



## **Helping to create a 'Vision' for the North of Fareham Strategic Development Area.**

Report on the Fareham SDA stakeholder  
visioning workshop held on 27th March  
2009.

## Report on the Fareham SDA Visioning Workshop – 27th March 2009

### Executive Summary.

This executive summary reflects a focused and common set of outcomes from the one-day workshop held on the 27th March 2009.

The purpose of the event was to contribute to the establishment of a strategic vision that informs future development and masterplanning strategies for the Strategic Development Area (SDA) to the North of Fareham in Hampshire, England.

The workshop was attended by 57 people representing a range of statutory and non-statutory organisations, developers and landowners. The attendees worked together in a collaborative manner to produce material that could contribute to the production of a “vision” for the development of the Fareham Strategic Development Area.

Cross referencing of the material produced by the participants reveals eight key areas of concern: defining levels of containment; specifying physical connections with the surrounding area; defining identity, distinctiveness, quality and coding; dealing with green infrastructure; coordination of delivery and long term management; Public Transport provision; specifying energy efficient design and; defining economic and social relationships with the surrounding area. The participant’s cumulative and distilled responses to these concerns as the final product of the workshop are summarised below as a prototype draft “vision” for the SDA:

*“The SDA will contain a mixed and well integrated community. It will have a high level of self-containment with around two thirds of its inhabitants’ life needs being assessable within a focal point main centre and smaller neighbourhood centres. It will contain a mix of dwelling types with a large proportion of family housing. Flats and terraced developments will be concentrated close to the centres. 40 %*

*of the housing stock will be “affordable”, there will be a significant amount of sheltered housing and there will be some limited opportunities for self build projects.*

*It will have an integrated movement system connecting it fully with its surrounding settlements and destinations. It will incorporate footpaths, cycle ways, and vehicular traffic in a way that encourages walking, provides excellent public transport, responds to land use allocation and feels comfortable and safe to use.*

*The development will have a unique name and character. Its layout and design will exploit local topography, landscape features and historic structures to produce a place that is distinctive whilst being recognisably part of Hampshire but that also incorporates contemporary design in a manner that is flexible and that can accommodate change. Layout and detailed design will be of the highest quality, built to agreed objective bench marks of quality assurance.*

*It will have an integrated and linked green network providing a range of multi functional open spaces – civic spaces, informal outside spaces, public open green spaces, and private outside space, gardens and green routes. The green network will incorporate the SDA’s natural features, river valleys, hedgerows, tree lines, and woodlands to provide habitat, recreational facilities and to frame new development.*

*The development of the SDA will be directed by an overall “vision” with a strong policy & planning framework to ensure infrastructure, service and employment provision is coordinated with housing provision whilst incorporating on going community involvement in the development process. The longer term future of the SDA will be facilitated by management plans, structures and mechanisms to programme and maintain infrastructure provision, providing long term management of transport, service provision, public realm maintenance, ensuring long term flexibility and adaptability and enabling the SDA to embrace new technologies.*

*It will be an exemplar of energy efficient design. It will take advantage of natural features, such as hedges/green corridors/woods; it will maximise orientation - south facing slopes; incorporate SUDS: provide opportunities for local food production (allotments and gardens); generate surplus renewable energy (solar/wind/geothermal); waste will be managed, composted and recycled locally. Buildings will be thermally efficient, constructed using modern materials and local labour. Services within easy walking distance of homes and integrated public transport will reduce the need to travel by car.*

*Socially and economically the SDA will complement rather than compete with the surrounding settlements and its structure will allow existing residents to benefit from its facilities whilst protecting the character and positive features of the surrounding settlements”.*

The prototype vision was the result of a process where the participants were asked to address six key development issues in relation to the SDA:

1. Identifying the qualities that make a “good place”;
2. Defining a sustainable development by describing the mix of services, land uses and range of dwelling types in response to the perceived needs and aspirations of future inhabitants;
3. Exploring distinctiveness by listing the existing built form, landscape and distinguishing features of the local context;
4. Addressing Movement & Connections by considering the accessibility to and from, and within the new development to key services and jobs, particularly towards Fareham and Portsmouth;
5. Dealing with Design & environmental quality by identifying how to set a quality benchmark for others to follow and;
6. Identifying other emerging issues.

The main detailed outcomes of the participants’ collaboration in relation to the six key development issues are:

- **Fifteen qualities that would constitute a “good” place:**
  - Sense of integrated community;
  - Easily accessed by multiple mode;
  - A range of Multifunctional facilities and services;
  - Variety of layout, character and built form;
  - Green spaces;
  - Feels safe;
  - Focal points and landmarks;
  - High quality and innovative design;
  - Relates positively to its context and setting;
  - Visually interesting;
  - A place to be proud of;
  - A distinct identity;
  - Human scale;
  - Vibrant and peaceful;
  - Self contained.
- **Development instructions relating to use mix:**
  - Provide integrated mixed uses and multiple uses of buildings and spaces;
  - Provide a main centre and a hierarchy of other local or neighbourhood centres;
  - Define the relationships with other existing settlements – complement rather than compete;
  - Establish a long term strategy for the phasing and timing of infrastructure, service delivery and long term management;

- Provide links and movement patterns to land-use mixes (particularly employment uses) in order to encourage self containment;
- Approximately two thirds of the future inhabitants' life needs should be accessible within the boundaries of the SDA;
- Provide the majority of services & facilities within the SDA with a greater emphasis on providing higher levels of primary & secondary education, surgery level healthcare and retailing.
- **Development instructions relating to dwelling mix, type, size and tenure:**
  - Overall housing mix should be based on sub-regional needs analysis and an evidence base of housing demand;
  - Provide a variety of dwelling types with a bias towards freehold family occupation;
  - Flats should be provided close to centres;
  - Where flats are provided the number single bedroom properties should be minimised and where provided bedrooms should be large;
  - Around 40 % of housing stock should be affordable;
  - All dwellings should be within easy walking distance of outdoor spaces;
  - Provide a significant amount of property for rental (market & affordable);
  - Incorporate a small amount of shared equity in self-build.
- **Development instructions relating to the SDA as a distinctive place:**
  - Protect the Wallington and Meon River valleys and use them as part of a green network of footpaths and cycle routes;

- Use the existing woodland to frame new development providing a network of woodlands as habitats and a recreation resource;
- Use the existing footpath network as the basis for a permeable network of routes connecting the SDA with existing neighbourhoods and centres giving both existing and new residents access to the countryside;
- Provide an noise buffer adjacent to the M27;
- Exploit the local topography as a means of embedding local distinctiveness from the very beginning of the process into the layout and design of the SDA;
- Retain, protect and enhance Fareham Common as part of the SDA green infrastructure;
- Use the existing hedgerows, tree lines and natural features as the basis for a green network and as constraints and guides to future movement route layout;
- Retain, protect and enhance Portsdown Hill as part of the SDA green infrastructure;
- Retain, protect and enhance the existing listed and historic structures in the SDA. These could form the basis for the development of a locally influenced design code and provide the new development with a series of locally meaningful and recognised landmarks;
- Assess the existing farmland as a part of an SDA local community food production strategy;
- Provide a buffer between Funtley and the SDA.
- **Development instructions specifying movement and connectivity patterns:**
  - Provide pedestrian and cycle routes to and from Fareham;
  - Provide a railway station at Knowle;

- Provide pedestrian and cycle links E–W across the A32;
- Provide a vehicular connection between Knowle and the centre of the SDA;
- Provide pedestrian and cycle routes to and from Knowle;
- Deliver a N–S bus route to/from Fareham;
- Provide a bus route to/from Portsmouth and Fareham – incorporating BRT;
- Construct a new connection to J11 of the M27.
- **Development instructions intended to ensure that the SDA will meet the highest standards of environmental sustainability, architectural quality and urban design:**
  - The SDA will be an exemplar of sustainable design principles – using existing natural landscape features, responding to topography, aspect and orientation, incorporating SUDS; providing opportunities for local food production; generating surplus renewable; managing, recycling and composting waste locally. Buildings will be thermally efficient, constructed using modern materials and local labour. Services will be within easy walking distance of homes and the area will be served by Integrated public transport;
  - The detailed design of the SDA will be controlled by a code derived from an analysis of local context producing a variety of styles reflecting the South Hampshire vernacular in a contemporary fashion;
  - Long term management plans, structures and mechanisms will need to be provided to programme and deliver infrastructure provision and to provide long term management of transport, service provision, public realm maintenance and to ensure long term flexibility and adaptability enabling the SDA to embrace new technologies;



- Ensure that infrastructure, service and employment provision is coordinated with housing provision, incorporating on going community involvement in the development process by providing an overall viable “vision” with a strong policy and planning framework;
- Deliver a movement system that is connected to the surrounding settlements, encourages walking, provides excellent public transport, responds to land use allocation and feels safe to use;
- Provide a range of multi functional open spaces incorporating the SDA’s natural features – civic spaces, informal outside spaces, public open green spaces, and private outside space, gardens and green routes;
- Ensure that the development provides value for money, is fit for purpose and presents opportunities for long term investment;
- Identify appropriate parking standards. Apply and manage relevant and sufficient parking provision;
- Identify quality and technical benchmarks for the objective assessment of all aspects of design and build quality.
- **Emerging key issues that require further consideration throughout future development negotiations:**
  - How will the development impact on existing residents and surrounding settlements? What will the relationship be between the SDA and its neighbours?
  - How can the infrastructure and service delivery aspects of the SDA be planned, delivered and managed in coordinated and integrated way?
  - What types of employment provision and where will they be located?
  - What is the optimum housing density and numbers of dwellings?

- The SDA development should be named and its distinctiveness should be delivered through the use of a design code.
- What level of self containment needs to be achieved?
- What is the overall timescale for development and how will it be managed?
- How do you future proof public transport provision and where do you locate a park and ride system.
- How will local environment constraints such as flooding be dealt with?

The main body of the report lists those people who attended, explains how these development qualities and instructions were produced, illustrates how the prototype vision was constructed and provides a set of key recommendations for further action.

Copies of the full report are available on Fareham Borough Council's web site and can be download in PDF format.

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**Purpose of the report:**

To present the results of the collaborative one-day visioning workshop held on 27th of March 2009 commissioned by Fareham Borough Council.

The purpose of the event was to contribute to the establishment of a strategic vision that informs future development and masterplanning strategies for the Strategic Development Area (SDA) to the North of Fareham in Hampshire, England.

The visioning workshop was based on a collaborative process whereby invited stakeholders such as local residents' group representatives, Councillors, local authority officers, consultants, interest groups, professional experts and developers were actively involved in formulating development principles for the SDA. An objective of the process was to engage a broad range of local and national expertise in order to identify knowledge and ideas that could be used to influence and inform proposals for development.

An overall aim of Fareham Borough Council was to utilise the knowledge and expertise of a range of stakeholders in order to assist in the production of a profile or 'vision' for a new community north of Fareham in terms of what facilities it should contain, how it should function and to explore the type of relationship it should have to its immediate surroundings and the broader sub-regional area.

This report reflects this main aim and is presented as an account of the development principles, instructions and key issues of concern raised and discussed during the workshop. Those facilitators' comments that have been included are for reasons of explanation, clarification and/or summary. Within the context of the aim and objectives of the process the consensual views of the participating groups have been included, whereas individual comments have been excluded. This reflects the ethos of the process whereby a mix of stakeholders in participating groups were asked to come together to share expertise and find common ground.

Inevitably there will be principles and issues that will be open for further reflected interpretation by individuals and individual organisation members. This should be perceived as a good thing as much work was produced over a short period of time and a degree of flexibility and interpretation guarantees the avoidance of a prescriptive approach and provides the scope for further negotiation.

It should be noted that the material produced at this workshop is only one of a number of elements that will contribute to the formation of the SDA vision. FBC will make use of the material contained in this document together with an emerging evidence base, technical reports, viability and deliverability studies and the results of subsequent workshops and opinion surveys in formulating the definitive vision for the SDA.

### **Structure of the report:**

The report is divided into 8 sections.

1. **Outline of the workshop structure and format** – with participant's details and levels of attendance.
2. **Identifying the qualities that make a “good place”.**
3. **Defining a sustainable development:** describing the mix of services, land uses and range of dwelling types responding to the needs and aspirations of future inhabitants.
4. **Exploring distinctiveness:** listing the existing built form, landscape and distinguishing features of the local context.
5. **Movement & connections:** considering the accessibility to and from, and within the new development to get to key services and jobs, particularly towards Fareham and Portsmouth.
6. **Design & environmental quality:** identifying how to set a design quality benchmark for others to follow.
7. **Identification of other emerging issues.**
8. **Summary comments and recommendations.**

## 1. Outline of the workshop structure and format.

The workshop was facilitated by staff from Urban Design and Mediation (ud+m). Participants worked six small groups constructed to ensure a mix of representation in each group. Table 1.0 lists the participant organisations that attended.

Table 1.0 Participant organisation details and attendance	
Organisation	Group
Spatial Strategy & Research Group	A
Hampshire County Council	
Fareham Borough Council (Planning Policy)	A
Hampshire Early Years Development & Childcare Partnership	A
Fareham Borough Council (Councillor)	A
Hampshire County Council, Highways	A
Fareham Borough Council	A
Portchester Civic Society	A
First Wessex	B
Fareham College	B
Fareham Borough Council (Planning Policy)	B
Fareham Borough Council (Councillor)	B
Natural England	B
Fareham Borough Council	B
Smart Futures	B
Environment Agency	B
Fareham Borough Council (Legal)	C
The Fareham Society	C
Fareham Borough Council (Planning Policy)	C
Hampshire County Council Waste and Environment	C
SEEDA	C

<b>Table 1.0 Participants details and attendance....continued</b>	
Highways Agency Network Operations South East	C
Fareham Borough Council	C
Winchester City Council	C
Hampshire County Council Recreation & Heritage	C
David Lock Associates	C
Fareham Borough Council (Leisure and Community)	D
Tribal Urban Studio	D
Fareham Borough Council (Planning Policy)	D
networkfareham	D
Hampshire County Council Education	D
Funtley Village Society	D
Environment Agency	D
Homes and Communities Agency	D
Fareham Borough Council (Conservation)	D
Hampshire County Council	D
Fareham Borough Council (Councillor)	D
Fareham Borough Council (Leisure and Community)	E
Hampshire County Council, Highways	E
Lexington Communications	E
Fareham Borough Council (Planning and Transportation)	E
Hampshire County Council (Councillor)	E
Hampshire Primary Care Trust	E
Fareham Borough Council (Housing)	E
Wallington Village Community Association	E
Wickham Society	E
David Lock Associates	E
Hampshire County Council Highways	E
Buckland Development	F
Fareham Borough Council (Councillor)	F
Fareham Borough Council (Housing)	F
Fareham Borough Council (Planning Policy)	F



Table 1.0 Participants details and attendance....continued	
Fareham Borough Council (Conservation)	F
Transport for South Hampshire/Hampshire County Council	F
Hampshire County Council	F
ATLAS	F
English Heritage	F
Fareham Society	F

A total of 57 people attended the workshop. 133 potential participants were invited to take part in the workshop ranging from: local residents; local businesses; members of county, district, town and parish councils; local authority county and district officers (from different disciplines); and regional & national agencies. The details of the original invitees can be found in Appendix A.

At the beginning of the workshop the participants were reminded that their participation in the event did not imply their acceptance or approval of development to the North of Fareham. In addition, it was accepted by Fareham Borough Council that their participation would not prejudice any future comments that they might make regarding the SDA through the formal planning process.

### 1.1 Workshop aims & objectives.

The overall aim of the workshop was to provide Fareham Borough Council (FBC) with information that would contribute to the construction of a profile or 'vision' of what a sustainable & distinctive development might be like in the SDA that could inform and guide the production of future development – the beginning of a '**place making**' process. From this aim the objectives for the workshops are set out:

- to produce a set of instructions that can be used to produce a "good" place;
- to use these instructions to inform the way in which new development can be produced in an appropriate manner

that is acceptable to a broad range of interested local stakeholders; and

- to identify from this process those key emerging issues that are yet to be fully resolved.

## **1.2 Workshop Structure.**

Participants were asked to provide six sets of information:

1. identify what they considered to be the qualities that make a “good place”;
2. suggest the mix of services, land uses and range of dwelling types that might be required to ensure that the SDA could be considered as a sustainable development;
3. identify the site context, topography and character as a means of addressing the issue of the SDA being a distinctive development;
4. specify movement patterns around and across the site and;
5. give an indication of how high levels of urban, architectural and environmental design quality could be secured;
6. a final session allowed the participants to record any other key issues not dealt with during the workshops.

These tasks were undertaken at a strategic level aimed at producing general proposals rather than detail layout positioning and route type definition. The bulk of this report summarises the proposals made by the 6 groups.

## **1.3 Note on the analysis methodology.**

The material produced by the participants at the workshop has been examined through a five stage distillation process, as shown in Diagram 1.0, designed to identify commonality and reveal key issues of concern and importance. For each issue a series of summary tables are presented that allow the summaries to be audited back to the original data. The original “raw” data can be found in Appendix B.

For each of the key issues addressed at the workshop the original data has been examined for commonality and sorted into a series of themes that emerged from that examination.

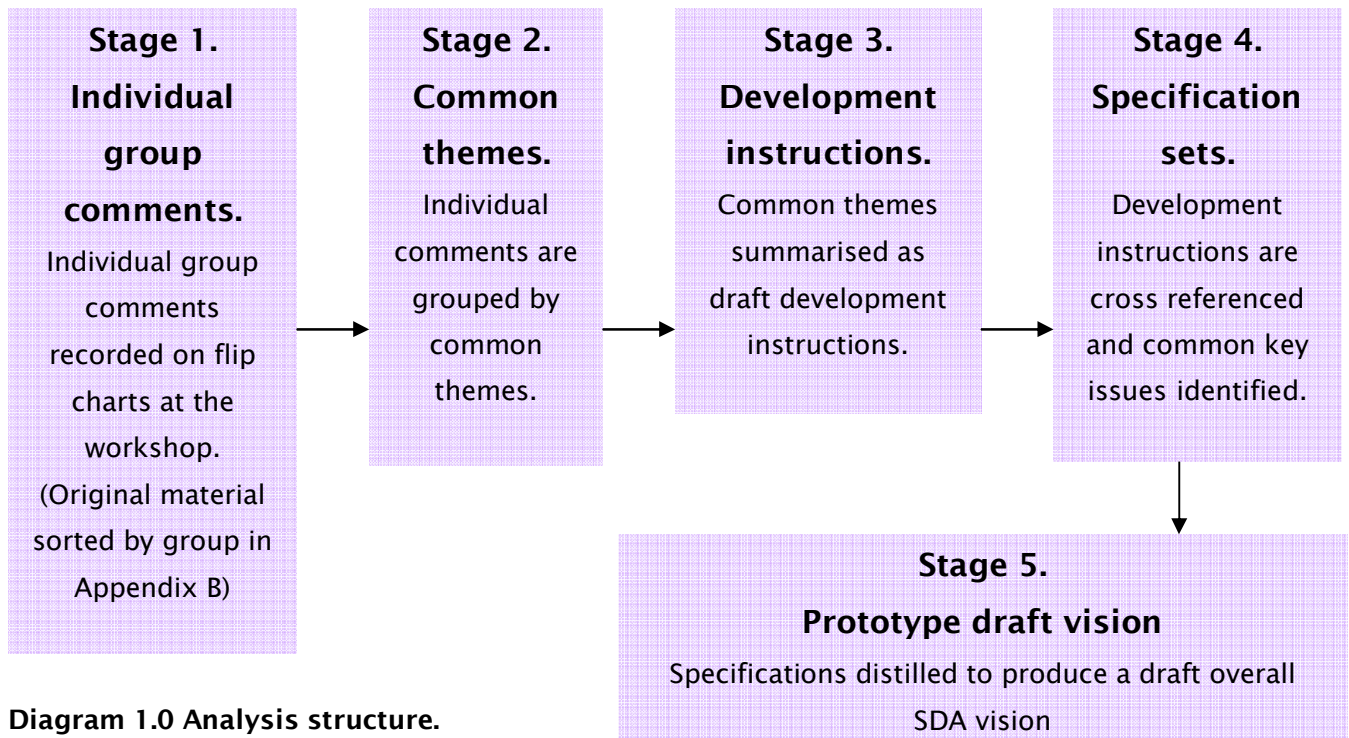


Diagram 1.0 Analysis structure.

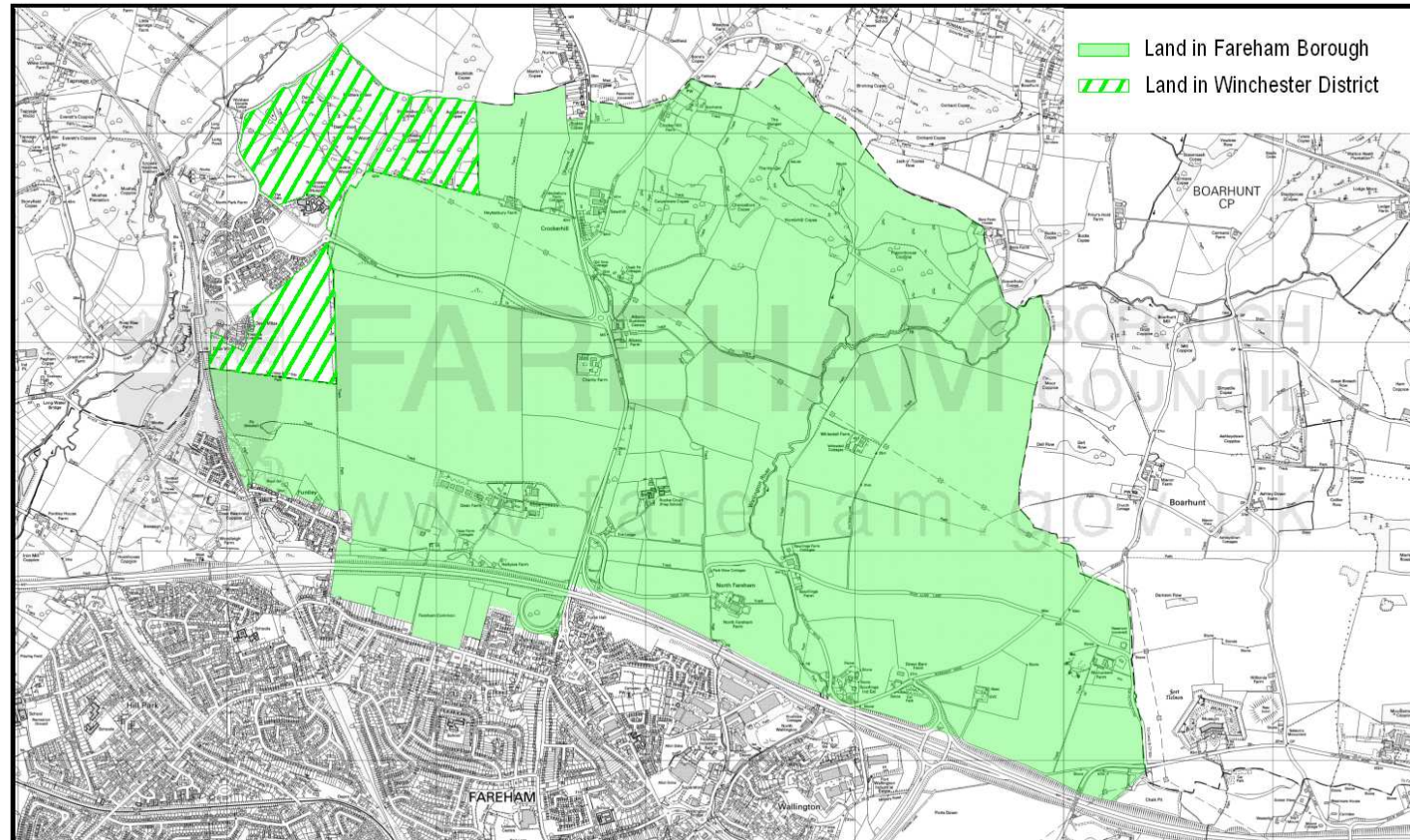
The themes are summarised and presented as a series of “Draft Development Instructions” from the workshop.

The development instructions are examined for commonality across each issue and grouped under a series of key headings as “Specification Sets”.

In the final section of the report the specifications are distilled to produce a prototype draft overall vision for the SDA as the final product of the workshop.

The intention of this process is to ease the usability of the raw data set by identifying common items that arise across issues, whilst ensuring transparency and facilitating the auditing of summary back to individual group comment.

## SDA Area of Search



0 1000 m



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Figure 1.0 SDA area of search used as the basis of workshop discussions.

## 2. Identifying the qualities that make a “good place”.

At the beginning of the day the participants were asked to list the qualities that they considered made a “good” place and that new development should aim to achieve. Table 2.0 lists the qualities organised in order of how often they were mentioned across the six groups.

<b>Table 2.0 What makes a ‘good’ place?</b>		
<b>Reference</b>	Individual Items shown on the group material. ((7) = number of occurrences on the group flip charts)	<b>Summary statement.</b>
<b>GP1</b>	Sense of community; Sense of community; Community involvement; People; Sense of community (small communities within the overall SDA); Sense of community; Place should be for people; Togetherness; Works for all sections of the community; Meets the needs of individuals – mind, body, spirit; Meets the needs of children; Diversity (Buildings, employment, age groups etc); Mix of people; Integrated housing/community , where relationships are built.	<b>Sense of integrated community. (15)</b>
<b>GP2</b>	Accessible; Accessibility; Accessibility; Accessible; Accessible; No congestion; Well designed & located car parking (to be subservient); Transport links; Provision for cars (parking); Free bus service; Sensible street planning (layouts) Ability to walk to places.	<b>Easily accessed by multiple mode. (12)</b>
<b>GP3</b>	Multifunctional; Mix of uses; Facilities & services; Activities & facilities; Community facilities; Compact with plenty of facilities & services; Services (shops, healthcare, schools etc); Diversity (Buildings, employment, age groups etc); Health & sport opportunities; Plenty to do.	<b>A range of Multifunctional facilities and services. (10)</b>
<b>GP4</b>	Variety of buildings; Variety in everything; Variety of built forms & ages; Variety of building types and layouts; Variety (different character areas); Variety; Mix of built form; Diversity (Buildings, employment, age groups etc).	<b>Variety of layout, character and built form. (8)</b>
<b>GP5</b>	Ability to walk to places & into green spaces; Easy access to green space; Green spaces; Landscape; Natural beauty; Trees; Green spaces & natural environment; Visual impact of landscape (from within & from without).	<b>Green spaces. (8)</b>
<b>GP6</b>	Safe; Safe (personal & flood protection); Safe environment; Safe, secure & friendly environment; Safe; Friendly setting.	<b>Feels safe. (7)</b>

<b>Table 2.0 What makes a 'good' place? ....continued</b>		
<b>GP7</b>	Focal points, identifiable,; Community focus (e.g. meeting places); Focal point; Landmarks; Features.	<b>Focal points and landmarks. (7)</b>
<b>GP8</b>	Good building design; Innovative design & interesting; Quality design; Good architecture; Quality materials.	<b>High quality an innovative design. (5)</b>
<b>GP9</b>	Complimentary to its setting; Context, setting & respect for surroundings; Impact on surrounding communities; Interaction with existing suburbs.	<b>Relates positively to its context and setting. (5)</b>
<b>GP10</b>	Interesting; Interesting vistas; Visually exciting; View of the sea & mountains (sic); History & heritage.	<b>Visually interesting. (5)</b>
<b>GP11</b>	Enjoy being there & wanting to bring your family there; A place you want to be in – with a distinct identity; Proud to come from; Enjoyable.	<b>A place to be proud of. (4)</b>
<b>GP12</b>	Own identity & 'name' (rather than 1 big conurbation a network of villages; e.g. Titchfield, Funtley etc); a distinct identity; Proud to come from; Distinctive.	<b>A distinct identity. (4)</b>
<b>GP13</b>	Human scale; Human scale; Scale; Neighbourhood scale.	<b>Human scale. (4)</b>
<b>GP14</b>	Peaceful & vibrant; Busy but not noisy; Vibrant; Vitality.	<b>Vibrant and peaceful. (4)</b>
<b>GP15</b>	Good infrastructure (self containment) to promote sustainability & community for all ages; Self containment.	<b>Self contained. (2)</b>

Table 2.0. shows the individual items extracted from the flip chart material produced by each group arranged by common themes. The themes are then summarised to catch the essence of the grouped comments. The results of this analysis reveal 15 key points that collectively specify the qualities that a place should have to meet this workshop's definition of a "good" place.

There are several implications arising from these principles – these were briefly discussed during the workshops and are paraphrased below by the facilitators:

- the delivery of an "integrated community" depends on the joint working of both built form/infrastructure and service delivery in



the first instance and on the long term management of facilities and services;

- an audit of existing site and surrounding features will need to be carried out to identify features that can aid in the formation of local identity;
- it is likely that some form of code will be needed that describes, illustrates and specifies the desired layout, character and design;
- the encouragement of people to walk to and from facilities will require the shared location and shared management of services in close proximity. It will also require that the grain of the street pattern is such that walking distances are minimised;
- the introduction of mixed uses and facilities will require the accurate identification of both pedestrian and traffic flows around the new development to ensure that non-residential uses are located on the busiest routes to maximise access and visibility;

### 3. Defining a sustainable development.

The participants were asked to respond to three prompts in relation to defining a sustainable development:

- PROMPT 1: Indicate (strongly agree, agree, neutral, disagree, strongly disagree) a negotiated agreed view of the group that: ***“New development should have a mixture of uses with a centre providing community, leisure, retail, employment and other facilities to serve the population of that new development”***. Also, briefly list any comments of qualification, caution and/or advice that the group feels should be attached to their overall view.
- PROMPT 2: **Use Mix.** What approximate percentage range (100% = a lot and 0% = none whatsoever) of the total needs of the inhabitants does the group think should be provided for within the new development in terms of: Employment opportunities; Health and Educational facilities; Leisure requirements; Retail needs; and Social interaction opportunities. Also, list any other needs the group consider to be important.
- PROMPT 3: **Dwelling Mix.** List the mixture of dwelling types and tenures that the group feel would be desirable to deliver a sustainable development (and likely to support a cohesive community) in this location and indicate an approximate percentage range for each (100% = a lot and 0% = none whatsoever).

3.1 In terms of the responses to prompt No 1: three out of six groups “Strongly Agreed” and three groups “Agreed” with the statement that ***“New development should have a mixture of uses with a centre providing community, leisure, retail, employment and other facilities to serve the population of that new development”***.

Table 3.0 presents the additional comments recorded by the six groups of participants in relation to the above statement.



<b>Table 3.0 Use mix comments.</b> ((7) = number of occurrences on the group flip charts)		
Ref	Individual comments regarding <b>Use Mix (UM)</b> shown on the group materials.	Draft summary Instructions arising from the comments.
<b>UM1</b>	A multifunctional use of facilities; Multiple/shared building uses to aid economic viability; Facilities should be appropriate with need & of sustainable size including leisure (including green infrastructure & open space), retail & community Water for recreation & pleasure; Any development will need community involvement to help create facilities; Schools & parks for example need to be integrated and linked; A mix of housing types to give the centre a 'lived in' feeling; Needs economic viability everywhere. (7)	<b>UM1. Provide integrated mixed uses and multiple uses of buildings and spaces to promote vitality &amp; viability.</b>
<b>UM2</b>	A hierarchy of centres are required (town needs more than one, say a main & others for communities); There should be a centre with satellites (walkable facilities); Centres but also sub-centres; Needs to have a centre plus local centres; Needs more than one centre & different sizes of centres; Any development needs a focal point – a meeting place like Central Park. (6)	<b>UM2. Provide a main centre and a hierarchy of other local or neighbourhood centres.</b>

<b>Table 3.0 Use mix comments....continued.</b>		
<b>UM3</b>	<p>Scale: avoid competition with other places BUT complement instead;</p> <p>Define relationship to Fareham: new settlement versus urban extension?</p> <p>Define relationship to Portsmouth;</p> <p>The new development should compliment Fareham NOT compete;</p> <p>Further consideration of relationship between new development &amp; existing centres (e.g. Fareham);</p> <p>This is bigger than Petersfield! (6)</p>	<b>UM3. Define the relationships with other existing settlements – complement rather than compete.</b>
<b>UM4</b>	<p>Important to get timing of facilities (phasing) correct;</p> <p>Time frame is important (a very long timeframe for the SDA);</p> <p>Thought needs to be given to a funding mechanism to provide delivery and management of the development over its lifetime (Agency &amp; Developer Partnership Trust?)</p> <p>Got to have an ambition of excellence to help create the ‘wow’ factor;</p> <p>Do what you can to encourage people to remain in their environment. (5)</p>	<b>UM4. Establish a long term strategy for the phasing and timing of infrastructure, service delivery and long term management in order to promote civic pride &amp; community commitment.</b>
<b>UM5</b>	<p>Employment &amp; traffic generators need to be peripheral but connected;</p> <p>Some employment can be integrated but other types separate;</p> <p>Establish movement patterns that encourages self containment;</p> <p>Important to have access by buses and a Gosport link. (4)</p>	<b>UM5. Provide links and movement patterns to land-use mixes (particularly employment uses) in order to encourage self containment.</b>
<b>UM6</b>	There should be space for expansion & adaptation	<b>UM6. Ensure that expansion and change can be accommodated.</b>

Table 3.0. shows the individual items extracted from the flip chart material produced by each group arranged by common themes. The themes are summarised as a series of draft instructions regarding the development of the SDA. The results of this analysis reveal six draft instructions in relation to the provision of mixed uses within the SDA:

- **Provide integrated mixed uses and multiple uses of buildings and spaces;**
- **Provide a main centre and a hierarchy of other local or neighbourhood centres;**
- **Define the relationships with other existing settlements – complement rather than compete;**
- **Establish a long term strategy for the phasing and timing of infrastructure, service delivery and long term management;**
- **Provide links and movement patterns to land-use mixes (particularly employment uses) in order to encourage self containment;**
- **Ensure that expansion and change can be accommodated.**

### **3.2 PROMPT 2: Use Mix.**

The participants were asked to indicate the levels of service that future residents of the SDA should be able to access with in the SDA itself.

Table 4.0 presents the data provided by the 6 groups and shows the averages calculated from the raw data obtained at the workshop.

The average levels of suggested service provision are:

- **46% of the total employment needs of the SDA inhabitants should be found within the SDA;**
- **84% of the Health and Education needs of the SDA inhabitants should be found within the SDA. 100% of primary and secondary education needs should be provided with in the SDA. All primary, local medical and dental needs**

**should be provided within the SDA. Further Education and Hospital care is expected to be provided for outside the SDA;**

- **65% of all Leisure needs of the SDA inhabitants should be found within the SDA;**
- **36% of total retail needs of the SDA inhabitants should be found within the SDA. 100% of convenience retail needs should be provided within the SDA.**

These percentage figures provide the specification for “how” mixed use should be delivered with the SDA. Further analysis, below, relates this to suggested levels of self containment that the SDA should achieve.

**Table 4.0 : Use mix %: What approximate percentage range (100% = a lot and 0% = none whatsoever) of the total needs of the inhabitants does the group think should be provided for within the new development in terms of:**

Group	Employment %	Health and Education %	Leisure %	Retail %	Social interaction %	Cultural %	% Average across all service/facility categories for each group in terms of level of self-containment (rows)
A	60	80	70	40-60	80	30	62 – 68*
B	Rising to 50	Overall 70 (Primary and secondary education 100% Primary healthcare 100%)	75	80	90	-	73
C	30	100 (Hospitals and FE elsewhere)	70	50 (convenience food 100)	80	-	66
D	50	85	70	60	75	20	60 – 68*
E	30-40	90 (Hospitals and FE elsewhere)	70	30 – 40	95 – 98	-	65
F	50	80	35	30	80	-	55
% Average within each service/facility category (columns)	46	84	65	36	84	25	64*

\* these figures exclude the values shown under the heading culture that were provided by only two groups

Taken as an indication of the desired level of self containment of the SDA the main conclusion to be drawn from table 4.0 is that approximately two thirds of the future inhabitants' life needs should be accessible within the boundaries of the SDA.

This summary analysis gives rise to an additional draft instruction in regard to use mix:

**UM7 Provide the majority of service & facility categories listed above within the SDA with a greater emphasis on providing higher levels of primary & secondary education, surgery level healthcare and retailing** (social interaction is interpreted as being a meta objective delivered through all key issues and the “what makes a ‘good’ place?” principles).

### 3.3 PROMPT 3: Dwelling Mix.

In addition to use mix the participants were asked to indicate the mix of dwelling types that they felt would be appropriate within the SDA and provide comments qualifying their suggestions. The results of this exercise are presented in table 5.0 and table 6.0 below.

Table 5.0 Dwelling Mix comments.		
Ref	Individual comments regarding <b>Dwelling Mix (DM)</b> shown on the group materials.	Draft summary Instructions arising from the comments.
<b>DM1</b>	Up to 4 storey flats over shops (as feature buildings) Avoid 'blocks of flats' Flats close to centres	<b>DM1 Provide flats close to centres, incorporating living over shops up to four storeys.</b>

Table 5.0 Dwelling Mix comments....continued		
<b>DM2</b>	Single bed flats to be large Nothing less than 2 bedrooms	<b>DM2 Ensure that the number of single bed units are minimised and where they are provided ensure that the bedrooms are large (define large).</b>
<b>DM3</b>	A good mix across the range of houses will be required with an emphasis on 'townhouses' Housing levels to meet sub-regional needs Housing mix & tenure to be arrived at through evidence based research	<b>DM3 Use sub-regional needs research to profile the housing mix.</b>
<b>DM4</b>	40% affordable 40% affordable (bed spaces NOT dwellings)	<b>DM4 40% of the housing stock to be "affordable".</b>
<b>DM5</b>	Access to outdoor space	<b>DM5 Ensure all dwellings have easy and walkable access to outdoor space.</b>

Table 5.0 groups the various comments received about dwelling mix into five key summary instructions for future development:

- **Flats should be provided close to centres;**
- **Where flats are provided the number single bedroom properties should be minimised and where provided bedrooms should be large;**
- **Overall housing mix should be based on sub-regional needs analysis and an evidence base of housing demand;**
- **40 % of housing stock should be affordable;**
- **All dwellings should be within easy walking distance of outdoor spaces.**

**Table 6.0 % mix of dwelling types and tenure:** *List the mixture of dwelling types and tenures that the group feel would be desirable to deliver a sustainable development (and likely to support a cohesive community) in this location and indicate an approximate percentage range for each (100% = a lot and 0% = none whatsoever).*

		Dwelling types					Dwelling Sizes			Tenure range			
	% Totals	Flats	Terrace	Semi Det	Det	She It	1 bed	2/3-4 bed	5 bed	Overall Freehold	Overall Rental	Shared Equity (Self build)	(Afford)
<b>A</b>	104	13%	35%	48%	8%	0%	–	–	–	–	–	–	40%
<b>B</b>	100	–	–	–	–	–	15%	80%	5%	60%	40%	–	
<b>C</b>	100	10%	30%	25%	25%	10%	–	–	–	50%	40%	10%	30%
<b>D</b>	101	10%	10%	–	–	10%	19%	50%	20%	62%		1%	<15%
<b>E</b>	–	–	–	–	–	40%	–	–	–	90%	–	–	–
<b>F</b>	126	13%	13%	–	–	25%	–	50%	–	–	25%	–	40%
<b>Av</b>	-	11%	22%	36%	16%	17%	17%	60%	13%	65%	35%	5%	31%

\* % do not consistently total 100 due to the nature of the original data.



Table 6.0 presents the mix of dwelling type, size and tenure mix suggested by the six participant groups. Taking an average across the groups produces the following housing profile:

**In terms of dwelling types:**

- **11% of properties in the SDA should be Flats;**
- **22% of the SDA dwelling portfolio should be Terraced properties;**
- **36% of the SDA housing stock should be semi-detached;**
- **16% of properties should be detached;**
- **17% of SDA dwellings should be some form of sheltered accommodation.**

**With regard to dwelling size:**

- **1 bedroom properties should represent approximately 17 % of the housing stock;**
- **2 to 4 bed properties should comprise approximately 60 % of the housing stock;**
- **5 bedroom properties should represent about 13% of the SDA housing stock.**

The main conclusions taken from an analysis of table 6.0 are:

- **There is an even gradient across the dwelling types with semi-detached being dominant;**
- **2 – 4 bedroom family units are the dominant size**
- **Freehold tenure is dominant;**
- **A small % of shared equity housing through self-build;**
- **An average of 31% of all housing stock to be “affordable” in a variety of forms.**

This analysis gives rise to three further draft instructions in terms of Dwelling mix:

**DM6 Provide a variety of dwelling types with a bias towards freehold family occupation**

**DM7 Provide a significant amount of property for rental – circa 33% (market & affordable)**

**DM8 Incorporate a small amount of shared equity in self-build – circa 5%**

#### **4. Exploring distinctiveness:**

In terms of producing a distinctive development in the SDA the participants were asked to respond to two prompts:

- Prompt 1: Based on your group's collective knowledge of the area indicate on the base plan any existing features (within & beyond the search area) that the group think are memorable and that contribute to the character of the area and indicate the relative level of importance the group places on each feature (5 = high importance: 1 = minor importance). Also, list any particular features that you feel could directly contribute to making THIS new development distinctive.
- Prompt 2: Based on your selections please indicate on the flipcharts HOW your group feel these existing features should be dealt with in any future development by listing specific actions that should be taken in relation to the identified features. Also, list any potentially new design or development features and functions that you think should be used to contribute to making THIS new development distinctive.

Table 7.0 summarises the responses to both prompts and groups' individual comments under a series of themes and as in earlier sections summarises these as draft development instructions.

<b>Table 7.0 Exploring distinctiveness</b>		
Ref	Individual comments regarding <b>Distinctiveness (D)</b> shown on the group materials.	Draft summary instructions arising from the comments
<b>D1</b>	<p>River (could be a boundary, is accessible and is a recreation resource)</p> <p>River Wallington &amp; Meon (opportunity to use for green infrastructure &amp; linear recreation route)</p> <p>River Wallington could be used as a focal point &amp; edge</p> <p>River Wallington &amp; River Valley (Flooding. Wildlife. Amenity)</p> <p>Value to SDA. Access to an attractive feature)</p> <p>River Wallington Valley (5 – walking, well being, green space; links to other areas; recreation)</p> <p>Wallington Valley (could provide green infrastructure/country park)</p> <p>Leisure activity to River Wallington area &amp; Funtley &amp; Wickham</p> <p>Meon Valley</p>	<p><b>D1 Protect the Wallington and Meon River valleys and use them as part of a green network of footpaths and cycle routes.</b></p>
<b>D2</b>	<p>Woodland (could ‘frame’ the area &amp; and is a recreation resource)</p> <p>Woodland (potential for managed access &amp; exploitation)</p> <p>Woodland (enhance what’s there)</p> <p>Woodland &amp; higher ground (5 – tranquillity, wildlife, visual impact, visual backdrop, helps to contain proposed development)</p> <p>Woodland forest of Bere</p>	<p><b>D2 Use the existing woodland to frame new development providing a network of woodlands as habitats and a recreation resource.</b></p>

<b>Table 7.0 Exploring distinctiveness....continued</b>		
<b>D3</b>	<p>Footpaths (add to existing routes to provide increased permeability)</p> <p>Existing footpaths provide an opportunity to be networked</p> <p>Footpath Network (Within the SDA &amp; linking with existing urban areas)</p> <p>Access to Countryside (both for existing and new residents)</p> <p>Open up disused railway for walking</p>	<p><b>D3 Use the existing footpath network as the basis for a permeable network of routes connecting the SDA with existing neighbourhoods and centres giving both existing and new residents access to the countryside.</b></p>
<b>D4</b>	<p>M27 (need for a buffer zone &amp; severance issue as it is important to retain linkages)</p> <p>M27 (need to consider screening &amp; noise abatement design features)</p> <p>M27 (Relationship with SDA development to be determined – turn back on it?. Employment close to motorway)</p> <p>A limited opportunity for some employment between M27 and housing BUT this could conflict with self containment objective</p>	<p><b>D4 Provide an noise buffer adjacent to the M27,</b></p> <p><b>KEY ISSUE TO BE RESOLVED – <u>How will the SDA address the M27?</u></b></p>
<b>D5</b>	<p>A32 (important in determining location of access to J10 &amp; J11 of M27 &amp; could cause severance if SDA is developed E &amp; W of A32)</p> <p>A32 (provides access to north plus bridleway for access to wider recreation facilities)</p> <p>Two employment areas off A32 (explore options, either build on what's there or relocate in SDA – key is that they are important employment resources &amp; don't want to lose them)</p> <p>Land to the east of A32 could be used to create an open space as part of the identity of the development which could also be linked to a school</p>	<p><b>D5 KEY ISSUE TO BE RESOLVED – <u>How will the SDA address the A32?</u></b></p>

<b>Table 7.0 Exploring distinctiveness....continued</b>		
<b>D6</b>	<p>Knowle Centre (could benefit new residents in NE of SDA).</p> <p>Knowle &amp; Funtley (could be integrated whilst protecting identity)</p> <p>Knowle Village (use as a case study to establish likely car journey generation from SDA)</p> <p>Opportunity to link Knowle, SDA &amp; Fareham by linking into Meon Valley pathway</p> <p>Better links with Knowle</p>	<b>D6 Improve the links to Knowle to the benefit of existing residents and the new residents of the SDA.</b>
<b>D7</b>	<p>Knowle Halt station (re-use existing railway)</p> <p>Re-use existing railway with new station as an opportunity</p>	<b>D7 Re-use the existing railway at Knowle Halt and provide a new station to serve the SDA and surrounding area.</b>
<b>D8</b>	<p>Topography (provides an opportunity for design considerations of</p> <p>roofscapes, scale, landmarks &amp; colours</p> <p>Contours (exploit for designing building layouts)</p> <p>Viewpoints into the area (Avoid uniform roofscapes)</p> <p>Rise in Land from South (Use in terms of landscape that will effect the height of buildings – work with the landscape rather than against it)</p>	<b>D8 Exploit the local topography as a means if embedding local distinctiveness from the very beginning of the process into the layout and design of the SDA.</b>
<b>D9</b>	<p>Fareham Common (is a ‘green’ infrastructure resource)</p> <p>Fareham Common (below Kiln Road) could be an observation point during construction</p> <p>Views across Fareham Common (3 – 4)</p>	<b>D9 Retain, protect and enhance Fareham Common as part of the SDA green infrastructure.</b>
<b>D10</b>	<p>Southworn Estate &amp; hedgerows (4 – remain as part of local character)</p> <p>Hedges (could define green routes, outside space &amp; connectivity)</p> <p>Trees on Skyline (A natural screen. A feature of Fareham view)</p> <p>A32 tree line (5 – marking an historic route, powerful local landmark)</p> <p>Natural features (good opportunity)</p> <p>Retain Funtley Copse</p>	<b>D10 Use the existing hedgerows, tree lines and natural features as the basis for a green network and as constraints and guides to future movement route layout.</b>

<b>Table 7.0 Exploring distinctiveness....continued</b>		
<b>D11</b>	<p>Portsmouth Hill (a development constraint)</p> <p>Portsmouth Hill could be an informal recreational area</p> <p>Portsmouth Hill (5 – views, special quality, wide openness)</p>	<b>D11 Retain, protect and enhance Portsmouth Hill as part of the SDA green infrastructure.</b>
<b>D12</b>	<p>Listed buildings &amp; structures (respect their features &amp; setting)</p> <p>Boundary Oak School (Architectural significance – but screened)</p> <p>Boundary Oak School (4)</p> <p>Historic forts (5 – walking, history)</p> <p>Dean Farm &amp; other listed buildings (4)</p>	<b>D12 Retain, protect and enhance the existing listed and historic structures in the SDA. These could form the basis for the development of a locally influenced design code and provide the new development with a series of locally meaningful and recognised landmarks.</b>
<b>D13</b>	<p>Hubs – Knowle, Funtley &amp; Wickham</p> <p>Opportunity to locate new centre(s)</p>	<b>D13 Link existing centres with a new SDA centre as hubs in a movement network that clearly connects new development with its surrounding context.</b>
<b>D14 A</b>	<p>Farmland (an opportunity for food growing as allotments, community orchard etc)</p>	<b>D14 Assess the existing farmland as a part of an SDA local community food production strategy.</b>
<b>D15 B</b>	<p>Lake provides an opportunity for SUDS</p>	
<b>D16 D</b>	<p>Funtley needs to be separated from new development</p>	<b>D16 Provide a buffer between Funtley and the SDA.</b>

Table 7.0 Exploring distinctiveness....continued		
<b>D17 E</b>	Promote cycling within SDA & new cycle routes into Fareham TC & railway station Public Transport: <i>Bus network</i> links to Fareham TC (shops, Leisure Centre, Station); Wickham; within the SDA; Portsmouth; Southampton & other East – West destinations; <i>Trains</i> to Fareham Station; SE & NW to Eastleigh PLUS * a new station is important; <i>Walking</i> networks within green infrastructure; <i>Cars</i> M27 junctions are important (reused J10 or existing J11? – both ways)	<b>D17 Create an integrated movement system, incorporating footpaths, cycleway, public transport and vehicular traffic that connects the SDA fully with its surrounding centres and destinations</b> - Fareham TC; railway station; shops; Leisure Centre, Wickham; Portsmouth; Southampton & other East – West destinations; SE & NW to Eastleigh PLUS M27 junctions are important (reused J10 or existing J11? – both ways)
* these items were listed by only one group. The group is identified by the inclusion of their identifier letter in the item reference e.g. D17E.		

Analysis of table 7.0 shows a high level of agreement on most issues with several themes developing. Seventeen specific and detailed instructions emerge from the comments shown in table 7.0 and future development should use these to ensure that development clearly addresses the local context. The seventeen items can be grouped under the three key headings listed below as potential actions that would address the major points raised through this context analysis:

- **Carry out a comprehensive audit of the existing landscape in order to identify** (a number of these were identified at the workshop):
  - features for retention;
  - potential open space locations;
  - existing and potential neighbourhood separators;
  - existing ecological features, quality and value.
- **Produce a full visual impact & legibility analysis in order to identify** (a number of these items were identified at the workshop):
  - existing views for retention;

- existing site features for retention;
- **Produce a movement plan** (these items are also dealt with in section 5 below):
  - linking existing settlements and routes and developing a movement system incorporating walking cycling and public transport across the site area;
  - ensure that existing neighbourhoods are protected from increased traffic flows but are able to take advantage of new facilities;

## 5. Movement & connections:

In relation to issue of Movement and Connection the participants were asked to respond to two prompts:

Prompt 1: Based on your group's knowledge of the area please indicate how you think the new development should be connected to the wider surrounding area AND where your group consider the main movement network(s) should be placed within any new development area. Please give a number rating in terms of the importance of each connection and route the group has identified (5 = high importance: 1 = minor importance).

Prompt 2: Using a separate tracing sheet, list in priority order the types of movement modes (e.g. cycling, public transport, walking, private motor, etc) that the group feel should be provided along each of your connections and movement routes. List specific actions that you feel would be needed to achieve the group's priorities.

Responses to both prompts have been combined to produce the movement plans in figures 2.0 to 7.0. The plans present the six groups' movement proposals and show variations on a number of common themes. There is a high degree of commonality across the six plans in terms of suggested movement patterns and these are summarised on a composite movement plan – figure 8.0.



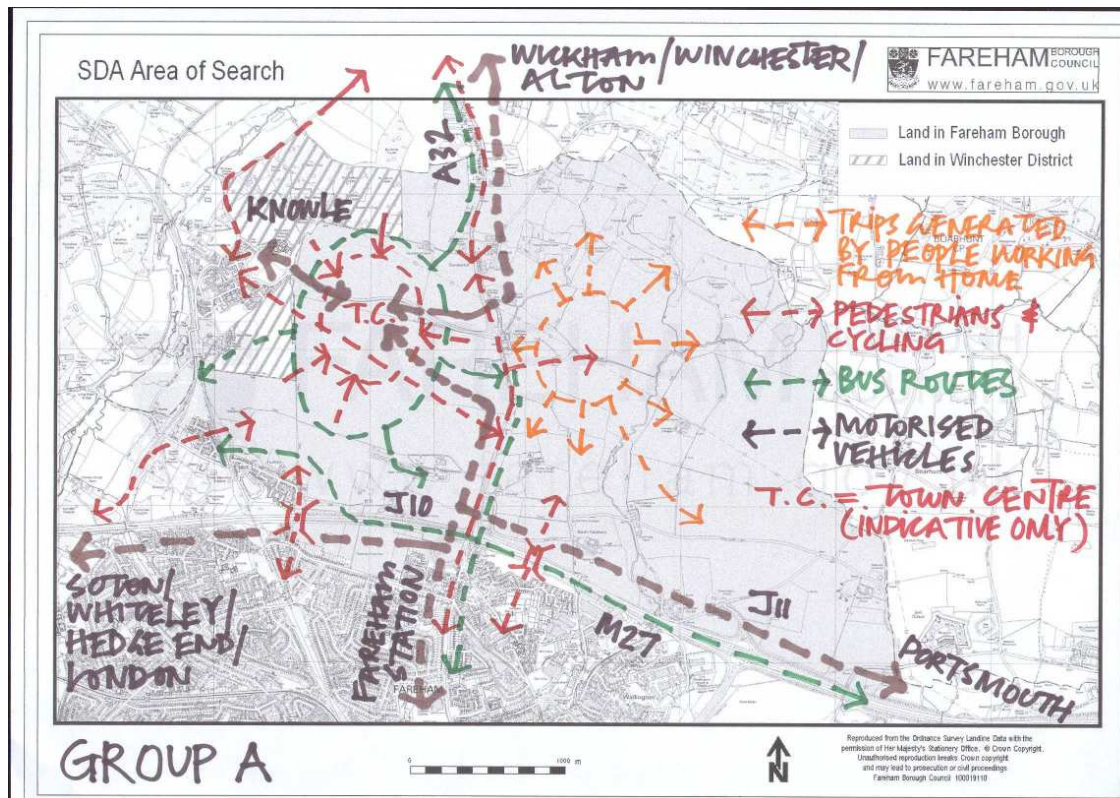


Figure 2.0 Group A movement plan

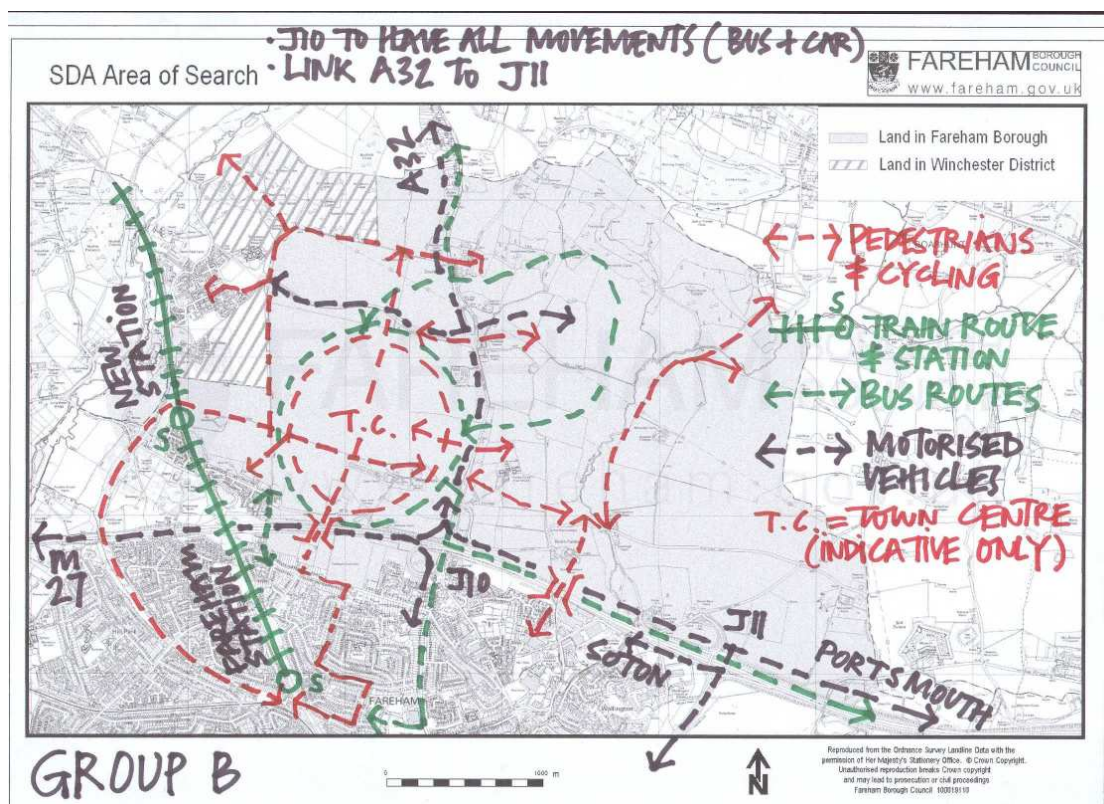


Figure 3.0 Group B movement plan



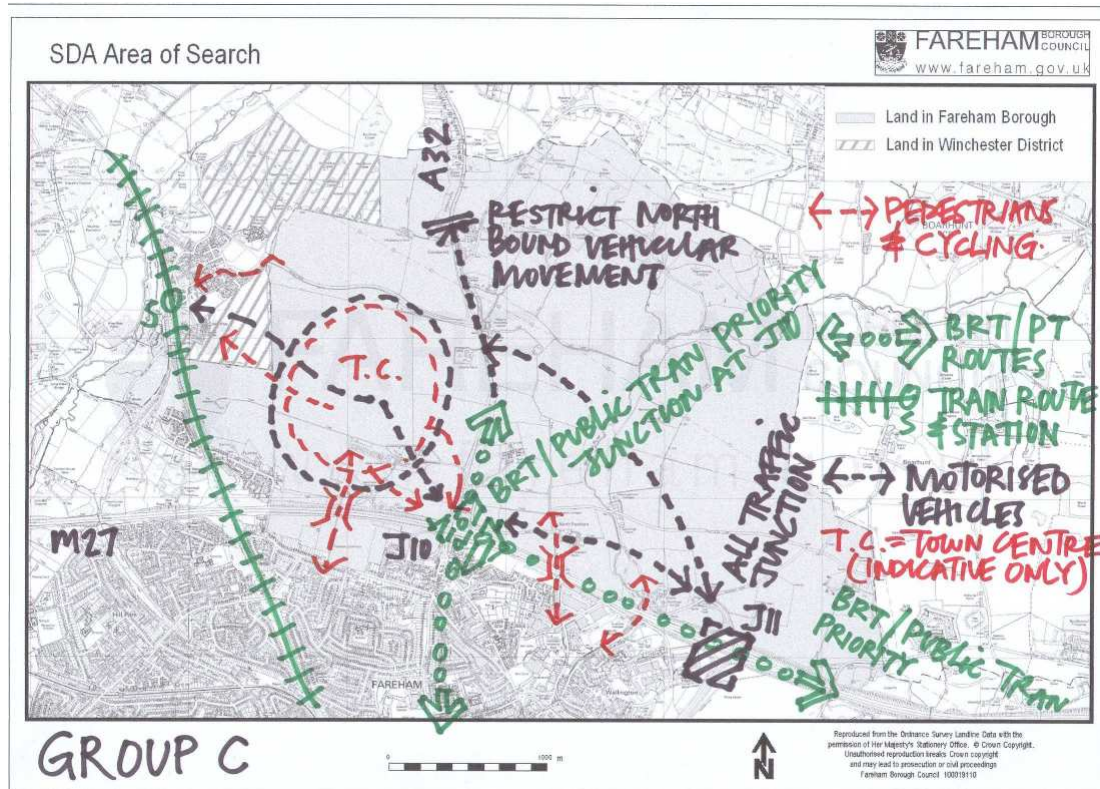


Figure 4.0 Group C movement plan

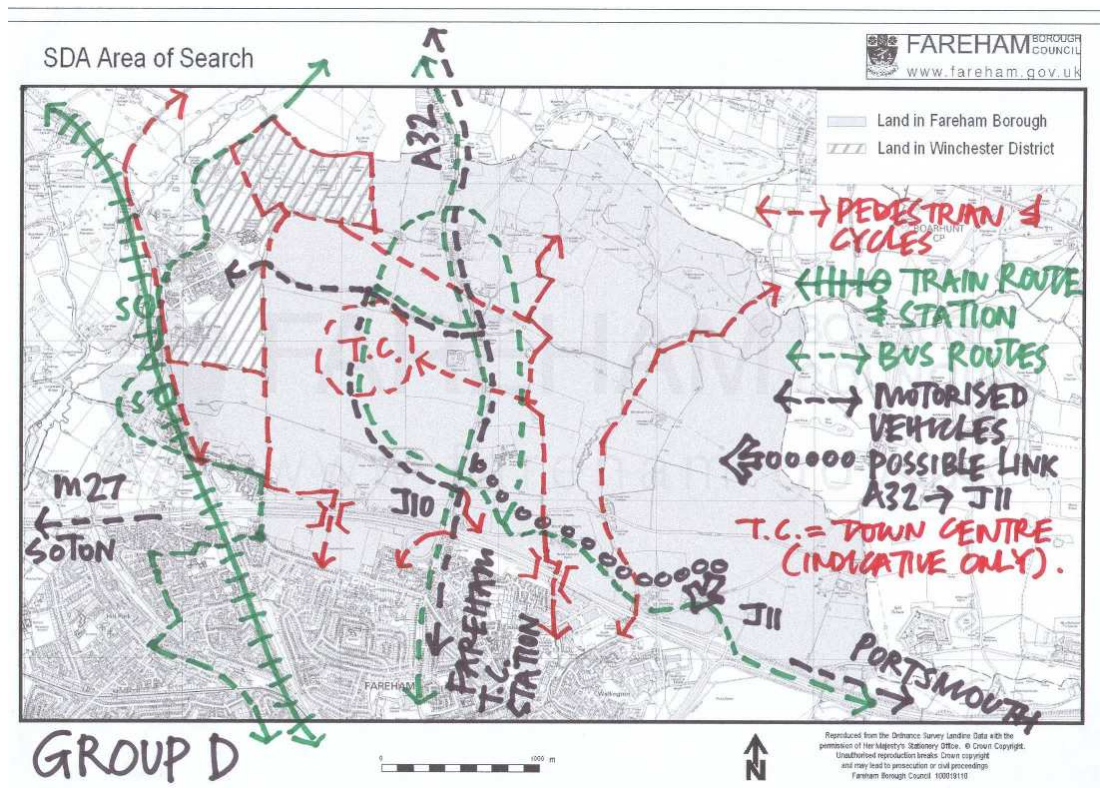


Figure 5.0 Group D movement plan



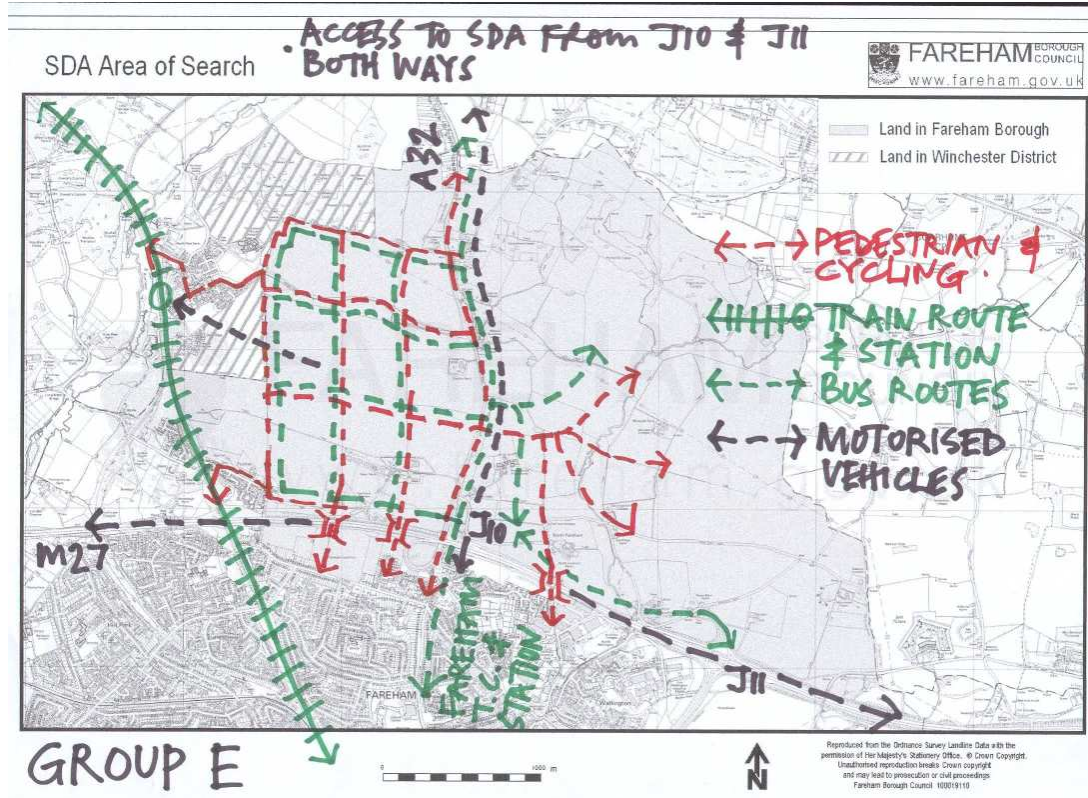


Figure 6.0 Group E movement plan

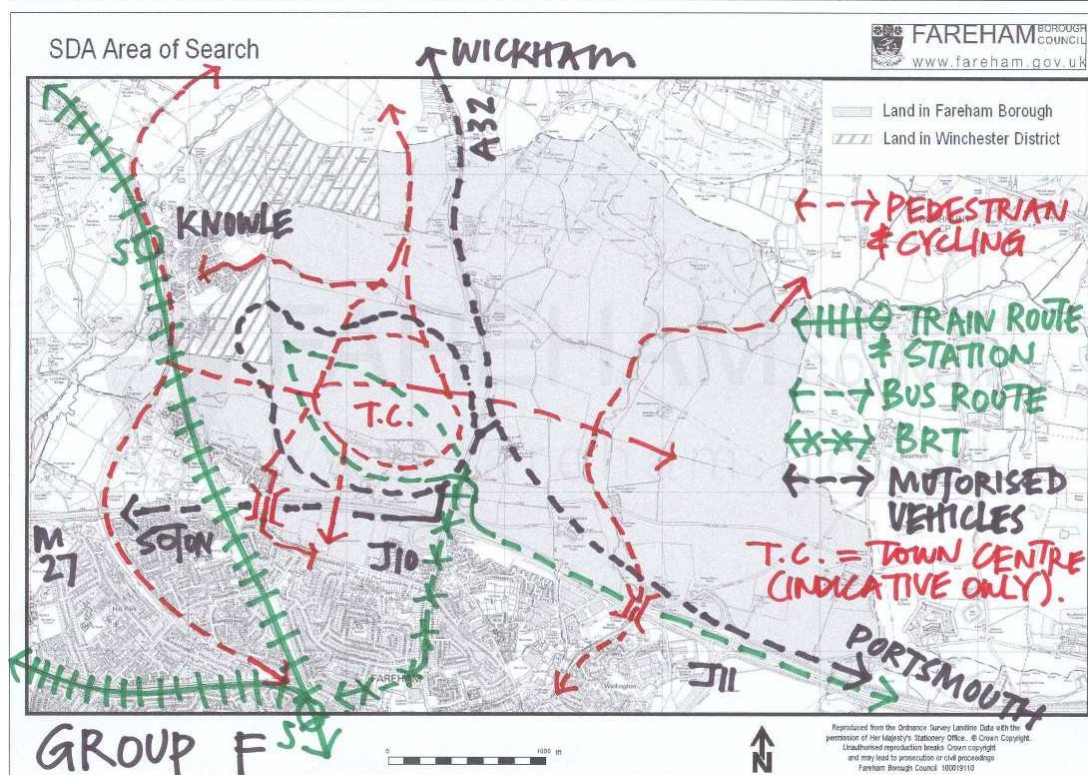


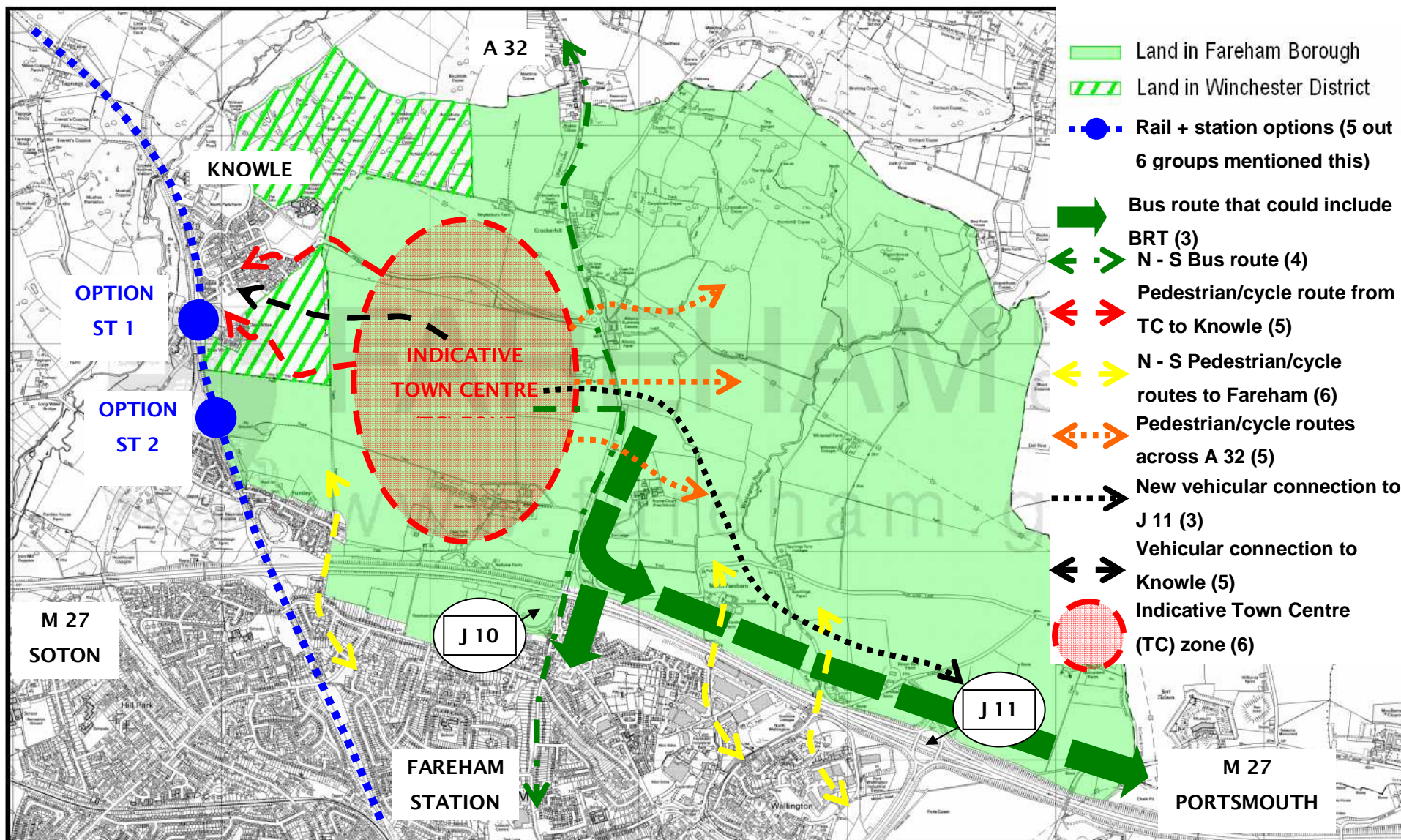
Figure 7.0 Group F movement plan



## SDA Area of Search

WICKHAM

## LEGEND



## MOVEMENT & CONNECTIONS

(Figure 8.0 COMPOSITE)



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The common movement features summarised in Figure 8.0 are shown below as a series of eight draft instructions:

- **M1. Provide pedestrian and cycle routes to and from Fareham.**
- **M2. Provide a railway station at Knowle**
- **M3. Provide pedestrian and cycle links E-W across the A32.**
- **M4. Provide a vehicular connection between Knowle and the centre of the SDA.**
- **M5. Provide pedestrian and cycle routes to and from Knowle.**
- **M6. Deliver a N-S bus route to/from Fareham.**
- **M7. Provide a bus route to/from Portsmouth and Fareham – incorporating BRT.**
- **M8. Construct a new connection to J11 of the M27.**

All these items act to deliver the aspiration of the new development being “easily accessed” (GP2 – see table 2.0). The overall instruction from the workshop in terms of movement is to: **Deliver a movement system that connects the centre of the new development to the surrounding settlements of Fareham, Portsmouth, Knowle, Funtley and Wickham with priority given to public transport, cycling and walking.**

## **6. Design & environmental quality:**

Regarding the design and environmental quality to be achieved in the SDA the participants were asked to respond to two prompts:

PROMPT 1: Please indicate (strongly agree, agree, neutral, disagree and strongly disagree) a negotiated general group view response to this statement: ***“Future development in the area will meet the highest standards of environmental sustainability, architectural quality and urban design”***. Also, briefly list any comments of

qualification, caution and/or advice that the group feels should be attached to their overall view.

PROMPT 2: Please list any specific features or actions that the group considers to be essential to ensure that future development could be considered to be truly sustainable and achieve the highest standards of environmental, architectural and urban design.

**6.1 PROMPT 1:** Of the six groups three responded “Strongly Agree”, two responded “Agree” and one group made no response to the statement that *“Future development in the area will meet the highest standards of environmental sustainability, architectural quality and urban design”*. Additional comments and qualifications have been combined with the responses to prompt No2 on table 8.0 below.

**6.2 PROMPT 2:** The majority of the workshop groups agreed that the SDA should meet the highest standards of design quality, they were then asked to list any actions that they felt were necessary to secure this high standard of design. The participants’ suggestions in relation to achieving high standards of design are shown in table 8.0.

As with the earlier analyses the various individual items recorded by each group have been grouped under a series of common themes and the themes summarised as a series of draft development instructions.

Table 8.0 Design & Environmental quality		
Ref :	Individual comments regarding <b>Design and Environmental Quality (DEQ)</b> shown on the group materials.	Draft instructions arising from the comments
DEQ 1.	<p>Must be an exemplar that is achievable &amp; based on sustainable principles taking advantage of natural features such as hedges/green corridors/woods; south facing slopes; and, SUDS.</p> <p>Utilise south facing slope for solar energy.</p> <p>A need to be aware of the overall community carbon footprint in terms of: homes + transport + food retailing versus allotments + local food + 'eco' homes.</p> <p>The need for a comprehensive water management strategy.</p> <p>Railway use to reduce car use.</p> <p>Consider aspect and orientation of SDA (sun &amp; wind).</p> <p>Renewable energy (solar/wind policies).</p> <p>Thermal efficiency.</p> <p>Water efficiency.</p> <p>Waste water &amp; drainage (SUDS).</p> <p>SDA to be self sufficient (exporting energy?).</p> <p>Waste, re-cycling &amp; compost facilities (per household &amp; for the SDA as a whole).</p> <p>Allotments.</p> <p>Use locally sourced modern materials &amp; local labour (reduce carbon footprint by placing some material manufacturing on the SDA over a 20 year period).</p> <p>Recycling &amp; waste management to be locally based.</p> <p>Allotments to produce local food.</p> <p>Use recycled waste to power cars. 17</p>	<p><b>DEQ 1. The SDA will be an exemplar of sustainable design principles. It will take advantage of natural features such as hedges/green corridors/woods; south facing slopes; incorporate SUDS: provide opportunities for local food production (allotments and gardens); generate surplus renewable energy (solar/wind/geothermal); waste will be managed, composted and recycled locally. Buildings will be thermally efficient, constructed using modern materials and local labour. Services within easy walking distance of homes and Integrated public transport will reduce travel by car.</b></p>



<b>Table 8.0 Design &amp; Environmental quality.....continued.</b>		
<b>DEQ 2.</b>	<p>Has to be appropriate to the context.</p> <p>Has to reflect place/location context.</p> <p>Must be based on on-site evidence; reflecting the best of local places (Chichester, Winchester centres, Wickham square, Fareham High Street &amp; Alton.</p> <p>Design Code (to reflect Hampshire vernacular but in contemporary fashion).</p> <p>The use of design codes (to set down standards).</p> <p>The need to respect the surrounding context.</p> <p>Diversity of architectural styles – but with focus on local South Hampshire vernacular.</p> <p>Use design codes to ensure high standards.</p> <p>Avoid pastiche.</p> <p>SDA needs to be an exemplar (needs a focal point). 11</p>	<p><b>DEQ 2. The detailed design of the SDA will be controlled by a design code clearly derived from an analysis of local context (e.g. Chichester, Winchester centres, Wickham square, Fareham High Street &amp; Alton) producing a variety of design that reflects the South Hampshire vernacular in a contemporary fashion whilst avoiding pastiche.</b></p>
<b>DEQ 3.</b>	<p>Provide management of demand for travel through Travel Plans.</p> <p>Introduce a Community Infrastructure Levy.</p> <p>Monitor the development over time to be responsive to changes in technology and design standards.</p> <p>Introduce management trusts for the public realm.</p> <p>The need to ensure long term flexibility &amp; adaptability to embrace new technologies &amp; accommodate future railway station.</p> <p>Devise a clear infrastructure programme.</p> <p>Important to establish a phasing in of homes &amp; social/community facilities &amp; deliver these as soon as possible (e.g. begin with doctor in a house &amp; move towards a proper surgery/health centre.</p> <p>Long term ownership/management of cycle ways/footpaths &amp; open spaces</p> <p>Agreed programme for infrastructure provision &amp; funding – linked/phased with the SDA development. 7</p>	<p><b>DEQ 3. Establish long term management plans, structures and mechanisms to programme and deliver infrastructure provision and to provide long term management of transport, service provision, public realm maintenance and to ensure long term flexibility and adaptability enabling the SDA to embrace new technologies.</b></p>



<b>Table 8.0 Design &amp; Environmental quality.....continued.</b>		
<b>DEQ 4.</b>	<p>There is scope for a variety of development solutions, but within a vision/masterplan.</p> <p>Design a strong policy framework for delivery and which is viable.</p> <p>Has to be an effective objective (not just a 'green wash' exercise).</p> <p>Prioritise all of the above to identify what is achievable and when.</p> <p>The need to have 'on-going- community involvement as part of the development process in particular for detailed design of key elements (e.g. open spaces &amp; other social interaction features).</p> <p>Employment should be in parallel with housing development. 7</p>	<p><b>DEQ 4. Provide an overall viable "vision" with a strong policy and planning framework to ensure that infrastructure, service and employment provision is coordinated with housing provision and incorporating on going community involvement in the development process.</b></p>
<b>DEQ 5.</b>	<p>Connectivity is important – make use of site's natural resources/opportunities (e.g. existing natural &amp; community connections).</p> <p>Provide a layout that aids walkable access to rapid bus loop.</p> <p>The need for an excellent public transport system &amp; car share scheme.</p> <p>The need to establish key development connections to Fareham &amp; Portsmouth.</p> <p>A requirement for 'joined-up' land-use &amp; transport planning.</p> <p>Design the above routes with safety in mind. 6</p>	<p><b>DEQ 5. Deliver a movement system that is connected to the surrounding settlements, encourages walking, provides excellent public transport, responds to land use allocation and feels safe to use.</b></p>
<b>DEQ 6.</b>	<p>Incorporate natural features, informal outside spaces, public open spaces, private outside space, gardens &amp; green routes.</p> <p>Identification of 'buffer' zones &amp; advanced strategic planting.</p> <p>Sufficient 'localised' green space.</p> <p>Civic spaces &amp; landscape spaces are critical.</p> <p>Green landscape instead of green infrastructure.</p> <p>Multi-functional spaces. 6</p>	<p><b>DEQ 6. Provide a range of multi functional open spaces incorporating the SDA's natural features – civic spaces, informal outside spaces, public open green spaces, private outside space, gardens and green routes.</b></p>
<b>DEQ 7.</b>	<p>Has to be reasonable cost (not Dubai with high quality buildings but poor quality environment in between).</p> <p>Good design in itself is essential NOT just a product of cost BUT must be Value for Money; Fit for Purpose.</p> <p>Be aware of costs &amp; short term rewards &amp; profits (developers cutting costs).</p> <p>Invest pension funds into long term investment for the scheme. 4</p>	<p><b>DEQ 7. Ensure that the development provides value for money, is fit for purpose and presents opportunities for long term investment.</b></p>

Table 8.0 Design & Environmental quality.....continued.		
DEQ 8.	Provide sufficient parking standards. Provision for car parking (must not impinge on cycle/footpath routes). Management of parking (by whom?). 3	DEQ 8. Identify appropriate standards. Apply and manage relevant and sufficient parking provision.
DEQ 9.	Need to agree criteria by which Quality can be assessed objectively (e.g. Building for Life & need a firm process of design review to achieve this). Building for Life standard to ensure built quality. 2	DEQ 9. Identify quality and technical benchmarks for the objective assessment of all aspects of design and build quality.

Analysis of the material contained in table 8.0 reveals nine main themes/instructions relating to development qualities. In order of most frequently mentioned they are:

- **The SDA will be an exemplar of sustainable design principles**
  - using existing natural landscape features, responding to topography, aspect and orientation, incorporating SUDS; providing opportunities for local food production; generating surplus renewable; managing, recycling and composting waste locally. Buildings will be thermally efficient, constructed using modern materials and local labour. Services will be within easy walking distance of homes and the area will be served by Integrated public transport;
- **The detailed design of the SDA will be controlled by a code** derived from an analysis of local context producing a variety of styles reflecting the South Hampshire vernacular in a contemporary fashion;
- **Long term management plans, structures and mechanisms will need to be provided** to programme and deliver infrastructure provision and to provide long term management of transport, service provision, public realm maintenance and to ensure long term flexibility and adaptability enabling the SDA to embrace new technologies;

- **Ensure that infrastructure, service and employment provision is coordinated with housing provision,** incorporating on going community involvement in the development process by providing an overall viable “vision” with a strong policy and planning framework;
- **Deliver a movement system that is connected to the surrounding settlements,** encourages walking, provides excellent public transport, responds to land use allocation and feels safe to use;
- **Provide a range of multi functional open spaces** incorporating the SDA’s natural features – civic spaces, informal outside spaces, public open green spaces, and private outside space, gardens and green routes;
- **Ensure that the development provides value for money,** is fit for purpose and presents opportunities for long term investment;
- **Identify appropriate parking standards.** Apply and manage relevant and sufficient parking provision;
- **Identify quality and technical benchmarks** for the objective assessment of all aspects of design and build quality.

## 7. Identification of other emerging issues.

At the end of the workshop the participants were asked to list any other key issues that have not be raised or adequately covered. Table 9.0 lists the emerging issues requiring further action.

Table 9.0 Other key issues.		
Ref	Individual comments regarding <b>Other Key Issues</b> shown on the group materials.	Draft instructions and questions requiring further attention.
Ki1	<p>Check impact on existing residents.</p> <p>What will be the relationship with Winchester District?</p> <p>How does Knowle relate to the SDA?</p> <p>How does the SDA relate to Wickham?</p> <p>What are the flows between a new large community &amp; smaller existing communities, especially on a daily basis?</p> <p>Balance aspirations of people in existing communities &amp; good design.</p> <p>Relationship of SDA with those on other side of M27.</p> <p>Relationship to rural &amp; historical context (could incorporate urban farm/allotments).</p> <p>Connectivity is important.</p>	<p><b>Ki1 How will the development impact on existing residents and surrounding settlements? What will the relationship be between the SDA and its neighbours?</b></p>

**Table 9.0 Other key issues.....continued.**

<b>Ki2</b>	<p>How do we ensure all elements come together to make a good 'public realm'?</p> <p>How do you achieve community cohesiveness (variety of groups etc)?</p> <p>How do we engage <u>all</u> landowners (maintain a green infrastructure)?</p> <p>Planning for children is NOT just about education (minus 9 months – 19 years) How do we provide for that range?</p> <p>How do you plan for 'good citizenship'?</p> <p>What will be the long term management structure: methodology; trusts; and/or covenants?</p> <p>On-going community involvement: engage all different age groups – employ different mechanisms at various times such as e-engagement, we etc (quite easily done through local magazines &amp; news letters to provide information.</p> <p>Phasing of health &amp; education.</p>	<b>Ki2 How can the infrastructure and service deliver aspects of the SDA be planned, delivered and managed in coordinated and integrated way.</b>
<b>Ki3</b>	<p>Diversity &amp; adaptability of employment &amp; needs to match skills base (now &amp; future).</p> <p>Incentives for employment &amp; employers.</p> <p>High 'value added' employment linked to skills base.</p> <p>A clear strategy for employment (what &amp; where?).</p> <p>Employment (Timing? Where?).</p>	<b>Ki3 What types of employment provision and where will they be located?</b>
<b>Ki4</b>	<p>Need to quickly decide actual development area &amp; number of dwellings.</p> <p>Optimum housing capacity will emerge from careful planning &amp; design and perhaps best to avoid any pre-determined set of housing numbers.</p> <p>The density range across the area needs to be balanced to make service &amp; public transport work BUT to avoid damaging the character &amp; setting of the place.</p>	<b>Ki4 Establish optimum Density and numbers of dwellings.</b>
<b>Ki5</b>	<p>The need to deliver distinctiveness.</p> <p>A name/identity is needed.</p> <p>Name this 'place'.</p> <p>Ensure variety through a design code.</p>	<b>Ki5 The SDA development should be named and its distinctiveness should be delivered through the use of a design code.</b>

<b>Table 9.0 Other key issues.....continued.</b>		
<b>Ki6</b>	Self containment – relationship with other areas and deal with the SDA together with Fareham  Is it an urban extension or self contained development?	<b>Ki6 What level of self containment needs to be achieved?</b>
<b>Ki7</b>	How do you we manage the ‘temporal’ aspect of a very long project?  Need to propose a realistic timescale for the development.	<b>Ki7 What is the overall timescale for development and how will it be managed?</b>
<b>Ki8</b>	Park & Ride location?  Future proofing for public transport (is this an opportunity to address public transport in a different way – congestion charging?).	<b>Ki8 Future proof public transport provision and locate a park and ride system.</b>
<b>Ki9</b>	Environmental constraints such as downstream flooding, drainage.  Local nature & diversity to be considered early on.	<b>Ki9 How will local environment constraints such as flooding be dealt with?</b>
<b>Ki10C*</b>	<ul style="list-style-type: none"> <li>• Waste &amp; Energy (Where does it go and what can we do with it?)</li> <li>• Affordable housing – what is a viable level?</li> </ul>	
<b>Ki11D*</b>	<ul style="list-style-type: none"> <li>• The introduction of a hierarchy of service provision (district and neighbourhood spatial scale)</li> <li>• Care to be exercised not to isolate any business park facility from wider community &amp; other services</li> </ul>	
<b>Ki12E*</b>	<ul style="list-style-type: none"> <li>• Knowle as a transport model (is it successful? A good example? If it does not bear out our assumptions, then what? Can it suggest improvements?)</li> </ul>	
* these items were listed by only one group. The group is identified by the inclusion of their identifier letter in the item reference e.g. Ki12C.		

Many of the issues shown on table 9.0 reflect discussions and concerns that had arisen throughout the workshop and are common to the earlier analysis. However several “new” issues were raised by a number of the workshop groups and many of the items request further detail. As with the previous analysis the individual items have been grouped as several themes and summarised as twelve development

instructions. The key points and questions raised that need further detailed attention and a response from FBC and future developers are:

- **How will the development impact on existing residents and surrounding settlements?** What will the relationship be between the SDA and its neighbours?
- **How can the infrastructure and service deliver aspects of the SDA be planned, delivered and managed** in coordinated and integrated way?
- **What types of employment provision and where** will they be located?
- **What is the optimum housing density** and numbers of dwellings?
- **The SDA development should be named** and its distinctiveness should be delivered through the use of a design code.
- **What level of self containment** needs to be achieved?
- **What is the overall Timescale** for development and how will it be managed?
- **How do you future proof public transport** provision and where do you locate a park and ride system.
- **How will local environment constraints such as flooding be dealt with?**

## 8. Summary comments and recommendations.

### 8.1 Summary comments:

Although the workshop was attended by a range of participants with diverse views and objectives for the development of the North of Fareham SDA, the outcomes in terms of desired qualities, instructions and strategic objectives were narrow with a high degree of commonality. This was achieved through a collaborative process that

led to clear guidance for the creation of a vision and subsequent development framework for the SDA.

Throughout the analysis of the workshop results it became apparent that several items and draft instructions occurred repeatedly under the various key issue headings. Analysis and cross referencing of the draft development instructions reveals eight key items of development specification that reflect the main issues of concern arising at the workshop cross referencing table are shown in appendix C. The eight specification sets fall under the following headings and are arranged in order of frequency of occurrence in the analysis:

- 1. Defining levels of containment.**
- 2. Specifying physical connections with the surrounding area.**
- 3. Defining identity, distinctiveness, quality and coding.**
- 4. Dealing with Green Infrastructure.**
- 5. Coordination of delivery and long term management.**
- 6. Public Transport Provision.**
- 7. Specifying Energy Efficient Design.**
- 8. Defining Economic and Social Relationships with the Surrounding Area.**



These eight specification sets can be further collapsed to provide a prototype draft vision for the SDA distilled from the workshop material. A prototype draft vision is presented below as the conclusion to the analysis of the workshop material.

Prototype draft vision for the Fareham SDA from the March 27<sup>th</sup> 2009 workshop:

*“The SDA will contain a mixed and well integrated community. It will have a high level of self-containment with around two thirds of its inhabitants’ life needs being assessable within a focal point main centre and smaller neighbourhood centres. It will contain a mix of dwelling types with a large proportion of family housing. Flats and terraced developments will be concentrated close to the centres. 40 % of the housing stock will be “affordable”, there will be a significant amount of sheltered housing and there will be some limited opportunities for self build projects.*

*It will have an integrated movement system connecting it fully with its surrounding settlements and destinations. It will incorporate footpaths, cycle ways, and vehicular traffic in a way that encourages walking, provides excellent public transport, responds to land use allocation and feels comfortable and safe to use.*

*The development will have a unique name and character. Its layout and design will exploit local topography, landscape features and historic structures to produce a place that is distinctive whilst being recognisably part of Hampshire but that also incorporates contemporary design in a manner that is flexible and that can accommodate change. Layout and detailed design will be of the highest quality, built to agreed objective bench marks of quality assurance.*

*It will have an integrated and linked green network providing a range of multi functional open spaces – civic spaces, informal outside spaces, public open green spaces, and private outside space, gardens and*

*green routes. The green network will incorporate the SDA's natural features, river valleys, hedgerows, tree lines, and woodlands to provide habitat, recreational facilities and to frame new development.*

*The development of the SDA will be directed by an overall "vision" with a strong policy & planning framework to ensure infrastructure, service and employment provision is coordinated with housing provision whilst incorporating on going community involvement in the development process. The longer term future of the SDA will be facilitated by management plans, structures and mechanisms to programme and maintain infrastructure provision, providing long term management of transport, service provision, public realm maintenance, ensuring long term flexibility and adaptability and enabling the SDA to embrace new technologies.*

*It will be an exemplar of energy efficient design. It will take advantage of natural features, such as hedges/green corridors/woods; it will maximise orientation - south facing slopes; incorporate SUDS: provide opportunities for local food production (allotments and gardens); generate surplus renewable energy (solar/wind/geothermal); waste will be managed, composted and recycled locally. Buildings will be thermally efficient, constructed using modern materials and local labour. Services within easy walking distance of homes and integrated public transport will reduce the need to travel by car.*

*Socially and economically the SDA will complement rather than compete with the surrounding settlements and its structure will allow existing residents to benefit from its facilities whilst protecting the character and positive features of the surrounding settlements".*

The summary results of the workshop are listed below – details can be found above in the main text:

- **an identification of 15 qualities that would constitute a “good” place;**
- **the identification of 7 use mix development instructions and a % profile of use mix;**
- **the emergence of 8 dwelling mix development instructions and a % mix profile in relation to dwelling type, size and tenure;**
- **the specification that around two thirds of the life needs of the SDA residents should be found within the SDFA boundaries;**
- **the identification of 17 development instructions relating to the SDA as a distinctive place;**
- **the production of 8 development instructions specifying movement and connectivity patterns;**
- **the emergence of 9 development instructions to ensure that the SDA will meet the highest standards of environmental sustainability, architectural quality and urban design;**
- **the identification of 9 emerging key issues that require further consideration throughout future planning negotiations;**
- **the identification of 8 key development specifications;**
- **a distilled prototype draft vision for the SDA.**

For Fareham Borough Council the workshop results should be used as an additional resource against which further consideration can be given to the specific proposals for the Fareham SDA development and against which the planning authority and community can verify subsequent detail proposals.

## **8.2 Facilitator's recommendations.**

Finally, in relation to observations made by the facilitators during the workshops and during the formulation of this report there are **eight key recommendations**:

- 1. The qualities and instructions identified must be audited against current planning policy, evidence base, technical reports, economic analysis etc in order to gauge the degree to which policy etc affects their deliverability;**
- 2. The development principles, instructions and area specific data must be cross referenced in a way that demonstrates how they can be delivered – both in terms of policy back up, physical layout and construction;**
- 3. Fareham Borough Council need to establish which issues can be accommodated (alongside an evidence base, technical reports and economic analysis etc) into their vision and core strategy for the site and which will require further negotiation/investigation;**
- 4. The input of the workshop material into any resultant vision, core strategy and future master plan should be clearly, transparently and publicly demonstrated;**
- 5. FBC should identify mechanisms for demonstrating to the general public how the results of this workshop have informed subsequent work;**
- 6. FBC should consider how the momentum of the collaborative workshops can inform other strategies for public participation.**
- 7. A corollary of items 4, 5 and 6 is the need for a mechanism (web based survey and /or public exhibition) whereby the key drivers or development ideas can be tested with a broader representation of local stakeholders.**

8. We strongly recommend that all individuals and organisations represented at the workshops be issued with a copy of the final report.

ud+m May 2009.

**Appendix A.**  
**List of original invitee organisations.**

Representatives from the following organisations were invited to the Visioning event on the 27<sup>th</sup> March.

<b>Organisation, Group, Company Name</b>
Advisory Team for Large Applications (ATLAS)
Buckland
Churches Together
Campaign to Protect Rural England (CPRE)
David Lock Associates
Disability Dynamics Ltd
Eaton Areospace
English Heritage
Environment Agency
Fareham and Gosport Group, Fareham Fire Station
Fareham Borough Council (Members and Officers)
Fareham College
Fareham Community Action
Fareham Shopping Centre
Fareham Town Centre Management Initiative
Federation of Small Business (FSB)
First Group
First Wessex
Forestry Commission England (South East England Conservancy)
Funtley Village Society
Gosport & Fareham Friends of the Earth
Gosport Borough Council
Hampshire Children & Families Forum (Fareham Branch)
Hampshire Constabulary
Hampshire County Council (Members and Officers - Various Services)
Hampshire Early Years Development & Childcare Partnership
Hampshire Economic Partnership

<b>Organisation, Group, Company Name</b>
Hampshire Primary Care Trust
Havant Borough Council
Henry Cort Community College
Highways Agency (Network Operations Division South East)
Homes and Communities Agency
Knowle Village Residents
Lexicon Communications
National Air Traffic Services
National Express Group Plc
National Grid
Natural England
Network Fareham
Office of National Statistics
Portchester Civic Society
Portsmouth and South East Hampshire Chamber of Commerce
Portsmouth Borough Council
Portsmouth Water Ltd
PRUPIM
Partnership for Urban South Hampshire (PUSH)
Royal Society for the Protection of Birds (RSPB)
South East England Development Agency (SEEDA)
Segensworth Business Forum
Smart Futures
Southampton & Fareham Chamber of Commerce & Industry
Southern Water
Sport England (South East Region)
The Fareham Society
The Harbour Economic Development Forum
Tribal



<b>Organisation, Group, Company Name</b>
Wallington Village Community Association
Wickham Parish Council
Wickham Society
Winchester City Council (Members and Officers)
Workman and Partners
Youth Council
Youth Service (Fareham District)

**Appendix B.**  
**Original flip chart comments.**

WHAT MAKES A 'GOOD' PLACE	
GROUP	PROMPT
	<i>Each group to list: "What makes a 'good' Place?"</i>
<b>A</b>	<ul style="list-style-type: none"> <li>• Variety of buildings</li> <li>• Enjoy being there &amp; wanting to bring your family there</li> <li>• Good building design</li> <li>• Variety in everything</li> <li>• Safe</li> <li>• Ability to walk to places &amp; into green spaces</li> <li>• Sense of community</li> <li>• Accessibility</li> <li>• Focal points, identifiable, where relationships are built</li> <li>• Meets the needs of individuals – mind, body, spirit</li> <li>• Meets the needs of children</li> <li>• Works for all sections of the community</li> <li>• Free bus service</li> <li>• Multifunctional</li> </ul>
<b>B</b>	<ul style="list-style-type: none"> <li>• Easy access to green space</li> <li>• Accessibility</li> <li>• No congestion</li> <li>• Plenty to do</li> <li>• Peaceful &amp; vibrant</li> </ul>

	<ul style="list-style-type: none"> <li>• A place you want to be in – with a distinct identity</li> <li>• Innovative design &amp; interesting</li> <li>• Good infrastructure (self containment) to promote sustainability &amp; community for all ages</li> <li>• Complimentary to its setting</li> <li>• Variety of built forms &amp; ages</li> <li>• Integrated housing/community</li> <li>• Well designed &amp; located car parking (to be subservient)</li> <li>• Mix of uses</li> </ul>
C	<ul style="list-style-type: none"> <li>• Busy but not noisy</li> <li>• Vitality</li> <li>• Green spaces</li> <li>• Features</li> <li>• Safe (personal &amp; flood protection)</li> <li>• History &amp; heritage</li> <li>• Interesting</li> <li>• Landmarks</li> <li>• Proud to come from</li> <li>• Natural beauty</li> <li>• Facilities &amp; services</li> <li>• Accessible</li> <li>• Landscape</li> <li>• Human scale</li> </ul>

	<ul style="list-style-type: none"> <li>• Friendly setting</li> <li>• Trees</li> <li>• Quality design</li> <li>• Variety of building types and layouts</li> <li>• Sense of community</li> <li>• Community focus (e.g. meeting places)</li> </ul>
D	<ul style="list-style-type: none"> <li>• Green spaces &amp; natural environment</li> <li>• Hampshire lifestyle</li> <li>• Human scale</li> <li>• Good architecture</li> <li>• Safe environment</li> <li>• Quality materials</li> <li>• Variety (different character areas)</li> <li>• Own identity &amp; 'name' (rather than 1 big conurbation a network of villages; e.g. Titchfield, Funtley etc)</li> <li>• Sensible street planning (layouts)</li> <li>• Interesting vistas</li> <li>• People</li> <li>• Activities &amp; facilities</li> <li>• Community involvement</li> <li>• Accessible</li> <li>• Context, setting &amp; respect for surroundings</li> <li>• Focal point</li> </ul>

	<ul style="list-style-type: none"> <li>• Impact on surrounding communities</li> </ul>
E	<ul style="list-style-type: none"> <li>• Scale</li> <li>• Visual impact of landscape (from within &amp; from without)</li> <li>• Sense of community (small communities within the overall SDA)</li> <li>• Services (shops, healthcare, schools etc)</li> <li>• Transport links</li> <li>• Provision for cars (parking)</li> <li>• Safe, secure &amp; friendly environment</li> <li>• Community facilities</li> <li>• Diversity (Buildings, employment, age groups etc)</li> </ul>
F	<ul style="list-style-type: none"> <li>• Vibrant</li> <li>• Compact with plenty of facilities &amp; services</li> <li>• Distinctive</li> <li>• Mix of people</li> <li>• Enjoyable</li> <li>• Safe</li> <li>• Visually exciting</li> <li>• Variety</li> <li>• Place should be for people</li> <li>• Sense of community</li> <li>• Togetherness</li> <li>• Self containment</li> </ul>

	<ul style="list-style-type: none"><li>• Accessible</li><li>• Health &amp; sport opportunities</li><li>• Neighbourhood scale</li><li>• Mix of built form</li><li>• View of the sea &amp; mountains (sic)</li><li>• Interaction with existing suburbs</li></ul>
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KEY ISSUE 1: DEFINING A SUSTAINABLE DEVELOPMENT						
	<p>Indicate (strongly agree, agree, neutral, disagree, strongly disagree) a negotiated agreed view of the group that:</p> <p>New development should have a mixture of uses with a centre providing community, leisure, retail, employment and other facilities to serve the population of that new</p>	<p>Also, briefly list any comments of qualification, caution and/or advice that the group feels should be attached to their overall view.</p>	<p>What approximate percentage range (100% = a lot and 0% = none whatsoever) of the total needs of the inhabitants does the group think should be provided for within the new development in terms of:</p> <ul style="list-style-type: none"> <li>- Employment opportunities;</li> <li>- Health and educational facilities;</li> <li>- Leisure requirements;</li> <li>- Retail needs; and</li> <li>- Social interaction opportunities.</li> </ul>	<p>Also, list any other needs the group consider to be important.</p>	<p>List the mixture of dwelling types and tenures that the group feel would be desirable to deliver a sustainable development (and likely to support a cohesive community) in this location and indicate an approximate percentage range for each (100% = a lot and 0% = none whatsoever).</p>	<p>Comments</p>



	<i>development</i>								
<b>A</b>	Agree	<ul style="list-style-type: none"> <li>• A hierarchy of centres are required (town needs more than one, say a main &amp; others for communities)</li> <li>• Water for recreation &amp; pleasure</li> <li>• Employment &amp; traffic generators need to be peripheral but connected</li> <li>• Statement starting from wrong place – start with 'green'/amenities issues</li> </ul>	Employment	60%	Cultural	30%	Flats	10 – 15%	<ul style="list-style-type: none"> <li>• 40% affordable (bed spaces NOT dwellings)</li> <li>• Possible fewer but larger affordable</li> <li>• Nothing less than 2 bedrooms</li> <li>• Flats close to centres</li> <li>• Access to outdoor space</li> </ul>
			Health and educational	80%			Terrace	30 – 40%	
			Leisure	70%			Bungalow	0%	
			Retail	40 – 60%			Semi-detached	45 – 50%	
			Social Interaction	80%			Detached	5 – 10%	
<b>B</b>	Agree	<ul style="list-style-type: none"> <li>• There should be a centre with satellites (walkable</li> </ul>	Employment (flexible space)	Rising to 50%			1 bed houses	15%	<ul style="list-style-type: none"> <li>• Housing levels to meet sub-regional needs</li> </ul>
			Health and	70%			2/3 & 4 bed	80%	

		facilities) • Facilities should be appropriate with need & of sustainable size including leisure (including green infrastructure & open space), retail & community • There should be space for expansion & adaptation • A multifunctional use of facilities	educational			houses		• Housing mix & tenure to be arrived at through evidence based research
			Primary & Secondary education	100%		5 bed houses	5%	
			Primary healthcare	100%		Owner occupied	60%	
			Leisure	75%		Affordable, social housing in mixed tenure	40%	
			Sports/Community facilities	100%				
			Retail	80%				
			Social Interaction opportunities	90%				
C	Agree	• Centres but also sub-centres • Scale: avoid competition with other places BUT compliment instead • Important to get timing of facilities (phasing) correct	Employment (relationship to Portsmouth; TTWA[Travel To Work Analysis?]; working from home; timing of employment opportunities)	30%		Detached	25%	

		<ul style="list-style-type: none"> <li>• Define relationship to Fareham: new settlement versus urban extension?</li> <li>• Define relationship to Portsmouth:</li> <li>• Multiple/shared building uses to aid economic viability</li> <li>• Establish movement patterns that encourages self containment</li> </ul>						
			Health and educational (GPs; dentists; schools [hospital & FE elsewhere])	100%		Terraced	30%	
			Leisure	70%		High rise flats	0%	
			Retail	50%		Up to 4 storey flats over shops (as feature buildings)	10%	
			<i>Convenience including bank &amp; post office</i>	100%		Sheltered accommodation	10%	
			Social interaction (Pubs; open spaces [theatre elsewhere])	80%		Semi-detached	25%	
						Owner occupied	50%	
						• Shared ownership	10%	

						equity • Private rented • Social rented	10% 30%	
<b>D</b>	Strongly Agree	<ul style="list-style-type: none"> <li>Needs to have a centre plus local centres</li> <li>Some employment can be integrated but other types separate</li> <li>Important to have access by buses and a Gosport link</li> <li>A mix of housing types to give the centre a 'lived in' feeling</li> <li>The new development should compliment Fareham NOT compete</li> <li>Any development needs a focal point</li> </ul>	Employment	50% aspiration (but as high as possible)		2 – 4 bed family housing (mix of detached, semi-detached, Terrace)	Overall 50% with 70% (market) 30% (affordable)	
			Health and educational	85%		Low rise flats & bungalows for sheltered housing	Overall 10% 50% (market) 50% (affordable)	
			Leisure			Bungalow, Semi-detached & flats for older people	Overall 20% 80% (market) 20% (affordable)	
			Open space	70%		Terrace & flats for starter homes	Overall 19% 60% (market) 40%	

		<ul style="list-style-type: none"> <li>- a meeting place like Central Park</li> <li>• Any development will need community involvement to help create facilities</li> <li>• Schools &amp; parks for example need to be integrated and linked</li> <li>• Thought needs to be given to a funding mechanism to provide delivery and management of the development over its lifetime (Agency &amp; Developer Partnership Trust?)</li> </ul>					(affordable)	
			Cultural/Leisure Centre	20%		Self build & 'eco' community schemes	Overall 1% 50% (market) 50% (affordable)	
			Retail	60%				
			Social Interaction	75%				
<b>E</b>	Strongly Agree/Agree	<ul style="list-style-type: none"> <li>• Needs more than one centre &amp; different sizes of centres</li> </ul>	Employment	30 - 40%		Sheltered housing	40%	<ul style="list-style-type: none"> <li>• 100% = a lot &amp; 0% = none whatsoever</li> <li>• Avoid 'blocks'</li> </ul>
			Health and educational	90%		Flats	60%	

		<ul style="list-style-type: none"> <li>Needs economic viability everywhere</li> <li>Further consideration of relationship between new development &amp; existing centres (e.g. Fareham)</li> <li>Problems with 'A' &amp; 'that'</li> </ul>	(GPs; dentists; schools [high priority], [hospital elsewhere]) Leisure Retail Social Interaction	70% 30 – 40% 95 – 98%					of flats' <ul style="list-style-type: none"> <li>A good mix across the range of houses will be required with an emphasis on 'townhouses'</li> </ul>
							Semi-detached house Terraced housing Detached houses – Social rented – Shared equity – Private ownership Private rented Sub-market rented	100% 100% 100% 50% 90% 90% 50% max 10%	
<b>F</b>	Strongly Agree (theoretical) Conditional	<ul style="list-style-type: none"> <li>Got to have an ambition of excellence to help</li> </ul>	Employment	50%	Environment		1 – 2 bed flats, studios &	25%	<ul style="list-style-type: none"> <li>40% affordable</li> <li>Single bed</li> </ul>

	Agree (practical) Agree (aspirational)	create the 'wow' factor • Do what you can to encourage people to remain in their environment • Time frame is important (a very long timeframe for the SDA) • This is bigger than Petersfield! • Funding					townhouse		flats to be large
			Health & Educational (look at under attended schools nearby before building schools in SDA)	80%	Energy		3 – 4 bed family	50%	
			Leisure	35%	Waste		Retired (active)	25%	
			Retail	30%			Retired (sheltered)	25%	
			Social Interaction	80%					

KEY ISSUE 2: EXPLORING DISTINCTIVENESS		
GROUP	PROMPT	PROMPT
	<p><i>Based on your group's collective knowledge of the area indicate on the base plan any existing features (within &amp; beyond the search area) that the group think are memorable and that contribute to the character of the area and indicate the relative level of importance the group places on each feature (5 = high importance: 1 = minor importance).</i></p>	<p><i>Also, list any particular features that you feel could <u>directly</u> contribute to making THIS new development distinctive.</i></p> <p><i>Based on your choices please indicate on the flipcharts HOW your group feel these existing features should be dealt with in any future development by listing specific actions that should be taken in relation to the identified features. (Indicate the relative level of importance the group places on each feature (5 = high importance: 1 = minor importance)</i></p>
A		<ul style="list-style-type: none"> <li>• River (could be a boundary, is accessible and is a recreation resource)</li> <li>• Woodland (could 'frame' the area &amp; and is a recreation resource)</li> <li>• Fareham Common (is a 'green' infrastructure resource)</li> <li>• Farmland (an opportunity for food growing as allotments, community orchard etc)</li> <li>• Access to Countryside (both for existing and new residents)</li> <li>• Knowle Centre (could benefit new residents in NE of SDA).</li> <li>• Two employment areas off A32 (explore options, either build on what's there or relocate in SDA – key is that they are important employment resources &amp; don't want to lose them)</li> <li>• A32 (important in determining location of access to J10 &amp; J11 of M27 &amp; could cause severance if SDA is developed E &amp; W of A32)</li> </ul>



		<ul style="list-style-type: none"> <li>• M27 (need for a buffer zone &amp; severance issue as it is important to retain linkages)</li> </ul>
<b>B</b>		<ul style="list-style-type: none"> <li>• Natural features (good opportunity)</li> <li>• Woodland (potential for managed access &amp; exploitation)</li> <li>• Wallington Valley (could provide green infrastructure/country park)</li> <li>• Portsdown Hill (a development constraint)</li> <li>• Hedges (could define green routes, outside space &amp; connectivity)</li> <li>• Topography (provides an opportunity for design considerations of roofscapes, scale, landmarks &amp; colours)</li> <li>• M27 (need to consider screening &amp; noise abatement design features)</li> <li>• Knowle &amp; Funtley (could be integrated whilst protecting identity)</li> <li>• Opportunity to locate new centre(s)</li> <li>• Lake provides an opportunity for SUDS</li> </ul>
<b>C</b>		<ul style="list-style-type: none"> <li>• Listed buildings &amp; structures (respect their features &amp; setting)</li> <li>• Woodland (enhance what's there)</li> <li>• Contours (exploit for designing building layouts)</li> <li>• River Wallington &amp; Meon (opportunity to use for green infrastructure &amp; linear recreation route)</li> <li>• Viewpoints into the area (Avoid uniform roofscapes)</li> <li>A32 (provides access to north plus bridleway for access to wider recreation facilities)</li> <li>• Footpaths (add to existing routes to provide increased permeability)</li> <li>• Knowle Halt station (re-use existing railway)</li> </ul>

D		<ul style="list-style-type: none"> <li>• River Wallington could be used as a focal point &amp; edge</li> <li>• Funtley needs to be separated from new development</li> <li>• Existing footpaths provide an opportunity to be networked</li> <li>• Fareham Common (below Kiln Road) could be an observation point during construction</li> <li>• Land to the east of A32 could be used to create an open space as part of the identity of the development which could also be linked to a school</li> <li>• Retain Funtley Copse</li> <li>• Portsdown Hill could be an informal recreational area</li> <li>• Re-use existing railway with new station as an opportunity</li> <li>• A limited opportunity for some employment between M27 and housing BUT this could conflict with self containment objective</li> </ul>
E		<ul style="list-style-type: none"> <li>• Footpath Network (Within the SDA &amp; linking with existing urban areas)</li> <li>• Rise in Land from South (Use in terms of landscape that will effect the height of buildings – work with the landscape rather than against it)</li> <li>• River Wallington &amp; River Valley (Flooding. Wildlife. Amenity Value to SDA. Access to an attractive feature)</li> <li>• Trees on Skyline (A natural screen. A feature of Fareham view)</li> <li>• Boundary Oak School (Architectural significance – but screened)</li> <li>• M27 (Relationship with SDA development to be determined – turn back on it?. Employment close to motorway)</li> </ul>

		<ul style="list-style-type: none"> <li>• Knowle Village (use as a case study to establish likely car journey generation from SDA)</li> <li>• Promote cycling within SDA &amp; new cycle routes into Fareham TC &amp; railway station</li> <li>• Leisure activity to River Wallington area &amp; Funtley &amp; Wickham</li> <li>• Public Transport: <i>Bus network</i> links to Fareham TC (shops, Leisure Centre, Station); Wickham; within the SDA; Portsmouth; Southampton &amp; other East – West destinations; <i>Trains</i> to Fareham Station; SE &amp; NW to Eastleigh PLUS * a new station is important; <i>Walking</i> networks within green infrastructure; <i>Cars</i> M27 junctions are important (reused J10 or existing J11? – both ways)</li> </ul>
F		<ul style="list-style-type: none"> <li>• Boundary Oak School (4)</li> <li>• Portsdown Hill (5 – views, special quality, wide openness)</li> <li>• River Wallington Valley (5 – walking, well being, green space; links to other areas; recreation)</li> <li>• Historic forts (5 – walking, history)</li> <li>• Woodland &amp; higher ground (5 – tranquillity, wildlife, visual impact, visual backdrop, helps to contain proposed development)</li> <li>• Hubs – Knowle, Funtley &amp; Wickham</li> <li>• A32 tree line (5 – marking an historic route, powerful local landmark)</li> <li>• Dean Farm &amp; other listed buildings (4)</li> <li>• Southwarn Estate &amp; hedgerows (4 – remain as part of local character)</li> </ul>

		<ul style="list-style-type: none"> <li>• Views across Fareham Common (3 – 4)</li> <li>• Meon Valley</li> <li>• Woodland forest of Bere</li> <li>• Open us disused railway for walking</li> <li>• Opportunity to link Knowle, SDA &amp; Fareham by linking into Meon Vally pathway</li> <li>• Better links with Knowle</li> </ul>
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	KEY ISSUE 3: DESIGN & ENVIRONMENTAL QUALITY	
GROUP	PROMPT	PROMPT
	<p>Please indicate (strongly agree, agree, neutral, disagree and strongly disagree) a negotiated general group view response to this statement:</p> <p><i>“Future development in the area will meet the highest standards of environmental sustainability, architectural quality and urban design”.</i></p>	<p>Also, briefly list any comments of qualification, caution and/or advice that the group feels should be attached to their overall view.</p>
A	Agree	<ul style="list-style-type: none"> <li>• Has to be reasonable cost (not Dubai with high quality buildings but poor quality environment in between)</li> <li>• Has to be an effective objective (not just a ‘green wash’ exercise)</li> <li>• Has to be appropriate to the context</li> <li>• Good design in itself is essential NOT just a product of cost BUT must be Value for Money; Fit for Purpose</li> <li>• Need to agree criteria by which Quality can be assessed objectively (e.g. Building for Life &amp; need a firm process of design review to achieve this)</li> </ul>
B	Strongly Agree	<ul style="list-style-type: none"> <li>• Has to reflect place/locational context</li> <li>• Must be an exemplar that is achievable &amp; based on sustainable principles taking advantage of natural features such as hedges/green corridors/woods; south facing slopes; and, SUDS</li> <li>• Must be based on on-site evidence; reflecting the best of local places</li> </ul>

		<p>(Chichester, Winchester centres, Wickham square, Fareham High Street &amp; Alton</p> <ul style="list-style-type: none"> <li>• There is scope for a variety of development solutions, but within a vision/masterplan</li> <li>• Connectivity is important – make use of site’s natural resources/opportunities (e.g. existing natural &amp; community connections)</li> <li>• Incorporate natural features, informal outside spaces, public open spaces, private outside space, gardens &amp; green routes.</li> </ul>
C	Agree	<ul style="list-style-type: none"> <li>• Building for Life standard to ensure built quality</li> <li>• Design Code (to reflect Hampshire vernacular but in contemporary fashion)</li> <li>• Utilise south facing slope for solar energy</li> <li>• Provide a layout that aids walkable access to rapid bus loop</li> <li>• Provide sufficient parking standards</li> <li>• Provide management of demand for travel through Travel Plans</li> <li>• Design a strong policy framework for delivery and which is viable</li> <li>• Devise a clear infrastructure programme</li> <li>• Introduce a Community Infrastructure Levy</li> <li>• Monitor the development over time to be responsive to changes in technology and design standards</li> <li>• Introduce management trusts for the public realm</li> <li>• Prioritise all of the above to identify what is achievable and when</li> </ul>
D	Strongly Agree	<ul style="list-style-type: none"> <li>• The need to ensure long term flexibility &amp; adaptability to embrace new technologies &amp; accommodate future railway station</li> <li>• A need to be aware of the overall community carbon footprint in terms of:</li> </ul>

		<p>homes + transport + food retailing versus allotments + local food + 'eco' homes</p> <ul style="list-style-type: none"> <li>• The need for a comprehensive water management strategy</li> <li>• The need for an excellent public transport system &amp; car share scheme</li> <li>• The use of design codes (to set down standards)</li> <li>• The need to establish key development connections to Fareham &amp; Portsmouth</li> <li>• The need to respect the surrounding context</li> <li>• Identification of 'buffer' zones &amp; advanced strategic planting</li> <li>• The need to have 'on-going' community involvement as part of the development process in particular for detailed design of key elements (e.g. open spaces &amp; other social interaction features)</li> <li>• A requirement for 'joined-up' land-use &amp; transport planning</li> <li>• Important to establish a phasing in of homes &amp; social/community facilities &amp; deliver these as soon as possible (e.g. begin with doctor in a house &amp; move towards a proper surgery/health centre)</li> </ul>
E	-	<ul style="list-style-type: none"> <li>• Provision for car parking (must not impinge on cycle/footpath routes)</li> <li>• Management of parking (by whom?)</li> <li>• Railway use to reduce car use</li> <li>• Long term ownership/management of cycle ways/footpaths &amp; open spaces</li> <li>• Design the above routes with safety in mind</li> <li>• Sufficient 'localised' green space</li> <li>• Diversity of architectural styles – but with focus on local South Hampshire vernacular</li> <li>• Consider aspect and orientation of SDA (sun &amp; wind)</li> </ul>

		<ul style="list-style-type: none"> <li>• Renewable energy (solar/wind policies)</li> <li>• Thermal efficiency</li> <li>• Water efficiency</li> <li>• Waste water &amp; drainage (SUDS)</li> <li>• SDA to be self sufficient (exporting energy?)</li> <li>• Agreed programme for infrastructure provision &amp; funding – linked/phased with the SDA development</li> <li>• Waste, re-cycling &amp; compost facilities (per household &amp; for the SDA as a whole)</li> <li>• Allotments</li> </ul>
F	Strongly Agree	<ul style="list-style-type: none"> <li>• Be aware of costs &amp; short term rewards &amp; profits (developers cutting costs)</li> <li>• Use design codes to ensure high standards</li> <li>• Invest pension funds into long term investment for the scheme</li> <li>• Use locally sourced modern materials &amp; local labour (reduce carbon footprint by placing some material manufacturing on the SDA over a 20 year period)</li> <li>• Employment should be in parallel with housing development</li> <li>• Recycling &amp; waste management to be locally based</li> <li>• SDA needs to be an exemplar (needs a focal point)</li> <li>• Civic spaces &amp; landscape spaces are critical</li> <li>• Green landscape instead of green infrastructure</li> <li>• Allotments to produce local food</li> <li>• Multi-functional spaces</li> <li>• Avoid pastiche</li> <li>• Use recycled waste to power cars</li> </ul>



	OTHER KEY ISSUES	
GROUP	PROMPT	
	<i>Each group to use the flipcharts to list any other key issues that have not be raised or adequately covered in today's workshop</i>	
<b>A</b>	<ul style="list-style-type: none"> <li>• How do we ensure all elements come together to make a good 'public realm'?</li> <li>• How do you achieve community cohesiveness (variety of groups etc)?</li> <li>• How do you we manage the 'temporal' aspect of a very long project?</li> <li>• How do we engage <u>all</u> landowners (maintain a green infrastructure)?</li> <li>• Planning for children is NOT just about education (minus 9 months – 19 years) How do we provide for that range?</li> <li>• How do you plan for 'good citizenship'?</li> </ul>	
<b>B</b>	<ul style="list-style-type: none"> <li>• Relationship to rural &amp; historical context (could incorporate urban farm/allotments)</li> <li>• Check impact on existing residents</li> <li>• Connectivity is important</li> <li>• Diversity &amp; adaptability of employment &amp; needs to match skills base (now &amp; future)</li> <li>• Incentives for employment &amp; employers</li> <li>• What will be the relationship with Winchester District?</li> <li>• Park &amp; Ride location?</li> <li>• What will be the long term management structure: methodology; trusts; and/or covenants</li> </ul>	
<b>C</b>	<ul style="list-style-type: none"> <li>• Waste &amp; Energy (Where does it go and what can we do with it?)</li> <li>• High 'value added' employment linked to skills base</li> <li>• Self containment – relationship with other areas and deal with the SDA together with Fareham</li> <li>• Affordable housing – what is a viable level?</li> <li>• Need to quickly decide actual development area &amp; number of dwellings</li> </ul>	

	<ul style="list-style-type: none"> <li>• Need to propose a realistic timescale for the development</li> </ul>
<b>D</b>	<ul style="list-style-type: none"> <li>• Ensure variety through a design code</li> <li>• A clear strategy for employment (what &amp; where?)</li> <li>• The introduction of a hierarchy of service provision (district and neighbourhood spatial scale)</li> <li>• Care to be exercised not to isolate any business park facility from wider community &amp; other services</li> <li>• Optimum housing capacity will emerge from careful planning &amp; design and perhaps best to avoid any pre-determined set of housing numbers.</li> <li>• The density range across the area needs to be balanced to make service &amp; public transport work BUT to avoid damaging the character &amp; setting of the place</li> <li>• Local nature &amp; diversity to be considered early on</li> <li>• The need to deliver distinctiveness</li> </ul>
<b>E</b>	<ul style="list-style-type: none"> <li>• Knowle as a transport model (is it successful? A good example? If it does not bear out our assumptions, then what? Can it suggest improvements?)</li> <li>• How does Knowle relate to the SDA?</li> <li>• How does the SDA relate to Wickham?</li> <li>• What are the flows between a new large community &amp; smaller existing communities, especially on a daily basis?</li> </ul> <p>Balance aspirations of people in existing communities &amp; good design</p> <ul style="list-style-type: none"> <li>• Relationship of SDA with those on other side of M27</li> <li>• On-going community involvement: engage all different age groups – employ different mechanisms at various times such as e-engagement, we etc (quite easily done through local magazines &amp; news letters to provide information)</li> <li>• A name/identity is needed</li> <li>• Phasing of health &amp; education</li> </ul>

	<ul style="list-style-type: none"> <li>• Environmental constraints such as downstream flooding, drainage.</li> </ul>
<b>F</b>	<ul style="list-style-type: none"> <li>• Is it an urban extension or self contained development?</li> <li>• Employment (timing?, where?)</li> <li>• Future proofing for public transport (is this an opportunity to address public transport in a different way – congestion charging?)</li> <li>• Density</li> <li>• Name this ‘place’</li> </ul>

## **Appendix C.**

### **Specification sets cross referencing tables.**

Specification set 1: Defining levels of containment (13 items)					
Use mix (UM)	Dwelling mix (DM)	Distinctiveness (D)	Movement (M)	Design and Environ Quality (DEQ)	Other Key Issues (Ki)
<p>UM2 Provide a main centre and a hierarchy of other local or neighbourhood centres.</p> <p>UM5 Provide links and movement patterns to land-use mixes (particularly employment uses) in order to encourage self containment.</p> <p>UM7 Provide the majority of service &amp; facility categories listed above within the SDA with a greater emphasis on providing higher levels of primary &amp; secondary education, surgery level healthcare and retailing</p>	<p>DM1 Provide flats close to centres, incorporating living over shops up to four storeys.</p> <p>DM2 Ensure that the number of single bed units are minimised and where they are provided ensure that the bedrooms are large (define large).</p> <p>DM3 Use sub-regional needs research to profile the housing mix.</p> <p>DM4 40% of the housing stock to be "affordable".</p> <p>DM6 Provide a variety of dwelling types with a bias towards freehold family occupation</p> <p>DM7 Provide a significant amount of property for rental – circa 33% (market &amp; affordable)</p> <p>DM8 Incorporate a small amount of shared equity in self-build – circa 5%</p>	–	–	–	<p>Ki3 What types of employment provision and where will they be located?</p> <p>Ki4 Establish optimum Density and numbers of dwellings.</p> <p>Ki6 What level of self containment needs to be achieved?</p>

Specification set 2: Specifying physical connections with the surrounding area (12 items).					
Use mix (UM)	Dwelling mix (DM)	Distinctiveness (D)	Movement (M)	Design and Environ Quality (DEQ)	Other Key Issues (Ki)
-	-	<p>D3 Use the existing footpath network as the basis for a permeable network of routes connecting the SDA with existing neighbourhoods and centres giving both existing and new residents access to the countryside.</p> <p>D4 Provide an noise buffer adjacent to the M27</p> <p>D5 How will the SDA address the A32?</p> <p>D6 Improve the links to Knowle to the benefit of existing residents and the new residents of the SDA.</p> <p>D13 Link existing centres with a new SDA centre as hubs in a movement network that clearly connects new development with its surrounding context.</p> <p>D17 Create an integrated movement system, incorporating footpaths, cycleway, public transport and vehicular traffic that connect the SDA fully with its surrounding centres and destinations.</p>	<p>M1 Provide pedestrian and cycle routes to and from Fareham.</p> <p>M3 Provide pedestrian and cycle links E-W across the A32.</p> <p>M4 Provide a vehicular connection between Knowle and the centre of the SDA. D6 + D17</p> <p>M5 Provide pedestrian and cycle routes to and from Knowle.</p> <p>M8 Construct a new connection to J11 of the M27.</p>	<p>DEQ 5. Deliver a movement system that is connected to the surrounding settlements, encourages walking, provides excellent public transport, responds to land use allocation and feels safe to use.</p>	-

Specification set 3: Defining identity, distinctiveness, design quality and coding (7 items)					
Use mix (UM)	Dwelling mix (DM)	Distinctiveness (D)	Movement (M)	Design and Environ Quality (DEQ)	Other Key Issues (Ki)
UM6 Ensure that expansion and change can be accommodated.	–	<p>D8 Exploit the local topography as a means of embedding local distinctiveness from the very beginning of the process into the layout and design of the SDA.</p> <p>D12 Retain, protect and enhance the existing listed and historic structures in the SDA. These could form the basis for the development of a locally influenced design code and provide the new development with a series of locally meaningful and recognised landmarks.</p>	–	<p>DEQ 2. The detailed design of the SDA will be controlled by a design code clearly derived from an analysis of local context (e.g. Chichester, Winchester centres, Wickham square, Fareham High Street &amp; Alton) producing a variety of architectural styles that reflect the South Hampshire vernacular in a contemporary fashion whilst avoiding pastiche.</p> <p>DEQ 8. Identify appropriate standards. Apply and manage relevant and sufficient parking provision.</p> <p>DEQ 9. Identify quality and technical benchmarks for the objective assessment of all aspects of design and build quality.</p>	Ki5 The SDA development should be named and its distinctiveness should be delivered through the use of a design code.

Specification set 4: Dealing with Green Infrastructure (7 items)					
Use mix (UM)	Dwelling mix (DM)	Distinctiveness (D)	Movement (M)	Design and Environ Quality (DEQ)	Other Key Issues (Ki)
–	–	<p>D1 Protect the Wallington and Meon River valleys and use them as part of a green network of footpaths and cycle routes.</p> <p>D2 Use the existing woodland to frame new development providing a network of woodlands as habitats and a recreation resource.</p> <p>D9 Retain, protect and enhance Fareham Common as part of the SDA green infrastructure.</p> <p>D10 Use the existing hedgerows, tree lines and natural features as the basis for a green network and as constraints and guides to future movement route layout.</p> <p>D11 Retain, protect and enhance Portsdown Hill as part of the SDA green infrastructure.</p>	–	<p>DEQ 6. Provide a range of multi functional open spaces incorporating the SDA's natural features – civic spaces, informal outside spaces, public open green spaces, private outside space, gardens and green routes.</p>	<p>Ki9 How will local environment constraints such as flooding be dealt with?</p>



Specification set 5: Coordination of delivery and long term management (6 items)					
Use mix (UM)	Dwelling mix (DM)	Distinctiveness (D)	Movement (M)	Design and Environ Quality (DEQ)	Other Key Issues (Ki)
UM4 Establish a long term strategy for the phasing and timing of infrastructure, service delivery and long term management in order to promote civic pride & community commitment.	–	–	–	<p>DEQ 3. Establish long term management plans, structures and mechanisms to programme and deliver infrastructure provision and to provide long term management of transport, service provision, public realm maintenance and to ensure long term flexibility and adaptability enabling the SDA to embrace new technologies.</p> <p>DEQ 4. Provide an overall viable “vision” with a strong policy &amp; planning framework to ensure infrastructure, service and employment provision is coordinated with housing provision, incorporating on going community involvement in the development process.</p> <p>DEQ 7. Ensure that the development provides value for money, is fit for purpose and presents opportunities for long term investment.</p>	<p>Ki2 How can the infrastructure and service deliver aspects of the SDA be planned, delivered and managed in coordinated and integrated way?</p> <p>Ki7 What is the overall timescale for development and how will it be managed?</p>

Specification set 6: Public Transport Provision (5 items)					
Use mix (UM)	Dwelling mix (DM)	Distinctiveness (D)	Movement (M)	Design and Environ Quality (DEQ)	Other Key Issues (Ki)
-	-	D7 Re-use the existing railway at Knowle Halt and provide a new station to serve the SDA and surrounding area.	M2 Provide a railway station at Knowle M6 Deliver a N-S bus route to/from Fareham. M7 Provide a bus route to/from Portsmouth and Fareham – incorporating BRT.	-	Ki8 Future proof public transport provision and locate a park and ride system.

Specification set 7: Specifying Energy Efficient Design (4 items)					
Use mix (UM)	Dwelling mix (DM)	Distinctiveness (D)	Movement (M)	Design and Environ Quality (DEQ)	Other Key Issues (Ki)
UM1 Provide integrated mixed uses and multiple uses of buildings and spaces to promote vitality & viability.	DM5 Ensure all dwellings have easy and walkable access to outdoor space	D14 Assess the existing farmland as a part of an SDA local community food production strategy.	-	DEQ 1. The SDA will be an exemplar of sustainable design. It will take advantage of natural features such as hedges/green corridors/woods; south facing slopes; incorporate SUDS: provide opportunities for local food production (allotments and gardens); generate surplus renewable energy (solar/wind/geothermal); waste will be managed, composted and recycled locally. Buildings will be thermally efficient, constructed using modern materials and local labour. Services within easy walking distance of homes and Integrated public transport will reduce travel by car.	-

Specification set 8: Defining Economic and Social Relationships with the Surrounding Area (3 items)					
Use mix (UM)	Dwelling mix (DM)	Distinctiveness (D)	Movement (M)	Design and Environ Quality (DEQ)	Other Key Issues (Ki)
UM3 Define the relationships with other existing settlements – complement rather than compete.	–	D16 Provide a buffer between Funtley and the SDA.	–	–	Ki1 How will the development impact on existing residents and surrounding settlements? What will the relationship be between the SDA and its neighbours?