MASTERPLAN PROGRESS

Presentation to the Waterlooville Forum

23rd June 2005

June 2005

DRAFT WORK IN PROGRESS

WATERLOOVILLE
MAJOR DEVELOPMENT AREA

INTRODUCTION

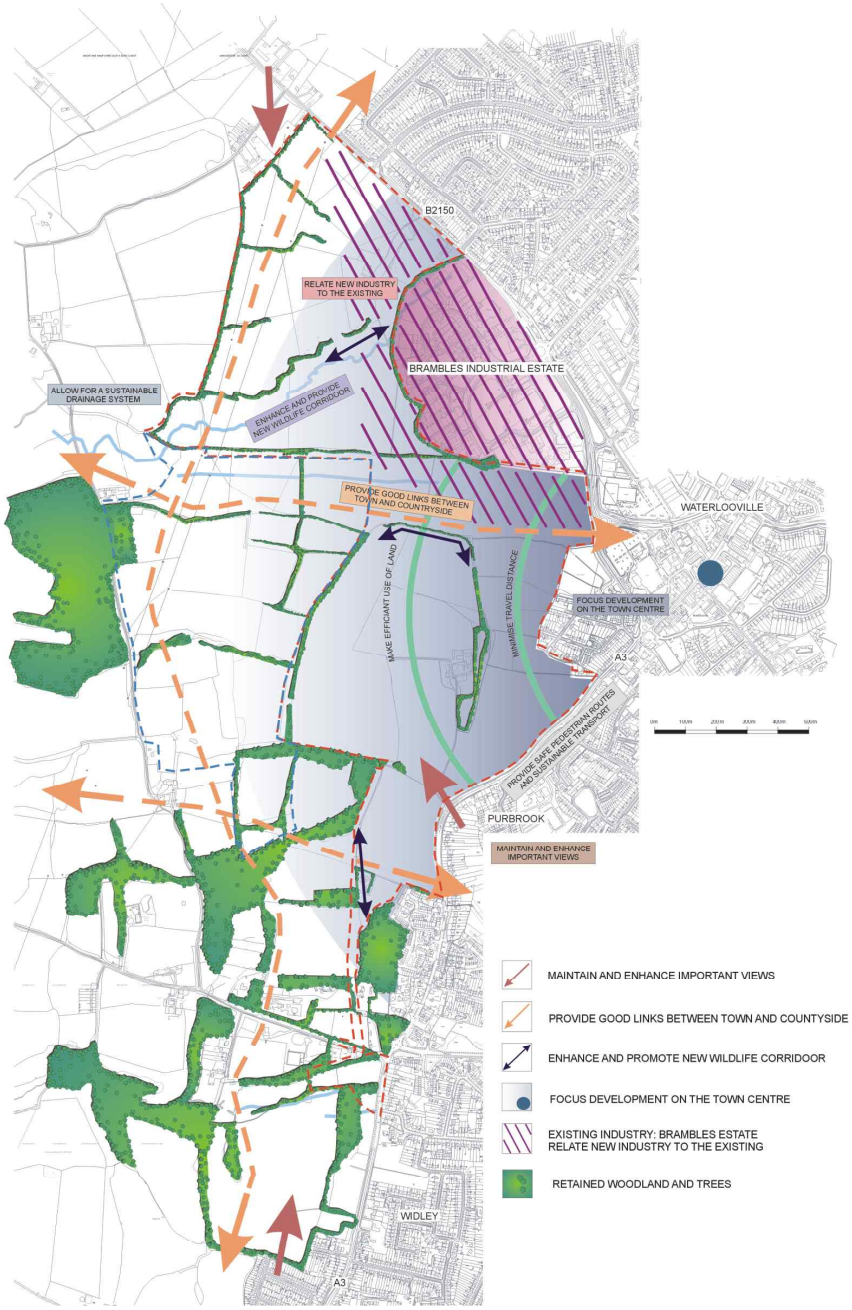
Andy James - Grainger Trust

Nick Groves - Boyer Planning

Gary Holliday - FPCR

URBAN DESIGN PRINCIPLES

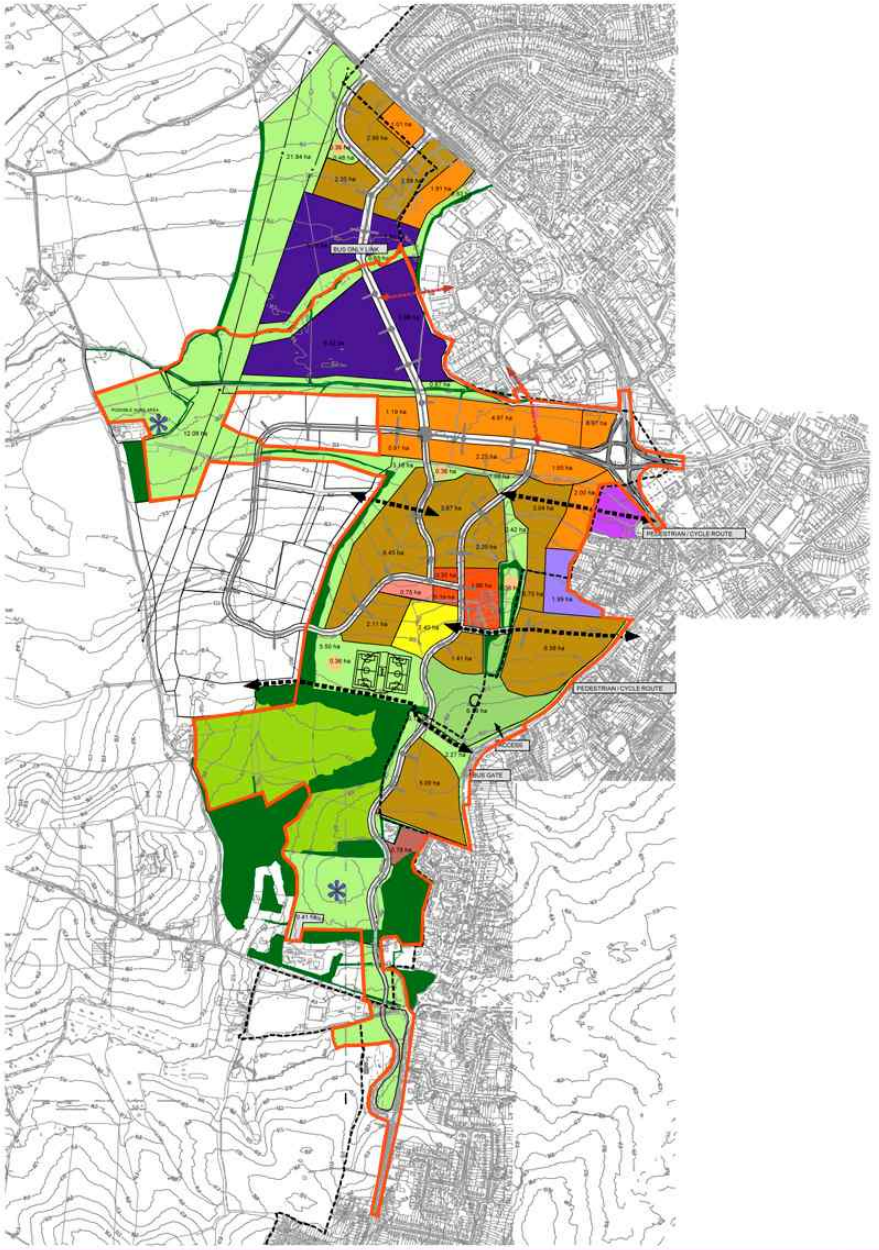
- Integration with Waterlooville town centre
- Minimising travel distances
- Providing a broad range of uses and faciities
- Providing safe pedestrian cycle routes
- Providing well managed links between town and countryside
- Protecting important woodland and trees in wildlife area



LAND USE PLAN

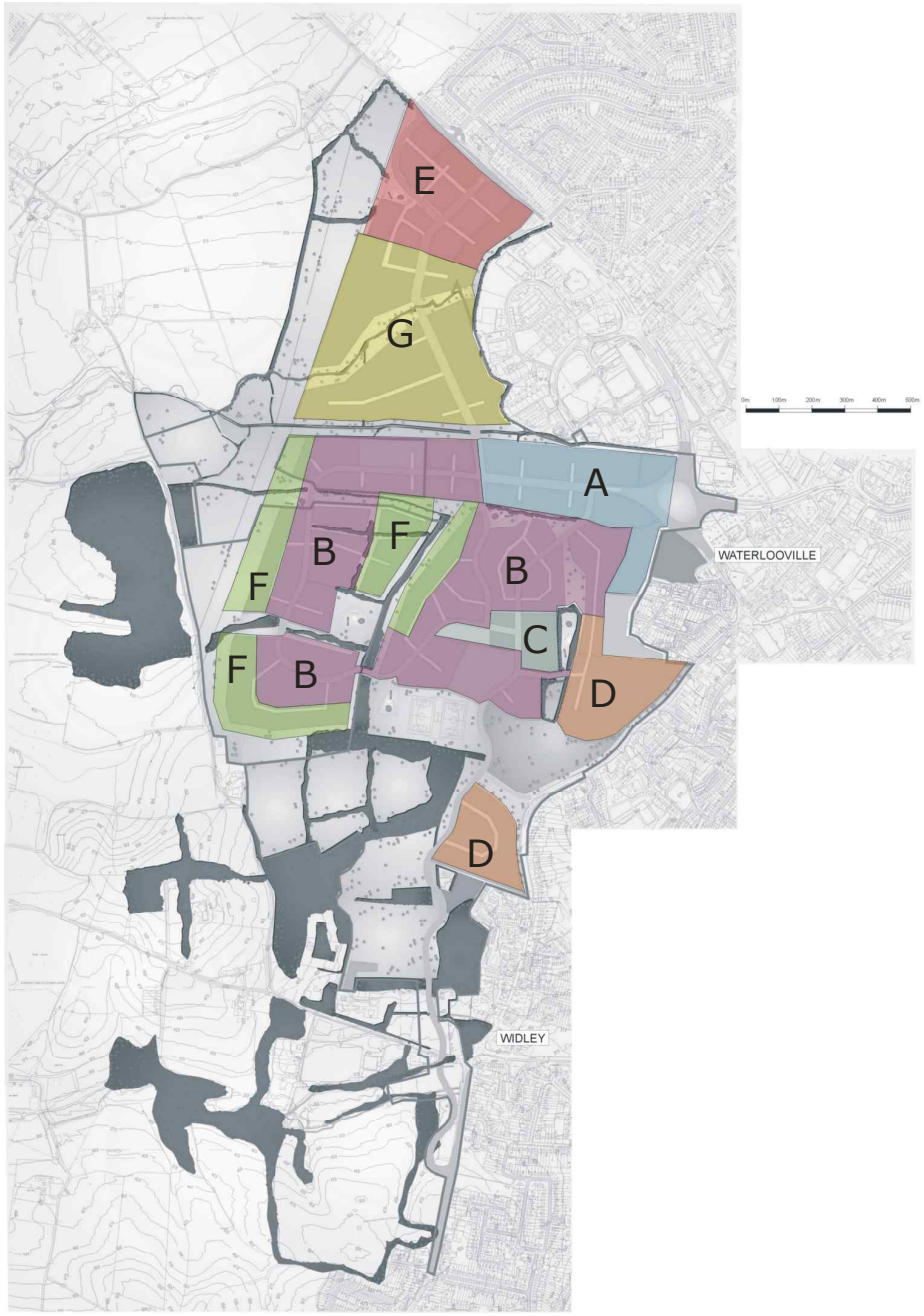
KEY

- RESIDENTIAL
- MIXED USE
- EMPLOYMENT
- SCHOOL
- LOCAL CENTRE
- LOCAL CENTRE RESERVE SITE
- C — CEMETERY
- HOSPICE
- OPEN SPACE / STRUCTURAL LANDSCAPE / SUDS
- EXISTING ALLOTMENTS
- NEW ALLOTMENTS
- RETAINED TREES
- LEISURE SITE OUTSIDE MDA BOUNDARY
- * — AREA FOR HABITAT CREATION AND TO MEET INFORMAL RECREATIONAL NEEDS
- MANAGED AGRICULTURAL LAND
- POWER LINES
- PEDESTRIAN / CYCLE ROUTE
- WATERMAIN
- POTENTIAL LINKS TO BRAMBLES BUSINESS PARK
- LEAP PLAY AREAS



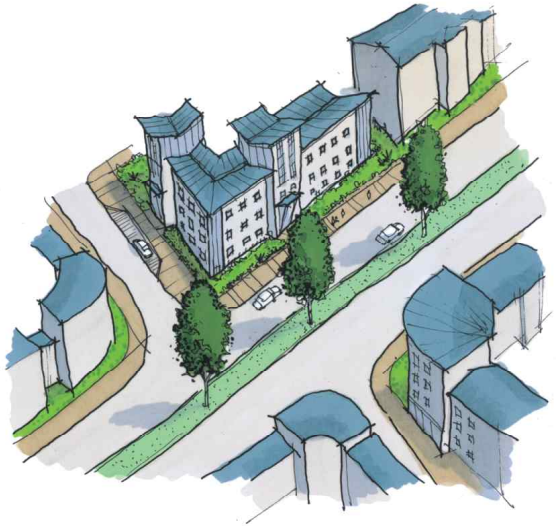
THE URBAN CHARACTER

- A Mixed use / Town Centre Edge
- B Urban Core
- C Local Centre
- D London Road Edge
- E Hambledon Road
- F Rural Edge
- G Employment Area



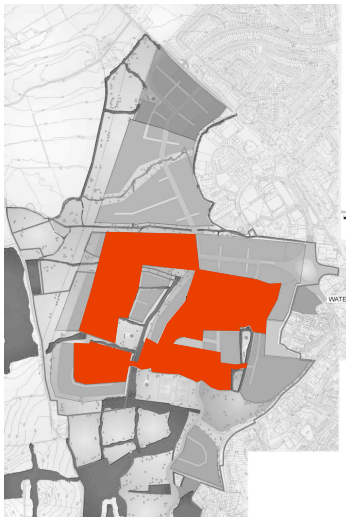
MIXED USE / TOWN CENTRE EDGE

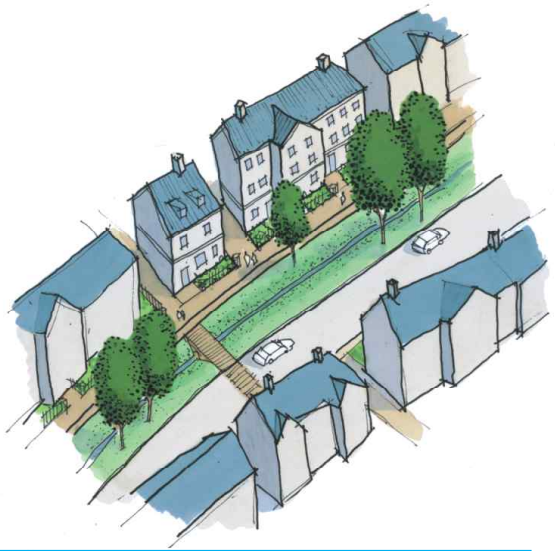
- Transition between the town centre and the MDA, with a variety of land uses.
- Broad formal tree lined boulevard.
- A high quality public realm.
- Landmark buildings.
- A variety of building types typically 3/4 stories, with discrete blocks of commercial and residential development.
- Buildings could be a variety of styles. Residential densities in the range of 45-60 dwelling per hectare.



URBAN CORE

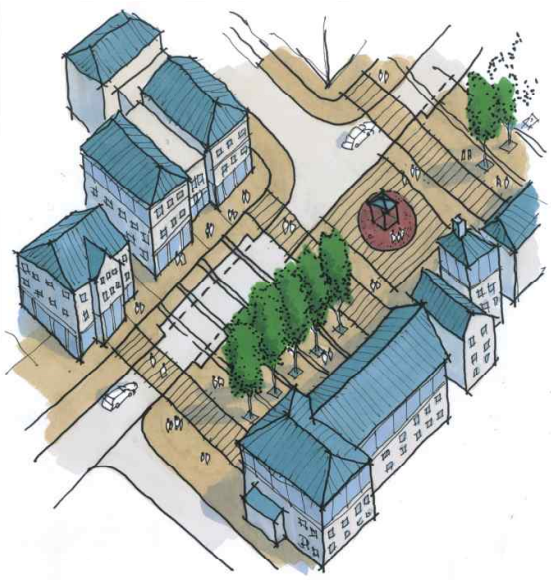
- Residential area focussed on the core of the MDA and the public transport corridors.
- The main streets to provide clear routes.
- Individual street trees would be used.
- Predominately terraced properties to the main street frontage with other types of housing, for design effect at specific locations.
- Typically residential densities in the range 35-45 dwellings per hectare.
- Mostly 3 storey properties along main streets with 2/3 storey properties beyond.
- This character area wraps around the local centre and the community facilities.





LOCAL CENTRE

- Focus for the local community facilities.
- Facilities to complement rather than compete with the existing provision in Waterlooville.
- Located directly along the main vehicular and public transport route through the MDA. Built form based on a broadened street or square.
- School would be located adjacent to the Local Centre.
- Detailed traffic claming / surfacing materials used to reinforce the identity and ensure safe crossings.
- A mix of commercial, social and residential uses.
- A variety of property types. Typically 2/3 storey and residential density in the range of 35-45 dwellings per hectare.

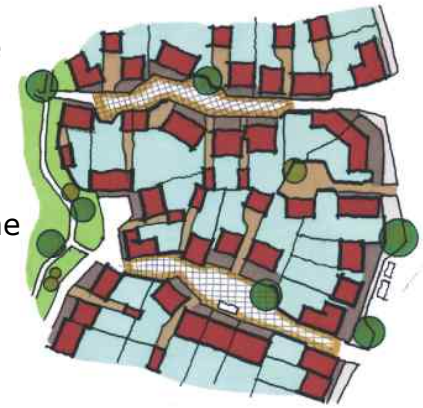


LONDON ROAD EDGE

- Designed to relate well to the existing built form at Purbrook and Waterlooville.
- Detached and semi-detached properties overlooking a tree lined frontage.
- Vehicular access would be from the southern access road to a network of streets.
- No new residential access direct from London Road.
- Pedestrian, cycle and public transport links to London Road.
- Mostly 2-3 storey properties.
- A variety of densities, between 30 and 45 dwellings per hectare.

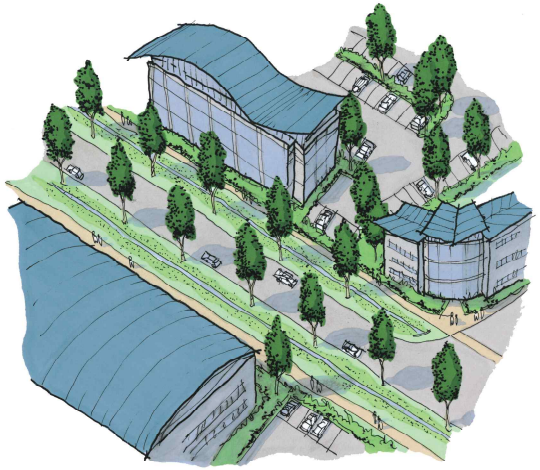
RURAL EDGE

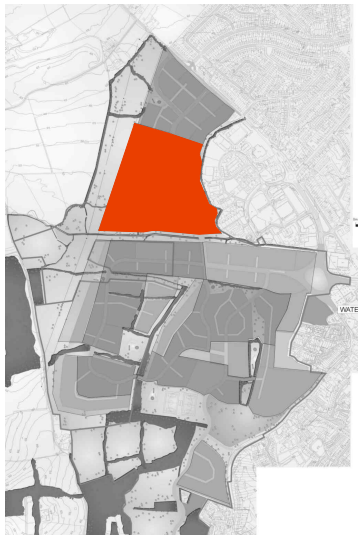
- A generally lower density residential area relating to the existing woodland edge of the MDA.
- Properties with larger gardens would enable a soft edge to the retained landscape features such as Plant Row.
- Properties overlooking the rural edge or open spaces providing informal policing.
- Mostly 2 storey with some 2/3 storey properties.
- Typical residential densities in the range 30-40 dwellings per hectare.



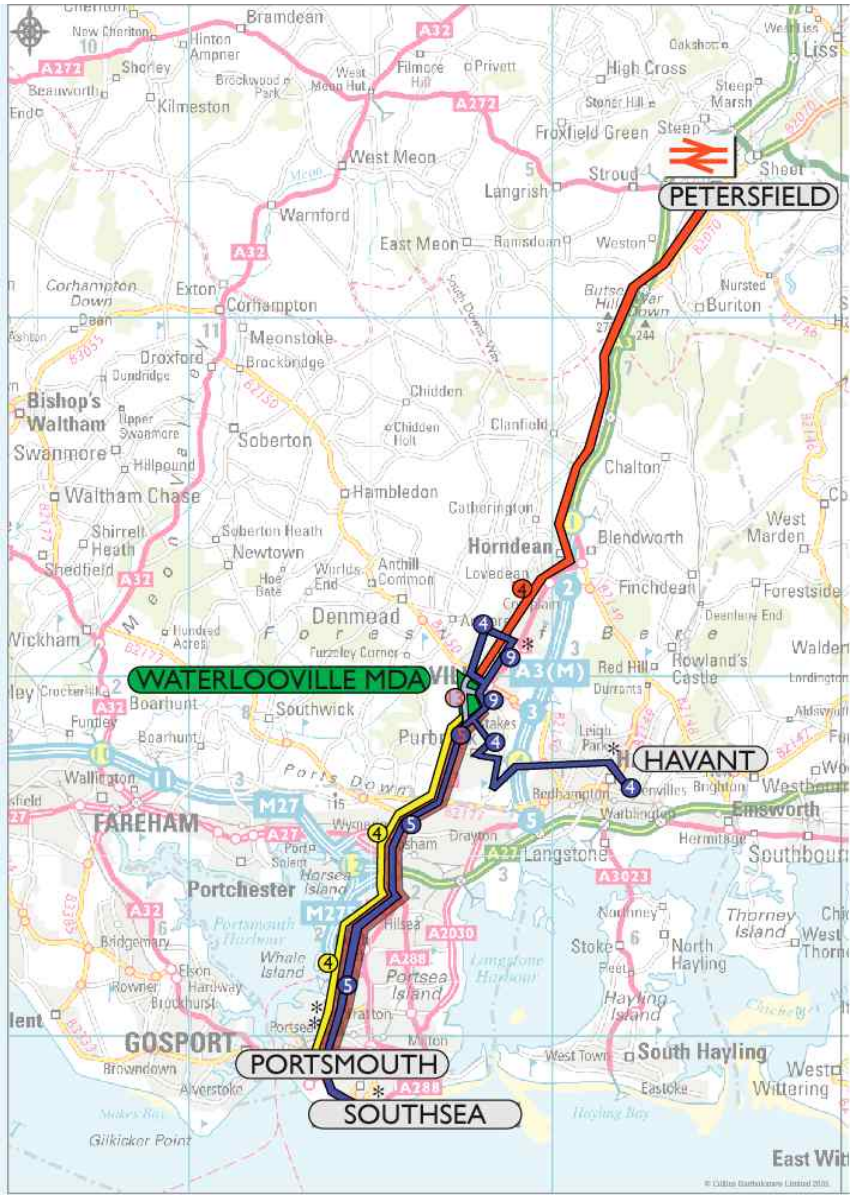
EMPLOYMENT AREAS

- A general employment area providing a range of industrial and commercial property, in a strong landscape framework.
- Properties to overlook the boulevard.
- A variety of building types and styles.
- Potential access to Brambles Business Park.





PUBLIC TRANSPORT



- The future public transport connections from Waterlooville.

South Hampshire Rapid Transit.

Existing bus service

Proposed Taxi bus service to Petersfield

Proposed new bus service to Portsmouth

PUBLIC TRANSPORT

- Connections will be provided to the bus stops on the SHRT corridor, together with providing additional services through the site.
- People encouraged to travel by sustainable methods

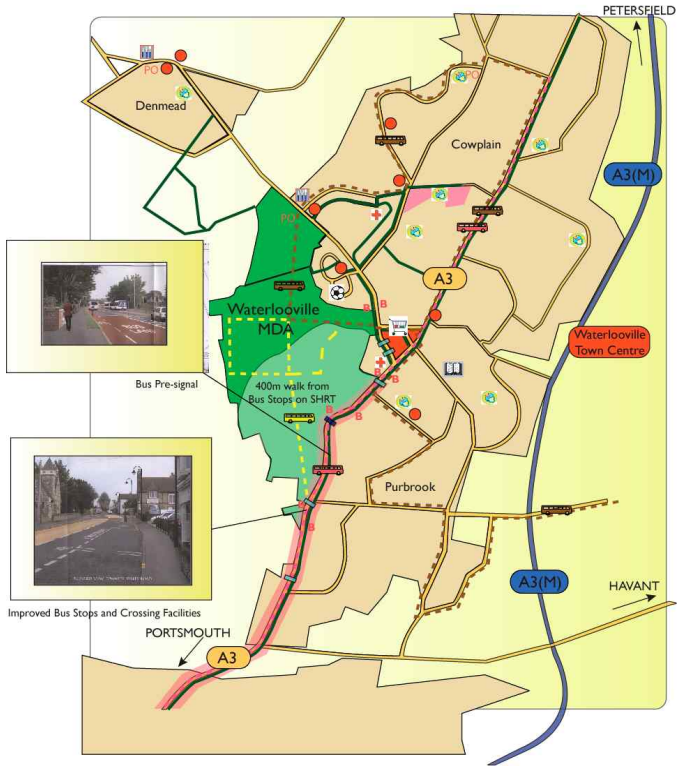
  - Travel Folders

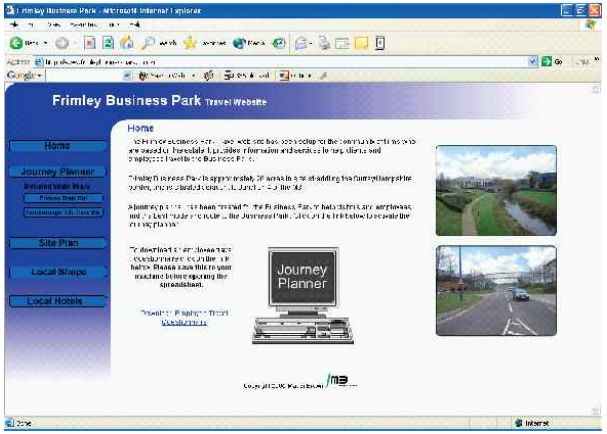
  - Car Club

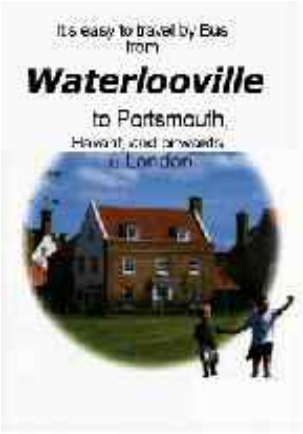
  - Community Web Page

  - School Travel Plans

- People will be made aware of how to travel to the Business Park by means other then the private car. For example, a journey planner website will be provided.

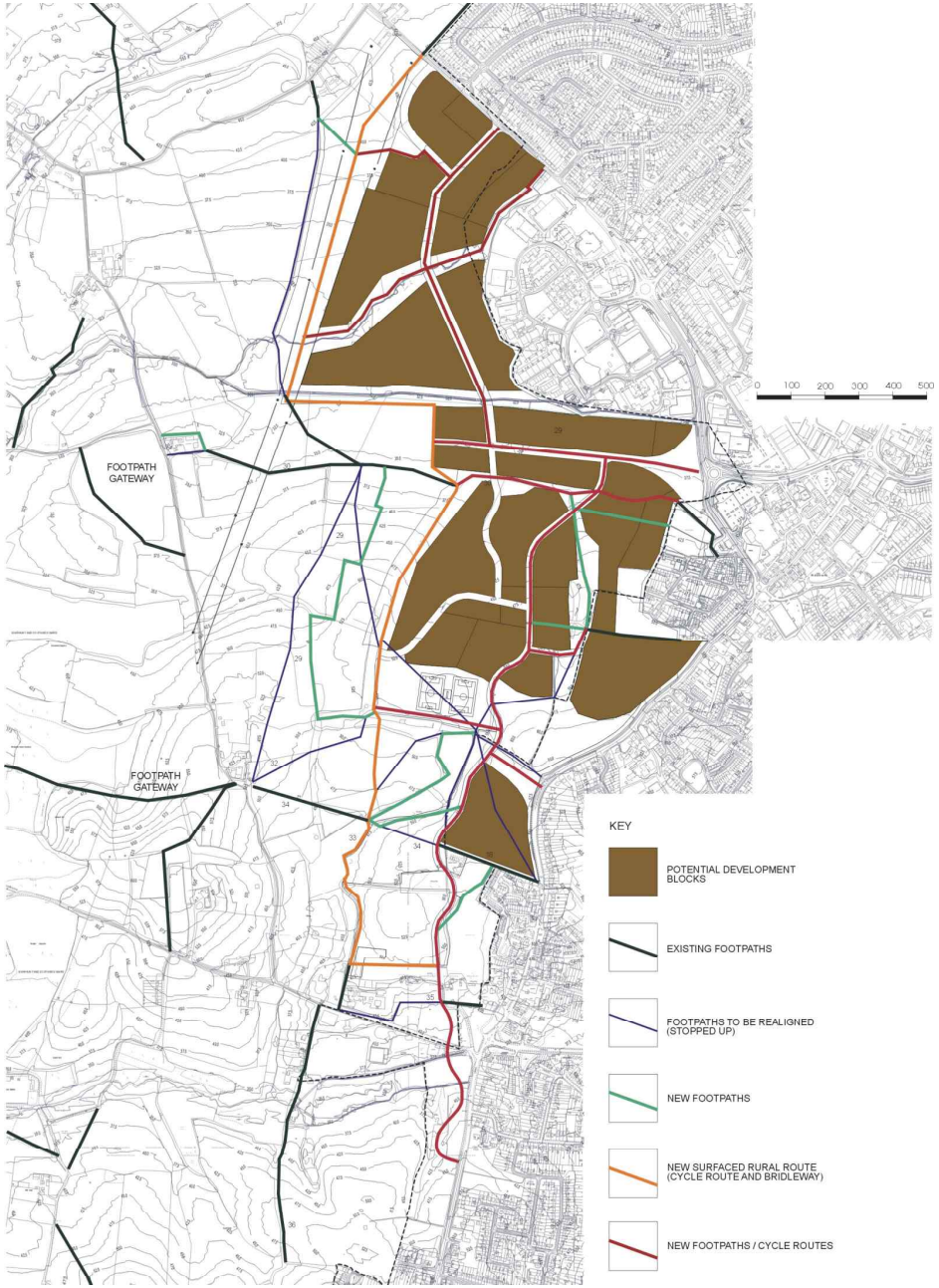






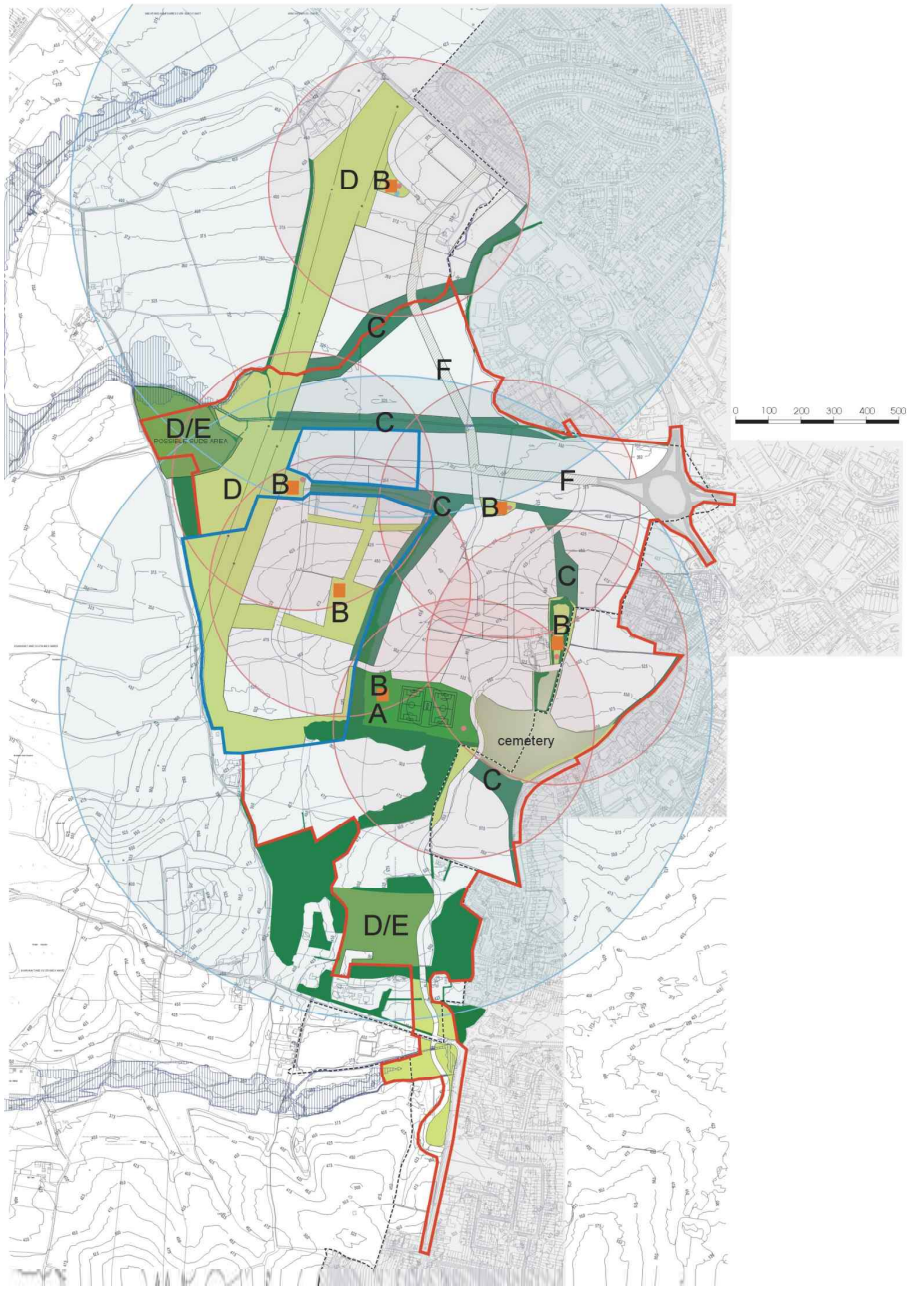
PEDESTRIANS AND CYCLISTS

- All main streets to incorporate a shared off road 3m wide footpath / cycleway.
- Routes will link to the existing settlement at the Asda roundabout, Hambledon Road, Milk Lane (London Road) and at Purbrook Heath Road.
- Pedestrian / cycle routes to be incorporated into the detailed residential layout design to allow other direct links.



LANDSCAPE AND RECREATION

- The layout respects and retains the characteristics and features of the site.
- Open spaces use the landscape to characterise the development.
- Larger play facilities in the main open spaces.
- A green network of spaces would provide links through the development and to the existing urban area.



TOWN PARK

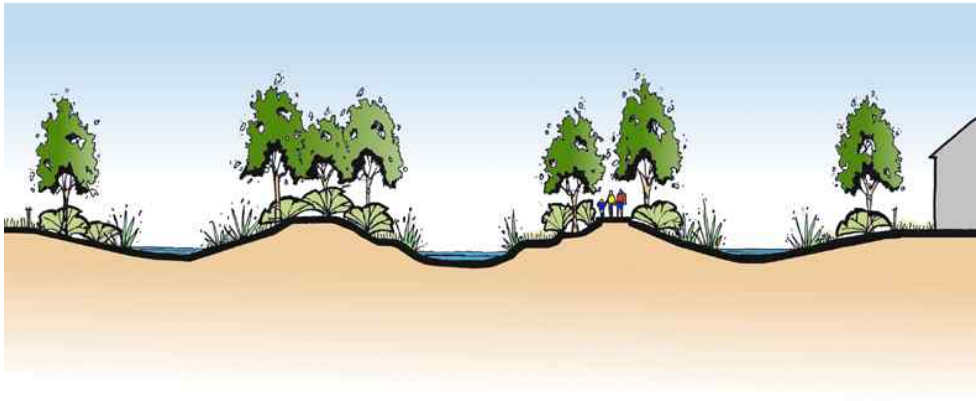
- The town park could include formal sports provision and neighbourhood play provision.
- The park would join to the school site creating a wider open area across the higher land, and would be overlooked by new housing from the north.
- A rural route would pass through the western edge of the park.
- A neighbourhood play area could be located to the west, using the woodland and pitches as a buffer to the housing.

CEMETERY

- A cemetery on higher land safeguards the 'openness' whilst providing a much needed facility.
- Vehicular access could be provided for London Road, with a small car park.
- A spine of trees across the highest land.
- Additional tree planting creates smaller scale spaces and filters the wind.
- Housing would be designed to overlook the cemetery to aid informal policing.

RIVER IMPROVEMENTS & SUSTAINABLE DRAINAGE

- Open up and naturalise the canalised watercourse.
- Incorporation of the drainage features into the landscape design.
- SUDS features would form parts of the open space network.
- SUDS requirement could include small wet ponds and largely dry basins and ditches. All these features would be designed with shallow banks for safety.



SUSTAINABILITY

- Detailed design to encourage sustainable design and construction.
- Solar Design.
- Super insulation.
- Water conservation and management.