



## **Supporting Masterplan Principles**

### **Housing Allocation Policy HA55 Land South of Longfield Avenue**

February 2022

## What is the Vision?

01. To create a new neighbourhood for Fareham, which will achieve a high-quality place for all people; a balanced, safe and connected community. It will be a place with an accessible heart, of quality buildings and open spaces that enables all its residents and visitors to meet, congregate, interact, shop, work and play. A place that provides for the day to day needs of residents and encourages a healthy lifestyle.

02. This vision will be achieved by designing, delivering and managing a place that:

- Provides a '10 minute' compact, permeable neighbourhood structure of attractive high quality connected streets and spaces.
- Has a legible heart, which provides a mix of uses within a high-quality public realm, easily reached on foot or by bicycle. A heart where people can meet, talk, sit and interact, can engage in community activities and use shops and services for their day-to-day needs.
- Creates a 'community spine' or linear park that links a new local centre (including health care provision) with a new school and sports hub.
- Focuses on the movement environment of people from their front door to key destinations, such as a new primary school, health centre, sports hub and local shops, countryside, and green spaces;

- Is organised to ensure slow vehicle speeds and promote a low traffic environment;
- Is integrated with South Fareham encouraging and prioritising movement between existing and proposed neighbourhoods;
- Provides excellent access to a variety of well managed, safe, high quality open spaces and car free routes, which change in character from Longfield Avenue to open countryside;
- Is biodiverse and climate resilient;
- Provides different sized houses in a variety of tenure in order to meet everyone's needs;
- Provides houses that are well designed to at least minimum national space standards within distinct areas of varying character within ordered streets of visual interest and legibility.

03. These elements considered in combination will deliver good growth for Fareham.

04. Key to the success of development to South of Longfield Avenue is a landscape led approach to the planning and laying out of spaces that permeate through and around the development, connecting existing communities with the wider countryside. A structure that creates parkland, natural space, green routes and play which is accessible for all.

Destination green space to the west of Peak Lane to serve as bird mitigation



Landscape Led with natural open space to the south of the site transitioning into open countryside



Green routes penetrate through the development and connect to the north



Development densities to be higher towards the local centre and existing urban edge and lower towards open countryside to the south



New interlinked community facilities



A new local centre towards the north of the site linked to Longfield Avenue and close to Broadlaw Walk



A new primary school to the south of the site linked to wider open space.



A new sports hub to the south of the site.



Effective pedestrian and cycle connections will be created across Longfield Avenue to ensure ease of movement between existing and proposed communities



5 and 10 minute walking isochrones



Fig 1





## Vision Cont...

05. Development to the south of Fareham will include a mixture of high-quality natural greenspace which serves a range of functions including for biodiversity enhancement, habitat creation and amenity space for residents. The layout and relationships of spaces will help greenspaces function in a way that makes the development attractive to both residents and nature.
06. Slow traffic speeds and low traffic 'social' streets and spaces will permeate the site, with walking and cycling to be given priority in terms of space and movement. The local centre will function as a gathering place and focus of neighbourhood activity.
07. Delivering the vision will be achieved through careful consideration of the overall structure of developed and non-developed areas, the primary functions/land use of spaces and how the network of green spaces creates and uses vistas to transition one area into the other. The development will focus on delivering visually interesting streetscapes, views and vistas from a range of viewpoints across the development and externally to the development, both into and out of the built-up area.
08. The residential development will be of mixed tenure, including all forms of affordable provision and specialist housing requirements as well as being tenure blind to ensure inclusion.
09. All parties are committed to the concept of a 10 minute walkable neighbourhood. Such that all facilities required to maintain a healthy community, namely open space, education, healthcare and convenience shopping, all fall within an easy walk of each home. Such a place carefully designed will ensure the integrity and function of the strategic gap is maintained whilst creating a successful and vibrant new community.

## How has the Masterplan been Brought Together?

10. To support the Local Plan Examination and demonstrate the deliverability of the allocation, a Statement of Common Ground (SoCG) jointly prepared between Fareham Borough Council, Hallam Land Management and Susan Williams and Nicola Seale (the council, land promoter and landowners respectively) has been prepared.
11. The SoCG sets out the further work that the parties have undertaken since the Revised Publication Local Plan was published, to prepare a site masterplan which the parties consider to be the basis for future development proposals. The masterplan at Figure 3 of Part 1 SoCG will replace the Illustrative Land Use Framework Plan on page 148 of the Revised Publication Local Plan (CD001).
12. This SoCG comprises two parts:  
**Part One**
  13. Provides information about the Site and the requirements of Policy HA55, and the areas of agreement between all parties in respect of the site including the vision and the Masterplan. It then details the matters that are not presently agreed.
- Part Two**
  14. Entitled 'Supporting Masterplanning Principles' sets out the principles that the parties have agreed in response to the requirements of Policy HA55. This sets out the design work that has been undertaken by the parties since the Revised Regulation 19 Plan was published and illustrates how the masterplan has been arranged. Part 2 will be appended to the Local Plan Document as supporting principles to the site Masterplan.
  15. Part Two comprises the follows:
    - Structure of the Neighbourhood
    - Green Routes and Spaces - Green Infrastructure
    - How People Move - Pedestrian and Cycle Connectivity
    - Road Hierarchy
    - What this place look and feel like? - Built Form
    - Development Quantum, Density and Mix; and
    - New Community Spine
  16. For each strategy, key elements or principles establish what we want these spaces/areas to do and the way in which they will function. These development and design strategies culminate in an agreed masterplan (refer Part 1 Figure 3 and part 2 Figure 8).

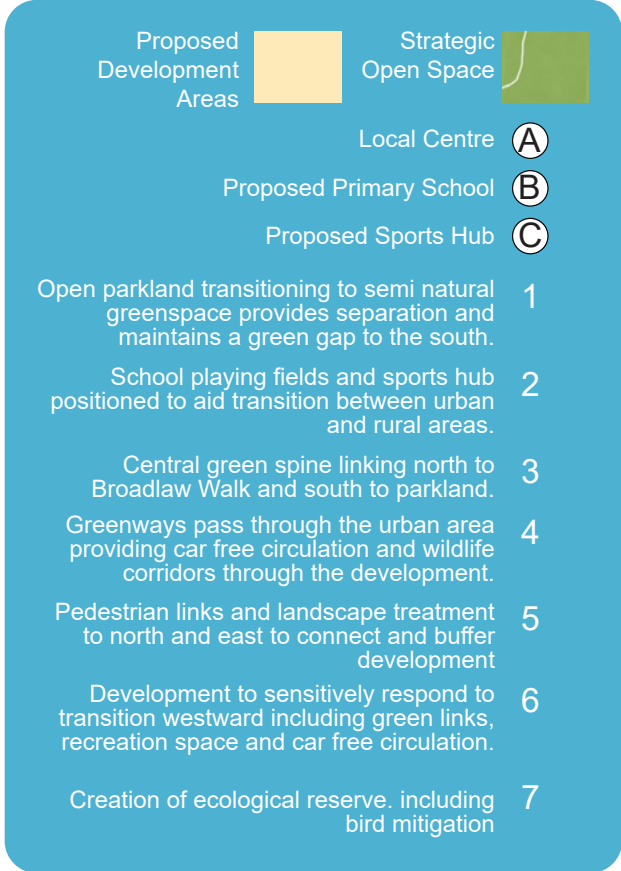


Structure of the Neighbourhood - Spatial Strategy

Fig 2

17. The spatial strategy illustrated on Figure 2 establishes the agreed extent of development to the south of Fareham and its relationship to the open countryside / Strategic Gap further to the south.
18. The Strategic Land Use Framework Plan included in the Local Plan established the principle of a flexible development edge to facilitate further work on layout and form in order to deliver the required number of dwellings, whilst maintaining the experience and purpose of the strategic gap. Figure 2 represents a development of the Strategic Land Use Framework Plan derived from a detailed evaluation of proposed built form, density, housing mix and the extent and distribution of open spaces required to effectively transition the development towards the open countryside whilst delivering parkland balancing recreation with biodiversity enhancement.
19. The role of the gap between existing settlements acts to prevent the physical coalescence or merging of these two settlements. Its role, in conjunction with the development's green infrastructure helps to maintain a sense of separation and openness and to protect the distinct separate identities of the settlements. The spatial strategy illustrated on Figure 2 is considered to effectively preserve the integrity of the remaining gap and the individual identities of Fareham and Stubbington.

20. All parties agree that the transition between the existing open countryside, with its open patchwork of fields, and the existing built-up area to the north of Longfield Avenue is a key design element. The focus is to deliver an urban form that provides for links through to the wider countryside, providing breaks in the development pattern and a varied urban edge whilst not creating a larger development footprint than is necessary. This transition will also ensure that the impact on the strategic gap is minimised and contribute to achieving the vision to create a balanced, safe and connected 10 minute neighbourhood.
21. Additionally the spatial strategy will provide a buffer to and from noise sources currently in existence (the Stubbington bypass and HMS Collingwood). The design will seek to deliver noise attenuation without the need for traditional sound bunds and acoustic fencing set within the open landscape. As the site is relatively flat, features that would introduce changes in level will need careful consideration and will be localised in nature.
22. The urban form will comprise of 6 distinct areas/forms, each with its own unique identifiable character. Urban character is largely determined by each area's response to local context, its density, block structure, road layout, parking arrangements and building heights (refer to Figure 6).



23. There will be a number of unifying elements across the development. These will include a common palette of materials, architectural styling, street furniture, boundary treatments, etc. This will ensure that the different areas will have a unifying theme which underpins a commonality of approach in terms of a coherent movement network, massing and place making.





# Green Routes and Spaces - Spatial Strategy

Fig 3

**VISION:**  
Provides excellent access to a variety of well managed, safe, high quality open spaces and car free routes, which change in character from Longfield Avenue to open countryside, and is biodiverse and climate resilient.

24. The network of Green Routes and Spaces, their composition, character, location, and their relationship with one another establishes the developments broad structure, its ability to be physically and visually assimilated into its wider context, and its connectivity north into the existing urban area, and south into the wider countryside. This network contributes to a place that is both biodiverse and climate resilient.
25. The site is currently used by local residents for walking, including dog walking. Maintaining the sense of openness, a transition to open countryside, and views, links and 'green fingers' radiating through the development are key design principles. The green infrastructure strategy provides for publicly accessible and managed green spaces throughout the site, incorporating both recreation space as well as a number of ecological features.
26. A landscape led masterplan approach to development of the site presents opportunities for long term enhancement and creation of existing and new wildlife habitat and wildlife links both north/south and east/west, as well as securing on-site mitigation for the loss of a modest area classified as a support site of low-use for Solent Wader and Brent Geese. All parties are in agreement, that following discussions with Natural England (NE), an area of bird mitigation land will be located on the part of the site to the west of Peak Lane.
27. The area of environmental enhancement west of Peak Lane has been subject to discussion with Natural England. Natural England support the approach subject to specific design proposals. Whilst the final design requires further consideration, the broad approach is considered to contribute positively to the health and well-being of residents as well addressing impacts on designated sites and the wider natural environment.

Proposed Development Areas

Strategic open space - Natural open space designed for habitat creation and informal recreation.

Strategic open space - Parkland and green corridors designed for recreation, play, movement and wildlife corridors.

Land to the west of Peak Lane to be set aside for the creation of a new bird reserve - no access for dogs.

Land to the west of Peak Lane to be set aside for the creation of a new bird reserve - access for dog walkers.

Land to south to be set designed as natural parkland for habitat and informal recreation.

Transitional area between 'high use' amenity greenspaces and 'lower use' natural greenspace.

Area for community allotment gardens.

Central green spine acting as focal open space linking proposed local facilities. Area transitions from formal public realm and play space to the north to more informal parkland and play space to the south.

Green links designed for movement, swales and wildlife corridors.

1a

1b

2

3a

3b

4a-c

5





# Green Routes and Spaces - Key Elements

28. The following Key Elements set out the performance criteria agreed for each open space area:

## Key Elements Zone 1: Ecological Reserve

- Design, construction and management to ensure optimal habitat conditions for maintenance and expansion of BG+W and other bird species.
- The final extent of area 1a (refer to Figure 3), i.e. an area with restricted access for people and dogs will be subject to further consultation and agreement with relevant stakeholders.
- Principal movement for people and dogs will be directed to the west alongside Peak Lane, within a corridor to the southern boundary linking Peak Lane with Ranvilles Lane and to the north west alongside the existing urban area. This area will be defined by a hedge / fence or drainage ditch where appropriate. Boundary hedge and other planting to be of a scale and density that ensures limited disturbance to area 1a.
- Corridors to be a minimum 10m wide (maximum to be agreed) and include viewing structures and seating, and interpretation signage.
- Only soft surfacing such as hoggin to be used.
- Area to be unlit - seek to maintain an open sky, quiet, 'rural' experience

## Key Elements Zone 2: Southern Parkland

- Species / flower rich grassland including mown paths and tree groups/copses.
- Where paths are required to be hoggin or similar.
- Native hedge and woodland mix shrub planting.
- SuDS attenuation ponds to feature permanent water and associated habitat
- Drainage in open swales and ditches
- Occasional 'rural' seats at key points - typically in timber or stone.
- Long vistas maintain character of an open 'Rural' experience, aiding mindfulness, and health and well-being.
- Interpretation signage for education
- Area to be unlit

## Key Elements Zone 3: Neighbourhood Edge

- Space is to transition urban to rural character - the urban edge to have a parkland experience, meadow and lawn.
- Area to have focus on activity and movement - Key nodal intersections to be clearly identified and provide meeting places, including dense seating.
- Long vistas to maintain visual connection with facilities, social and community spaces, and activity points.
- Specimen trees chosen for stature, longevity and resilience.
- Metalled surface paths to be lit where necessary for safe circulation (subdued lighting).
- Soft edges to include mix of native and ornamental hedge and formal to informal planting.

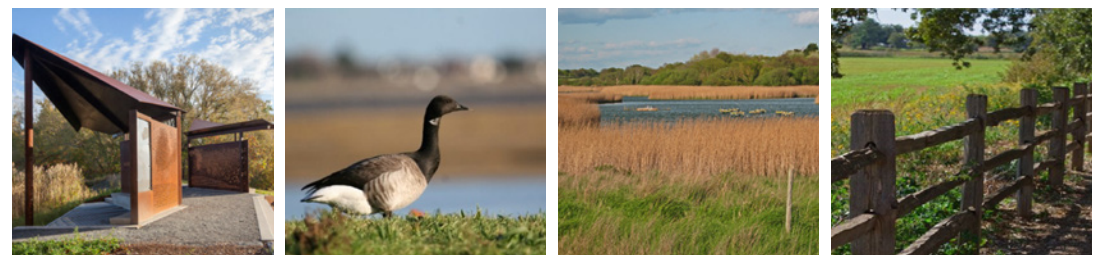
## Key Elements Zone 4: Activity Spine

- Urban parkland experience formed of linked and varied spaces and destinations with focus on activity and movement.
- Key nodal intersections to be clearly identified and provide meeting places, including multiple opportunities for seating for social interaction.
- Long vistas to maintain visual connection with facilities, social and community spaces, and activity points.
- Specimen trees chosen for stature, longevity and resilience.
- Metalled surface paths of varying width.
- Formal and informal planting
- Swales and conveyance ditches to be a feature.
- Lighting to have a varied intensity from north to south.

## Key Elements Zone 5: Green Links and Edges

- Internal or perimeter pedestrian and cycle only links set within a green environment.
- A focus on movement with occasional static spaces with seating and toddler play.
- Corridors to be a minimum of 6m wide unless otherwise justified and agreed.
- Routes to link key intersections and crossing points and provide vistas between housing areas, Green Infrastructure, community facilities, and activity points.
- Tree planting both formal and/or informal depending on location.
- Metalled surface paths that are lit and overlooked.
- Conveyance ditches where required retaining sufficient space for people.

## Key Elements Zone 1



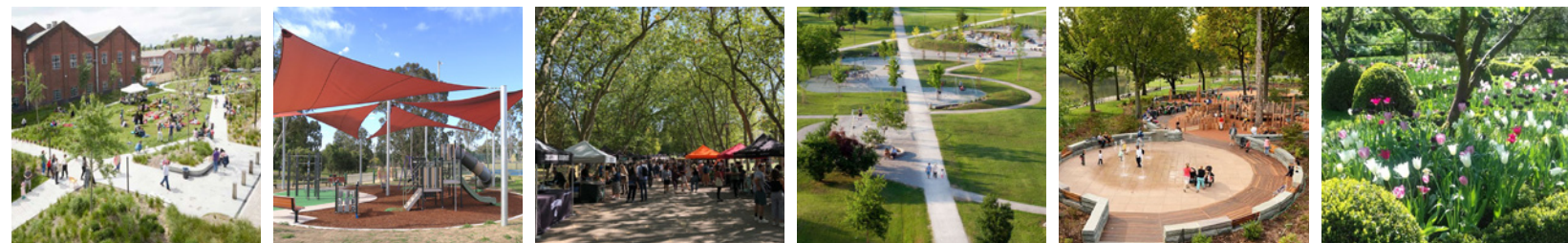
## Key Elements Zone 2



## Key Elements Zone 3



## Key Elements Zone 4



## Key Elements Zone 5





# Pedestrian and Cycle Connectivity - Spatial Strategy and Key Elements

Fig 4

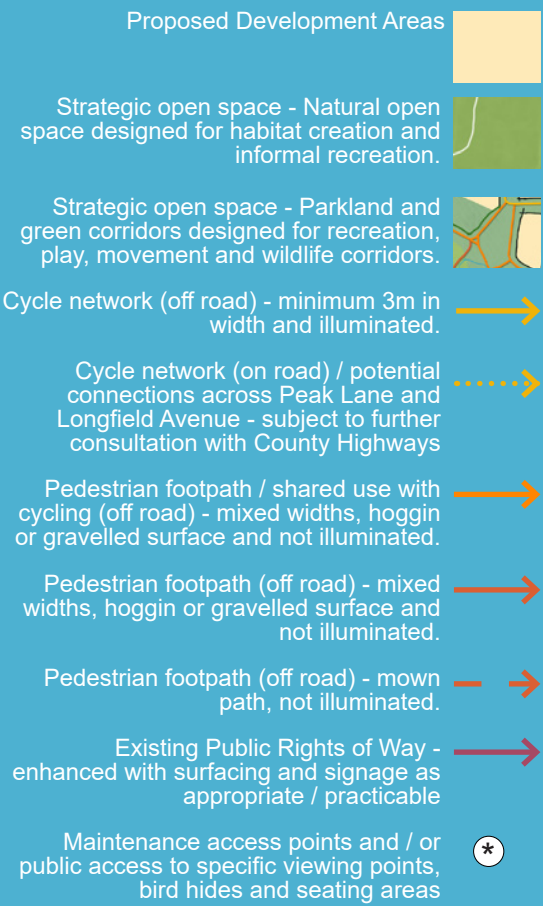
**VISION:**  
Provides a '10 minute' compact, permeable neighbourhood structure of attractive high quality connected spaces, focuses on the movement environment of people from their front door to key destinations, and is integrated with South Fareham, encouraging and prioritising movement between existing and proposed neighbourhoods.

29. The network of pedestrian and cycle routes establishes the key routeways between the strategic open space and development areas.
30. The ease, safety, priority and attractiveness of walking and cycling connectivity across the site, providing access between peoples homes and local services and facilities is key to establishing an integrated and sustainable development to the South of Fareham. Connections between existing and proposed residents will need to consider inward and outward movement from the site providing for access to key destinations within the site and within its wider context. These routes should encourage existing neighbouring residents to use and move through the site as much as encouraging new residents to walk and cycle to existing facilities. Further consultation and agreement with relevant stakeholders regarding the number and location of crossing points north across Longfield Avenue will be required in the context of a future design code and an outline planning application.

31. Slow traffic speeds and low traffic 'social' streets and spaces will permeate the site, with walking and cycling to be given priority in terms of space and movement. This will help to ensure that some secondary streets, alongside tertiary streets and lanes (refer to Figure 5) promote attractive streets that can be safely used by children for local play, the elderly and those with a disability.
32. The social street concept will also help create an environment within which the local centre is accessible at the heart of the new community as a gathering place and focus of neighbourhood activity.
33. The following Key Elements set out the performance criteria for pedestrian and cycle routes:

## Key Elements: Pedestrian and Cycle Links

- All principal on-site and off-site services and facilities and surrounding movement networks can be accessed via green corridors, links and spaces.
- The network will be safe, direct, prioritised, visually attractive and legible.
- Surfacing, lighting and width will be designed having regard to the network's location and character taking account of biodiversity, density of use, the nature of users and the character of the neighbourhood.





# Road Hierarchy - Spatial Strategy and Key Elements

Fig 5

**VISION:**  
Provides a '10 minute' compact, permeable neighbourhood structure of attractive high quality connected streets, and is organised to ensure slow vehicle speeds and the promotion of a low traffic environment.

34. The Road Hierarchy establishes the key relationships between primary, secondary and tertiary routes. This dictates the pattern of movement throughout the site, creates a safe environment and helps develop development character.
35. There will be no direct access to the Stubbington Bypass to the south of the site. The Highway Authority has advised that the bypass has been designed and constructed on the basis of mitigating existing pressures on the road network in the area and any access junction in the vicinity of the site would have a detrimental impact on the flows of that route.
36. Access and egress from the development will be onto Longfield Avenue and Peak Lane. Each access will include provision for safe pedestrian crossing to the north and west respectively. Any changes to this arrangement will need to be justified and agreed.'

37. A four tier hierarchy is proposed. Primary routes will provide connection to existing highways and distribute traffic, at slow speeds, through the development. Secondary and tertiary routes will enable traffic to permeate through development blocks and provide access to the school and sports hub. The Lanes will be designed to be as car free as possible, allowing links between routes for pedestrian and cycle permeability.
38. The following Key Elements set out the performance criteria for the development's road hierarchy:

## Key Elements: Road Hierarchy:

- The movement system for vehicles will be designed within a hierarchy that will create a neighbourhood that delivers slow speed and low traffic. The layout of streets will favour a grid pattern with multiple junctions and driver decision points.
- The street pattern and hierarchy will discourage through traffic. The developments neighbourhood structure, built forms, road geometry, surfacing and pedestrian and cycle routes combined will seek to deliver an average speed of not greater than 20mph on the primary and secondary road network.
- Lower average speeds will be designed for tertiary streets, whilst the lanes will be designed to be traffic free.
- All tertiary and some secondary streets will be shared surface.
- The design approach is for primary and secondary streets to be treed streets.
- Shared surface streets will include tree planting and structural planting within public spaces in order to maintain their longevity.





# Built Form - what will this place look and feel like? - Spatial Strategy

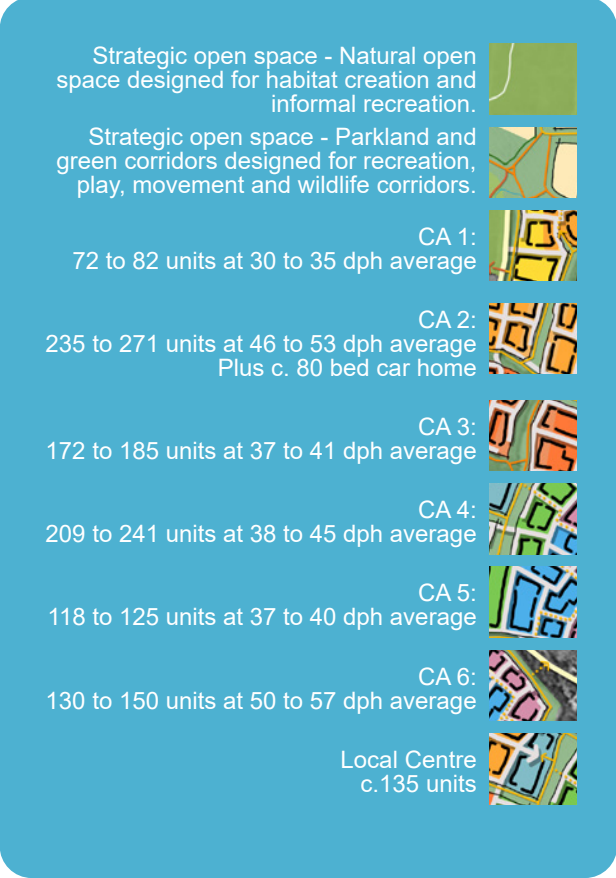
Fig 6

**VISION:**  
Provides different sized houses in a variety of tenure in order to meet everyone's needs. Houses that are well designed to at least minimum national space standards within distinct areas of varying character for interest and legibility.

- 39. The built form establishes the physical appearance of what the new community will look like, i.e. the style and appearance of buildings and other structures, their heights, massing and the like.
- 40. The structure of the development will be populated by six different character areas. Each individual character area will have a different design approach, values and principles that will together deliver a visually interesting, cohesive development that transitions from the urban to the rural setting.
- 41. The residential development will be of mixed tenure, including all forms of affordable provision and specialist housing requirements as well as being tenure blind to ensure inclusion.

## Key Elements - Quantum and Density

- The development will deliver 1250 units split approximately 995 houses (c.80%) and 255 apartments (c.20%).
- Taken across all areas the current working assumption is that there will be an average density for housing of up to 43 dwellings per hectare (dph), with apartments at an average of 90 dph. This equates in broad development terms to an area of 23.17 Ha for housing and 2.83Ha for Apartments.
- A proportion of the apartments will be accommodated within the Local Centre (1.5ha). A number of these units will feature retail, employment and / or community facilities on their ground floor.
- Excluding the proposed primary school (2.2Ha), an area for specialist housing for the elderly (0.4Ha), and the sports hub (4.3Ha) the developable area equates to c. 26Ha
- The individual character areas proposed allow for different typologies with the general pattern being higher density development adjacent to Longfield Avenue reducing across the southern half of the site to create a sensitive edge to the proposed greenspace.





## Built Form - Key Elements - Character Areas

### Key Elements - CA 1:

- Largely housing with scope for occasional small scale apartments (4-6 units) on corners or key nodes.
- Housing predominantly semi-detached and detached with occasional linked detached.
- Housing generally 2 storey with occasional 2.5 storey. 3 storey housing can be accommodated if justified by essential design principle.
- Generally larger houses (4+ beds) will present wider frontage to the street.
- Streets should be treed and appear as part of the public realm and not as within front or rear gardens.
- Gardens to be minimum 11m deep unless justified by design, with an expectation that gardens for larger units (4+ beds) will be larger/longer unless there are overriding street design grounds.
- Front gardens should be a minimum 2m deep and include strong, robust planting.
- As set out in the Council's parking standards, parking is to be to the side of properties at no more than 2 spaces deep. Houses requiring 3 spaces can include a third space on street. Frontage parking will require deeper front gardens and associated planting space.
- It is anticipated that this form of development will accommodate approximately 72 to 82 units at an average density of between 30 to 35 dwellings per hectare.

### Key Elements - CA 2:

- This area will provide a mixture of housing and apartments.
- Higher density town house forms and apartments will generally be focused to the east of the CA to compliment the Local centre and provide a gradual transition to CA1 Peak Lane.
- The scale of existing treed boundaries to Longfield Avenue and the new green link to the south can accommodate punctuations of taller buildings of 3 storeys, such as apartments and town houses. Housing generally 2 storey and 2.5 storey.
- Housing will be predominantly semi-detached with occasional detached and linked detached. Some terraces will be appropriate.
- Generally larger houses (4+ beds) will present wider frontage to the street.
- Streets should be treed and appear as part of the public realm and not as within front or rear gardens.
- Gardens to be minimum 11m deep unless justified by design, with an expectation that gardens for larger units (4+ beds) will be larger/longer unless there are overriding street design grounds.
- Front gardens should be a minimum 2m deep and include strong, robust planting.
- Parking to be to the side of properties at no more than 2 spaces deep. Houses requiring 3 spaces can include a third space on street. Frontage parking will require deeper front gardens and associated planting space
- It is anticipated that this form of development will accommodate approximately 235 to 271 units at an average density of between 46 to 53 dwellings per hectare.

### Key Elements - CA 3:

- This area will be largely housing with scope for occasional small scale apartments (4-6 units) on corners or key nodes.
- Housing will generally be larger units of 3-4+ beds and a mix of semi-detached and detached with occasional linked detached or a short terrace.
- Housing generally 2 storey with occasional 2.5 storey. 3 storey can be accommodated rarely and only if justified by essential design principle.
- Generally larger houses (4+ beds) will present wider frontage to the street.
- Streets should be treed and appear as part of the public realm and not as within front or rear gardens.
- Gardens to be minimum 11m deep unless justified by design, with an expectation that gardens for larger units (4+ beds) will be larger/longer unless there are overriding street design grounds.
- Front gardens should be a minimum 2m deep and include strong, robust planting.
- Parking to be to the side of properties at no more than 2 spaces deep. Houses requiring 3 spaces can include a third space on street. Frontage parking will require deeper front gardens and associated planting space.
- It is anticipated that this form of development will accommodate approximately 172 to 185 units at an average density of between 37 to 41 dwellings per hectare.

### Key Elements - CA 4:

- This area will provide a mixture of housing and apartments.
- Higher density town house forms and apartments will generally be focused to the north of the CA to compliment the Local centre across the central parkland spine.
- There will be a gradual transition southwards towards the open spaces and school utilising looser, less dense, housing forms. Southerly parts of the CA should allow for small corner blocks of apartments and taller units to act as foci and for legibility.
- The streetscape will help to form a strong building line and enclosure to the central parkland spine opposite with units facing onto the open space generating a high degree of natural surveillance.
- Housing will generally comprise of a mixture of 2 and 2.5 storey units with occasional 3 storey housing used to provide a varied streetscape.
- The housing will be predominantly terraced town houses and link detached houses together with complimentary apartment buildings to the north gradually moving towards semi-detached and detached houses to the south. Occasional terraced forms can be accommodated.
- It is anticipated that this form of development will accommodate approximately 209 to 241 units at an average density of between 38 to 45 dwellings per hectare.

### Key Elements - CA 5:

- This area will be largely housing with scope for occasional small scale flats (2-4units) on corners or key nodes
- Housing will be predominantly terraced forms with occasional semi or linked detached. Visually comprising streets as shared space mews arrangements.
- Housing generally 2 storey with occasional 2.5 storey. 3 storey housing can be accommodated rarely and if justified by essential design principle.
- Units fronting the sports hub and green link to the south can be larger and less dense and include 3 storey units.
- This area should generally accommodate smaller houses (1-3 beds) that will present wider frontage to the street in mews form.
- Streets will incorporate carefully placed trees within limited pocket and frontage landscape areas.
- Gardens can be less than 11m deep with an expectation that terraces and balconies will be utilised where practicable / appropriate as a key part of outside space.
- Parking to typically be integral for mews and within landscaped parking courts or on street.
- It is anticipated that this form of development will accommodate approximately 118 to 125 units at an average density of between 37 to 40 dwellings per hectare.

### Key Elements - CA 6:

- This area will be a mixture of housing, with a small number of apartments marking key junctions.
- The scale of existing treed boundaries to Longfield Avenue and the new green link alongside HMS Collingwood to the east can accommodate a frontage of buildings up to 3 storeys. Housing should, however, avoid directly overlooking HMS Collingwood.
- Higher density town house forms as terraces and linked detached houses, with occasional apartments should predominate.
- There should be a gradual transition southwards towards the open spaces and sports hub pitches with looser less dense housing forms but allowing for corner blocks of apartments and taller units to act as foci and for legibility.
- The streetscape will help to form a strong building line and enclosure to the existing wooded/landscaped edge with units facing open space and generating a high degree of natural surveillance.
- It is anticipated that this form of development will accommodate approximately 130 to 150 units at an average density of between 50 to 57 dwellings per hectare.



Development Quantum and Density

Fig 7





## Built Form - Key Elements - Building Typologies

### Key Elements - Detached and Linked Detached Housing

- Units can be narrow or wide frontage depending on character area. Generally narrow frontage will suit more urban, higher density streets except where wide frontage is necessary within mews to accommodate parking. Occasional narrow frontage unit can sit within looser, more open street frontages where the character area allows.
- Typically 2 or 2.5 storey depending on character area. In some locations, if streetscene context and design justification for feature or landmark building dictates, occasional 3 storey unit can be appropriate.
- Where character, streetscene and building line dictate, parking can be accommodated within mews lanes to the rear or a suitably designed landscaped 'square'. Resultant frontage space should include robust planting to soften streetscape and create set back for ground floor habitable rooms. Bin and Bike storage should be positioned to the front or side unless dominant and visually undermining the streetscape.
- Where parking is to be provided at the front, no more than two tandem spaces to the side will be appropriate. Where parking is to be provided within front gardens in front of the building line, no more than two spaces side by side shall be provided and will be accompanied by robust landscaping and a discernible and usable front garden. In general this arrangement is likely to only be suitable with wide frontage plots and a front garden depth of circa 7m. Such forms are more likely to suit the lower density, spacious character areas to the southern and eastern periphery.
- Where higher density areas necessitate, use of linked-detached dwellings these can provide variety to the streetscene and can be beneficial in delivering additional outdoor space in the form of upper level terraces. These will be encouraged to help provide efficient use of space taking account of privacy for adjacent property. Such spaces can be considered as part of the provision of 'garden' space if they are of sufficient scale and function.

### Key Elements - Semi-Detached Housing

- The criteria set out for detached and linked detached dwellings are also applicable to semi-detached units.
- Semi-detached dwellings should be designed as harmonious pairs unless they are pivotal to changes in character areas or street corners. In such cases, asymmetrical arrangements including windows, materials and architectural language can be appropriate.
- Semi detached units should create a strong street rhythm, where they are the dominant form, with ordered and balanced spacing, building line, position of parking, boundary treatment and architectural language.

### Key Elements - Mews / Terraces

- Units are to be typically grouped to create intimate tertiary shared surface spaces.
- Uniform unit design is not a requirement.
- Mews should include through routes for pedestrians and cyclists.
- Mews are to typically comprise of a wide frontage and a narrow plan depth, generally 2 storey in height with integral parking. Such parking should achieve a minimum dimension of 6m x 3m.
- Some street parking is also acceptable.
- The use of an occasional 3rd floor is considered appropriate to punctuate the streetscene and create visual interest depending upon the character area.
- Some units can be detached or linked depending on the character area. Similarly areas can include Flats Over Garages (FOGs) but only occasionally to ensure extensive ground floor active frontage within street is maintained.
- Provision of upper level terraces and balconies; as private amenity space is encouraged and can be considered as part of the provision of 'garden' space if they are of sufficient scale and function.
- Variable garden size may be considered if essential to design quality;
- Occasional specimen trees and privacy strip planting typically no less than 1m should be used where habitable windows directly front the street.
- High quality surface materials and entrance thresholds will be important for these shared surface spaces.
- Bin and Bike storage may be integral to the housing or accommodated within parking spaces.

### Key Elements - Apartments

- Apartments mass and scale shall not be visually dominant. They will be integrated into perimeter blocks and the streetscene to create an ordered and harmonious street composition. It is anticipated that apartments will not therefore:
  - Be visually isolated in the streetscene, significantly separated from other properties by car parking or open space.
  - Be set back significantly from the general building line of the street.
  - Be typically more than 1 floor higher than other properties in the street.
  - Have the principal pedestrian access to the rear or side of the street frontage.
  - Have bin and cycle storage facilities that are visually intrusive.
  - Have elevations of discordant materials.
  - Single aspect apartments should not face north. Double aspect apartments will ensure that the principal living space does not face north.
- Apartments will typically have a front entrance and principal rooms facing the street.
- Provide communal open space designed in cognisance of shade and which creates a usable garden with robust landscaped seating spaces and high quality surface materials.
- Where appropriate to the streetscene include private balconies or roof terraces in addition to communal spaces to create visual interest and aid natural surveillance.
- Apartments will be constructed tenure blind
- The extent of provision will vary dependant on the character area



Typical examples of apartment, mews and housing form and composition



## A New Community Spine - Spatial Strategy and Key Elements

Fig 7

### VISION:

A legible heart, which provides a mix of uses within a high-quality public realm, easily reached on foot or by bicycle. A heart where people can meet, talk, sit and interact, can engage in community activities and use shops and services for their day-to-day needs. A heart linked to a new school and sports hub by a 'community spine' or linear park.

42. The key to delivering a thriving community for both new residents and existing residents will be to create an accessible and welcoming heart that provides the services needed to serve these residents. Central to the design therefore is the creation of a 'community spine' which both serves the needs of new residents, but also draws in existing residents from neighbouring areas.

43. The 'community spine' comprises a new local centre to the north featuring retail, employment space and healthcare facilities, linked to a new primary school and sports hub to the south and south east respectively by a linear park.

44. The local centre will be designed to integrate seamlessly into the surrounding character areas and deliver the heart of the new community.

### Key Elements Zone 5: Local Centre

- Wholly flatted residential forms.
- 2-4 storeys with ground floor commercial/community/health uses plus 2 or 3 levels of residential apartments above.
- Where appropriate to the streetscene a balcony should be included to at least one principal room. Balcony size and design will be subject to further detailed design coding.
- A principal habitable room should overlook public space.
- Ground floor commercial uses to have an active elevation facing south and/or east towards internal courtyard spaces or adjoining public open space.
- The Local Centre is to include a high quality hard and soft landscaped 'square' to:
  - To be the heart of the neighbourhood .
  - Act as focus of pedestrian activity, with spill out space for seating and active use integral to the design of the retail and community uses.
  - To provide year round colour.
  - To be lit without reliance on highway lighting providing a safe and attractive evening space.
- To be linked physically and visually as part of an integrated design with the central GI parkland spine, Longfield Avenue crossings and proposed new school.
- To be constructed of high quality materials that weather well, are responsive to the context with surface materials that clearly identify pedestrian space.
- Parking is to be designed as an integrated public space linked with and/or integrated into the landscaped square and punctuated with robust tree planting.
- Residential parking can be unallocated and, where necessary, shared with commercial functions.
- It is anticipated that the local centre could accommodate circa 135 apartments.



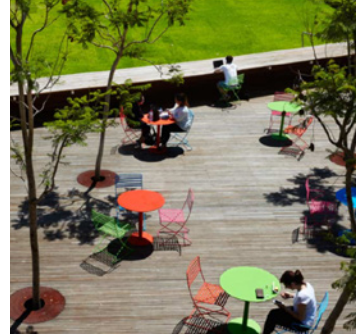
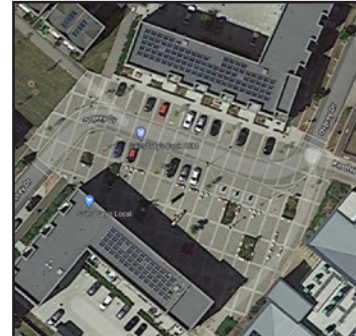
- 1 Local Centre: Ground floor commercial uses to have an active elevation facing south and/or east towards internal courtyard spaces or adjoining public open space.
- 2 The Local Centre is to include a high quality hard and soft landscaped 'square'. Parking is to be designed as an integrated public space linked with and/or integrated into the landscaped square and punctuated with robust tree planting.
- 3 Local Centre to be linked physically and visually as part of an integrated design with the central GI parkland spine.
- 4 Community Spine to include avenue tree planting and destination play spaces, transitioning in character from north to south.
- 5 The school building is to be located to the north east corner of the plot to act as a fulcrum and focus to the long vista of the north south community spine. The building is to act as part of the streetscape to the west side of the community spine and a visual marker for the southern edge of the development.
- 6 The sports hub will be designed to ensure that the form, location, scale and appearance of the changing and ancillary uses pavilion building is integrated into streetscape on its northern edge.
- 7 Other urbanising characteristics such as car parking, 3g surfacing and lighting will be focussed to the north.





## Built Form - Key Elements

### Local Centre ▶



### Primary School ▶



### Sports Hub ▶



#### Key Elements - Primary School:

- The proposed school site is located at the southern edge of the developable area of the neighbourhood to allow its green play space to contribute to the sense of openness of parkland to the south.
- The school building is to be located to the north east corner of the plot to act as a fulcrum and focus to the long vista of the north south community spine. The building is to act as part of the streetscape to the west side of the community spine and a visual marker for the southern edge of the development.
- The school will be linked to the local centre and sports hub as well as the wider parkland via green links to encourage walking and cycling and linked trips with the shops, services and community facilities.
- The school building should include a two storey equivalent element as part of its status within the streetscape.
- Car parking will be set behind the built frontage.
- Playing fields to the west and south will be landscaped and include specimen trees, to the school boundaries, selected for their stature, longevity and resilience.

#### Key Elements - Sports Hub:

- The sports hub will be designed to ensure that the form, location, scale and appearance of the changing and ancillary uses pavilion building is integrated into streetscape on its northern edge.
- The building will be designed to be of a complimentary high quality building that relates to both the street and the sports function.
- Other urbanising characteristics such as car parking, 3g surfacing and lighting will be focussed to the north.
- Car parking will be unobtrusive and include robust boundary planting and subdued surfacing.
- Lighting will be designed to avoid unnecessary spillage to surrounding streets and open spaces.
- Unlit grass pitches will be located to the south and will include structural tree planting to help transition the pitches into their wider parkland setting to the south and east.
- All pitches will meet Sport England's outdoor pitch specifications unless, on balance, taking account of other development requirements, alternative provision is demonstrated to be acceptable.



# Illustrative Masterplan

45. Figure 8 depicts a layering of the preceding strategies, which in combination culminate in a development that will create a vibrant new neighbourhood for South Fareham.
46. This Masterplan, which the parties consider to be the basis for future development proposals will replace the Illustrative Land Use Framework on page 148 of the Revised Publication Local Plan.



Fig 8





Prepared jointly between Fareham  
Borough Council and Urban Wilderness -  
representing Hallam Land Management Ltd  
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