more central to the new community
4. More centrally located to improve accessibility for greatest number of new residents, but not near an existing route

Q5

Which of the four locations do you prefer for the new district centre and why?



Location of the Secondary School

All of the masterplanning options include provision for a new secondary school to serve the new community. This may not be required in the early years of the development, but will need to be in a location where it can be built at the right time.

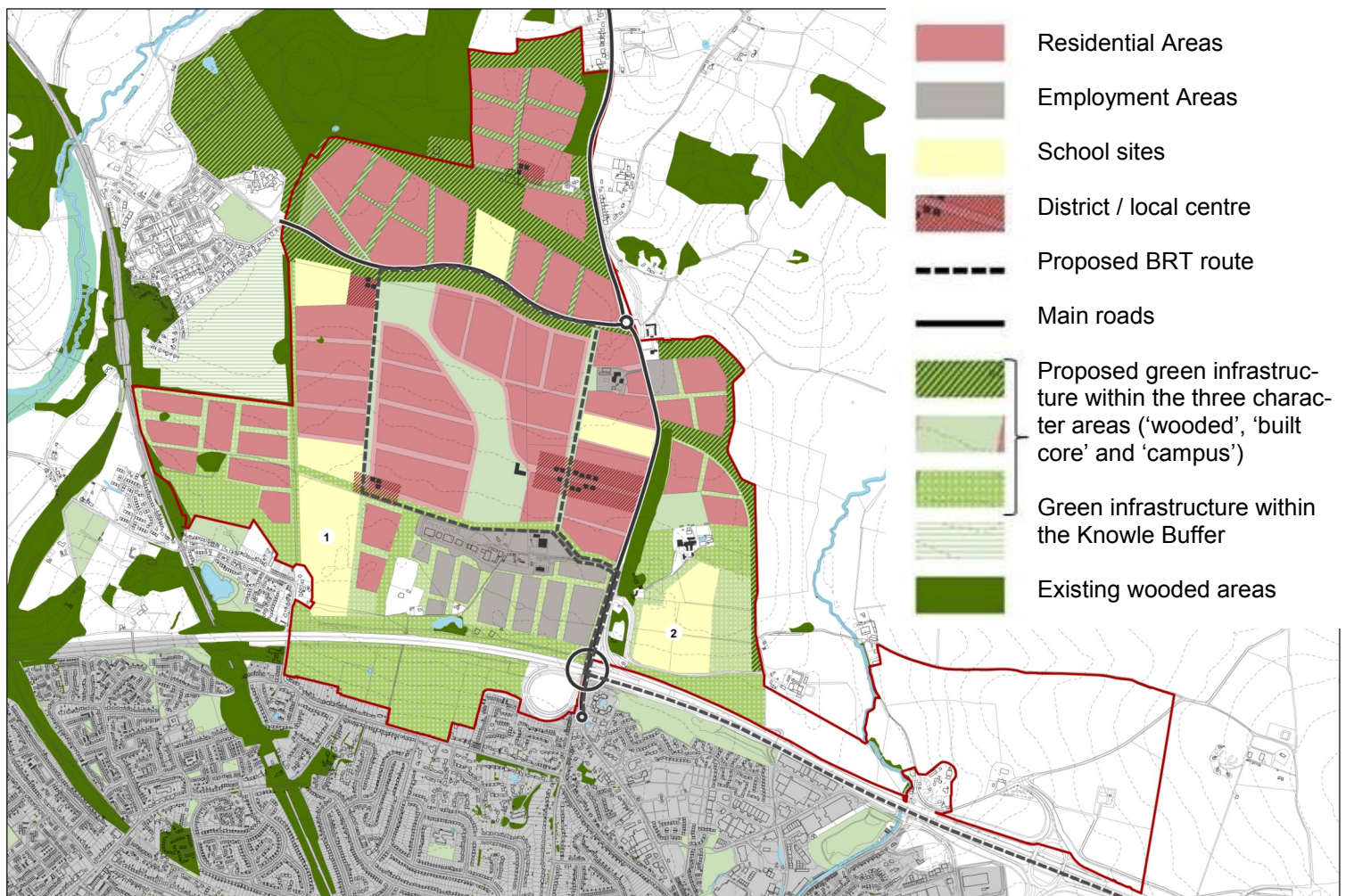
The map below indicates two options for the location of the secondary school. It will be important that the school is accessible to both the residents of the new community and also to existing residents.

The new secondary school could be located:

1. East of Funtley where it would benefit from existing pedestrian and cycle access from south of the M27
2. East of the A32 where it would benefit from excellent road access from Fareham

Q6

Which of the two locations do you prefer for the secondary school and why?



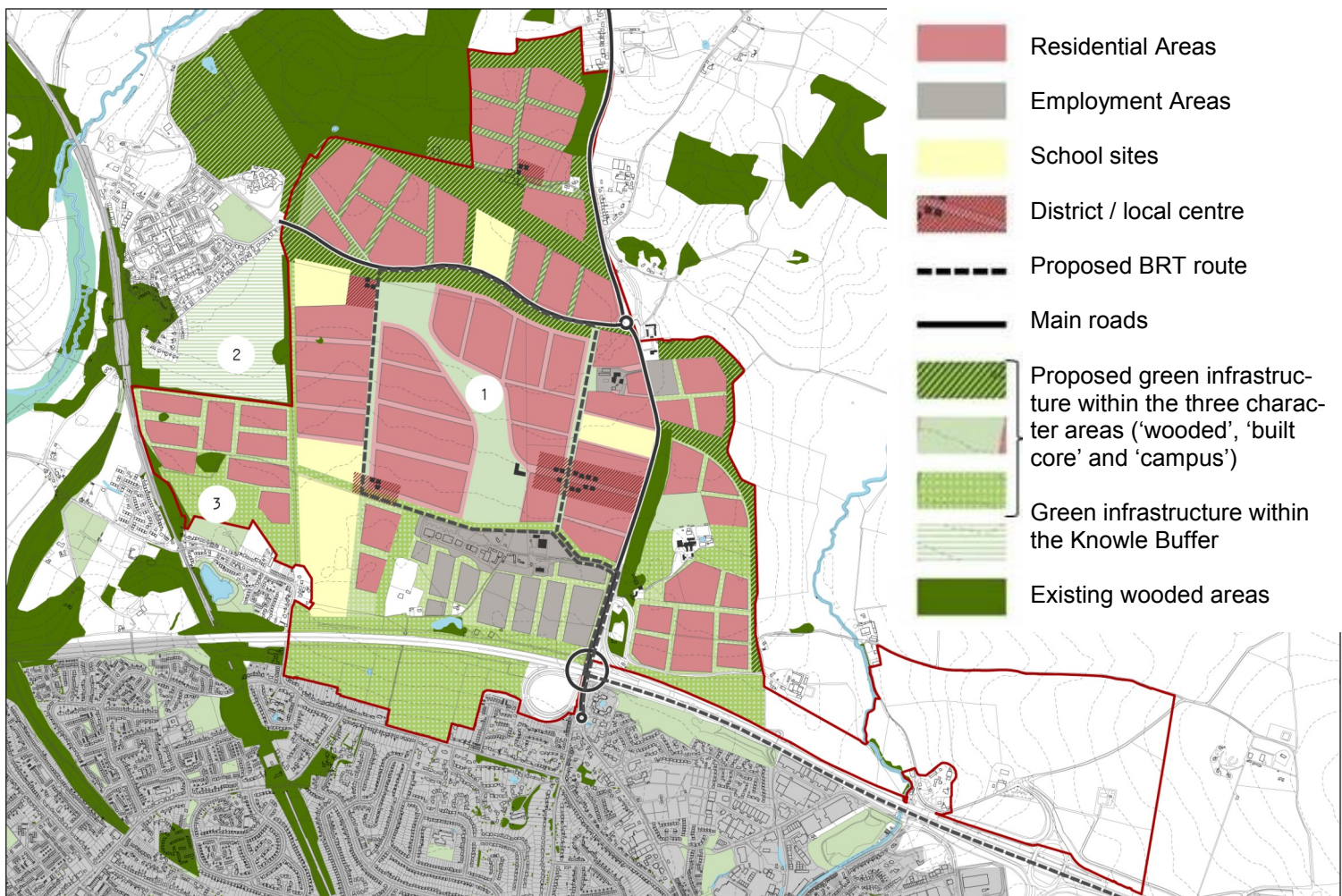
Further Possible Variations

In addition to the options already presented, there are a number of other possible variations that could fit with any of the masterplan options. The effect of these would be to free-up further land for housing on the main part of the site and thereby reduce the overall land needed to meet the housing target set by the Core Strategy (6,500 to 7,500 homes).

- | | | | | |
|--|--|--|--|--|
| 1.
Making the park in the middle of the new community 10% smaller would allow an extra 50 homes to be provided (see map below). | 2.
Allowing the development of around 300 homes in the Knowle buffer, or using this land for the secondary school playing fields would free-up land elsewhere on the site and still retain a 150 metre buffer for Knowle (see map below). | 3.
Reducing the size of the buffer around Funtley to 50 metres would allow an additional 150 homes to be developed. This would depend on work to ensure that the 'Area of Ecological Importance' was not damaged (see map below). | 4.
Reducing the amount of employment floorspace in each option could increase the land available for housing. | 5.
Raising the average density to 40 homes per hectare would increase the site's housing capacity by between 700 - 850 homes. |
|--|--|--|--|--|

Q7

Should the Council give further consideration to any of these five variations for the first draft of the Area Action Plan?



Housing Density Options

An average density of between 35 to 38 dwellings per hectare was used to calculate the capacity of the different masterplanning options presented here. This anticipates that some parts of the new community will have a higher and in some cases a lower density.

If the average density was raised slightly to 40 dwellings per hectare, this may have an impact on the character or design of the new community, but would significantly increase housing numbers as shown below:

Densities Considered	Options 1 & 2	Option 3	Option 4
At 35 dwellings per hectare	6,650	6,300	5,400
At 38 dwellings per hectare	7,250	6,850	5,900
At 40 dwellings per hectare	7,500	7,200	6,100

Masterplanning Options...Having your say

The masterplanning options have been presented here to give you an opportunity to have your say about which one you think would be most suitable and why.

We hope that you will share your views with us and help us develop a first draft of the Area Action Plan for the new community.

Option 1

Includes land at Junction 11 and provides 6,650 to 7,250 homes and 80,500 to 87,700 sq. m of employment space

Option 2

Includes land at Junction 11 but no link road with the same level of homes and employment as Option 1

The options in summary

Option 3

Includes land east of the A32, but none at Junction 11 and provides 6,300 to 6,850 homes and 76,200 to 82,850 sq. m of employment space

Option 4

Includes land to the west of the A32 only and provides 5,400 to 5,900 homes and 65,300 to 71,400 sq. m of employment space

Q8

Which of the masterplanning options would you like to see developed further and why?

Q9

Are there any other options or variations for the new community that you think the Council should consider?

First Stage of a Green Infrastructure Strategy

This is the strategy that will establish the amount of open space in and adjoining the new community and how it might be used.

Green infrastructure is required to make the new community a 'green and pleasant' place, providing opportunities for formal and informal recreational activities. It is also important to ensure that the new community does not damage the special wildlife areas in the locality by providing suitable alternatives within and near to the site

Formal open spaces

- Parks
- Children's play spaces
- Playing pitches, and other sports provision
- Allotments

Informal open spaces

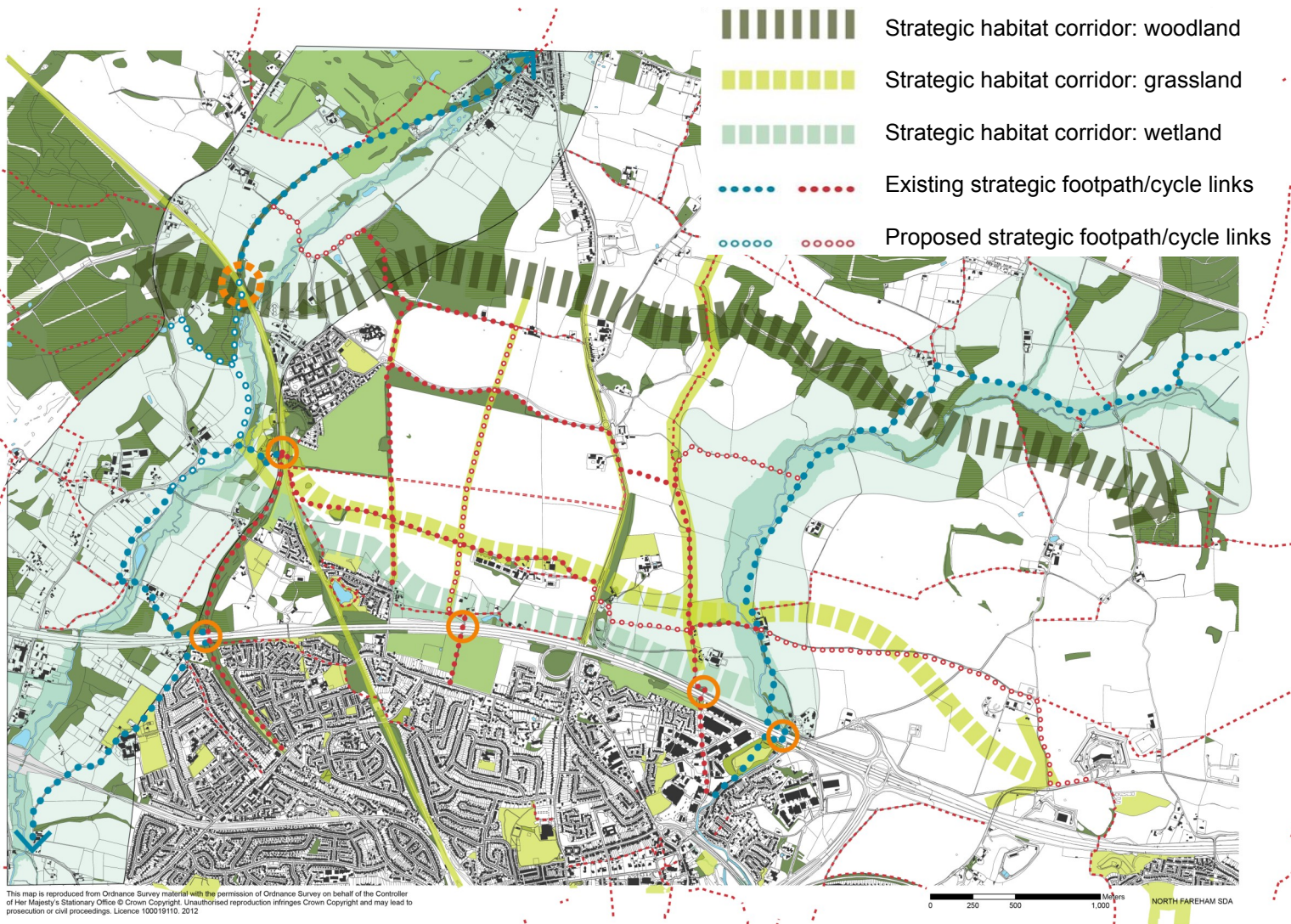
- Wildlife areas
- Informal play areas
- Dog walking areas
- Sustainable drainage or wetland areas

Analysis of the existing landscape, both on and near the site, has been used to develop the strategy. This identified three distinct habitat types linking across the site known as 'strategic habitat corridors' :

- The first corridor reflects the existing woodland habitat which runs along the north of the site and links with the remnants of the Forest of Bere;
- The second picks up on the existing grassy downland habitat which runs through the centre of the site; and
- The third links the two river valleys with a wetland corridor which could include a series of ponds and a sustainable drainage system

Each of these corridors will be linked by a series of existing and new cycle routes and footpaths, as shown in the map below.

Q10 Does this emerging strategy reflect the existing landscape character of the site and surrounding area ?



Energy

The cost of energy is rising so the new community will have to be able to meet its energy needs in a sustainable and cost effective way. The Government will require all new homes to be 'zero carbon' from 2016, and all new non-residential buildings (e.g. offices) to be 'zero carbon' from 2019. There are a variety of ways of doing this and we are asking for your opinions on the three options outlined below.

Q11 Which of the energy options that follow would you like to see developed further and why?

Option 1: Site Wide Energy Generation

Renewable energy could be produced at one location on the site and distributed to each building through a local power and/or a district heating network.

Technologies that could deliver a site-wide approach include wind turbines or a combined heat and power (CHP) station which could be fuelled by either natural gas or biomass (chipped or pulped plant matter).

Advantages

- Achieves the greatest reduction in carbon emissions
- Low levels of maintenance for residents
- Low carbon heat and power always available

Disadvantages

- High upfront cost to the developer
- Residents have little choice about energy supplier
- Wind turbines - impact on the landscape
- Gas CHP – carbon emissions still relatively high
- Biomass CHP - traffic/noise impact from deliveries

Option 2: Individual Building Energy Generation

Micro-generation technologies, such as solar panels and ground or air source heat pumps, could be installed in individual buildings. The energy produced can be used in that building or sold to the national grid.

Advantages

- Lower upfront cost to developer
- Lower power and/or heat bills for users
- Residents and users are in control

Disadvantages

- Not as effective at reducing carbon emissions
- Homeowner responsible for maintenance
- Possible impact on the appearance of buildings

Option 3: Energy Efficiency

Buildings at the new community could be built to very high energy efficiency standards. High levels of energy efficiency can be achieved with good insulation and double or triple glazed windows, high levels of airtightness, mechanical ventilation, and by positioning buildings to make the most of the sun. 'Passivhaus' is one approach to achieving very low energy buildings.

Advantages

- Lower overall cost to developer
- Will last for the lifetime of the house
- Lower heat bills for users
- No or very little maintenance needed

Disadvantages

- Likely to be the least effective at cutting carbon emissions
- In most cases, heat and power still need to be supplied
- Less flexibility for adaptations to the building (e.g. home extensions may not be possible)

Water



It will be really important that water is used sustainably in the new community because:

- The new community is in an area of **serious water stress**.
- The water supply in this area comes mainly from groundwater. Taking too much water from the ground could lead to **less water flowing into local rivers** which are important habitats for plants and animals.
- Climate change could mean **less rainfall** in the future, particularly in the south-east.
- All buildings at the new community will have a **water meter** which means that residents and businesses will pay for the amount of water that they use.

Sustainable water usage could be achieved at the new community through a combination of reducing and re-using water:

Reducing Water Usage

A building's water demand can be reduced by installing a range of water efficient fittings including:

- Low flush or dual flush toilets
- Low flow taps
- Low flow showers
- Smaller baths
- Water efficient appliances such as washing machines and dishwashers
- Efficient or waterless urinals

Re-using Water

Additional water savings could be made at the new community through water re-use. Three types of water re-use have been considered.

Rainwater harvesting: collection of water falling on building roofs

Grey water recycling: wastewater from relatively clean sources such as hand basins, baths and showers

Black water recycling: reuse of all wastewater after it has been treated

	Rainwater Harvesting	Grey Water Recycling	Black Water Recycling
Uses of the harvested / recycled water	Toilets, washing machines and gardens	Toilets and washing machines	Toilets and washing machines
Water savings	Up to 50% but dependent on rainfall	30% if used for toilet flushing 45% if used for washing as well	30% if used for toilet flushing 45% if used for washing as well
Treatment requirements	Filtering	Filtering and disinfection	Full wastewater treatment
Storage	Large tank	Small tank	None on site, all at treatment works
Maintenance	Easy – could be done by homeowner	Complex – must be done by a contractor	Complex – must be done by water supplier
Cost to install	Low	High	Very high
Advantages	Reliable system Widely accepted Helps to reduce flood risk	Reliable supply of water Reduces the sewage flow	System would be the responsibility of the water company
Disadvantages	Dependent on rainfall Storage space needed in the garden	Maintenance costs paid by the homeowner	Requires homeowners to have two water supplies – one for drinking and one for toilet flushing

Q12 Which of these three options for saving and re-using water would you prefer to see at the new community?

Next Steps

The results of this masterplanning consultation will help us to develop a first draft of the Area Action Plan (also called a '**Preferred Options Draft**'). This will be published for consultation this coming Winter.

Following this consultation, we will take into account what you tell us about the first draft of the plan to produce a second draft, called a '**Pre Submission Draft**'. There will be a further opportunity to make representations on this second draft in the Summer/Autumn of 2013.

The Pre-Submission draft Area Action Plan will then be considered at an

'**Examination in Public**' by an independent government inspector, in early 2014. Finally, after the Council has taken account of any changes recommended by the inspector, the Area Action Plan is likely to be adopted by the Council in mid 2014.

We anticipate that planning applications for the new community will be ready for submission to the Council at about the time the Area Action Plan is undergoing examination. Following submission, the Council will determine these planning applications in accordance with the policies within the adopted Area Action Plan and following this, the development work could commence, potentially in early 2015.

Getting Involved

Thank you for taking the time to review the masterplanning options and the other information provided here. This current consultation continues **until 31st July** and we hope you will share your views with us in one of the following ways:

- Pick-up a survey sheet from any member of staff at one of the exhibitions, from Council Reception at the Civic Offices or from the Council's website. This provides space to answer the thirteen questions above.
- Go online to the Council's website where the full content of the masterplanning options and all of the survey questions may be found and answered online at: www.fareham.gov.uk/consultation
- Email us at: planningpolicy@fareham.gov.uk
- Phone us on: 01329 236100 and ask for 'Strategic Planning '
- If you would like to sign up to the Council's database, so we can let you know about future opportunities to get involved, please see a member of staff at one of the exhibitions or at the Council Reception in the Civic Centre in Fareham. Alternatively, call us or email your details to us at the above address.

You can make a difference — join our E-panel



If you enjoyed telling the Council what you think then you might be interested in joining the Council's e-panel. As well as taking part in consultations linked to the new community, you can answer questions on a range of topics relevant to you and your local area.

If you would like to find out more please visit www.fareham.gov.uk/consultation

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