

supplementary planning guidance

Pan Urban Extension

(DRAFT)



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Aerial view showing the site allocated for Pan Urban Extension from the south

1.0 INTRODUCTION AND BACKGROUND

1.1 Introduction

1.1.1 Background to the masterplan

In June 2003, the Isle of Wight council appointed Tibbalds Planning & Urban Design to lead a consultant team in preparing a masterplan and Supplementary Planning Guidance to guide the future development of the Pan Urban Extension on the edge of Newport, Isle of Wight.

The Pan Urban Extension site is allocated for housing and employment development in the Isle of Wight Unitary Development Plan 2001. The Isle of Wight Council is the land owner of the majority of the site and wishes to ensure that the future development of the site demonstrates best practice in terms of:

- the process of formulating development proposals;
- the quality of urban design;
- the potential contribution towards a sustainable form and development; and also
- meeting the Council's housing requirements as set out in the UDP and Regional Planning Guidance.

1.1.2 The masterplan process

The masterplan is intended to be approved by the Isle of Wight Council, the local planning authority, as Supplementary Planning Guidance. It aims to promote urban design quality, and to guide the form of the future development of the Pan Urban extension. It also sets out a series of planning and urban design requirements that specific proposals will need to satisfy or to contribute towards, as part of the overall development.

Tibbalds Planning & Urban Design were responsible for masterplanning, planning and consultation, in association with:

- Alan Baxter and Associates, Consulting Engineers, responsible for movement, transport and drainage;
- DTZ Peda, Development Consultants, responsible for property market advice and viability assessment, and
- KSA, Cost Consultants.

This draft masterplan document draws together the work carried out as part of the masterplanning process and sets out how the site is proposed to be developed. It includes a series of principles and relationships that will govern the future development of the site – the development framework principles.

These are accompanied by urban design guidance for different parts of the overall development and an illustrative masterplan that shows one way in which the site may be developed in accordance with the framework principles and urban design guidance.

The Council also commissioned whitbybird Engineers separately to carry out an Energy and Sustainability study in relation to the emerging masterplan, which was completed at the end of March 2004. The conclusions from this study are being integrated into the masterplan and areas or topics where further investigation is recommended are highlighted in this document.

In practice, different parts of the masterplan may be designed by different design teams, at different times, for different clients (for instance private housebuilders, housing associations and the Council). Each of these will bring their own requirements, in the form of a detailed brief, and so the overall development is unlikely to correspond exactly to the illustrative masterplan. What is important is that each design team takes on board the co-ordinating principles that govern the masterplan so that the elements fit well together to create a high quality place that is attractive to live in.

1.1.3 The consultation

The masterplan has been prepared in consultation with a wide range of stakeholders. Three Stakeholder Workshops have been held:

- to identify aspirations and key issues to be addressed by the masterplan;
- to consider a range of strategic options for the form of the development; and
- to debate the draft development framework and illustrative masterplan.

The Council carried out a two week local public consultation at Downside Middle School, with an exhibition explaining the draft development framework and illustrative masterplan. Council officers and members of the consultant team were available to explain the proposals at a number of drop in sessions. Comments were received and the masterplan has been amended to respond wherever possible.

1.1.4 Structure of this document

This document is organised into four sections, as follows:

- Section 1: Introduction and background, explains the overall vision for the development of the Pan Urban Extension, together with the factors that have shaped the masterplan proposals (including the characteristics of the site itself, how it relates to the wider area, best practice urban design and planning policy influences). It outlines the key aspirations for the masterplan and shows diagrammatically how these can be met.
- Section 2: Development Framework Principles, sets out the urban design principles that should be applied in any proposals coming forward as part of the masterplan, so as to make sure that the Development Concept can be realised.
- Section 3: Urban Design Guidance, provides urban design principles and illustration to show how these may be achieved, for each of the areas of distinct character that are proposed within the overall masterplan. It also provides guidance on promoting a sustainable development.
- Section 4: shows one way in which the site could be developed in accordance with the Development Framework and Urban Design Guidance, - the Illustrative Masterplan. It also sets out some initial principles and aspirations for the implementation of the masterplan.

Details of the consultation that has taken place during the masterplan process are contained in Appendix A.

The development framework principles and urban design guidance set out in the document do not provide comprehensive design guidance. In order to set clear parameters for the quality and character of development it may be appropriate to supplement them with more detailed design guidance or design codes for different components or areas of the masterplan at a more detailed stage of masterplanning.



View of the development site from the public footpath south of the site



Downside Middle School viewed from the Pan recreation ground in the foreground

1.0 INTRODUCTION AND BACKGROUND

1.2 The vision for Pan Urban Extension

The vision for the Pan Urban Extension is based on creating a new area of Newport that is seen to be a part of the town rather than as a new 'estate'. It will share some of the urban design characteristics that help to make traditional towns and villages successful, although the appearance of the buildings will not necessarily be traditional. The new area will be based on design principles that promote a more sustainable pattern of development and use and it will incorporate features that help to achieve this aim.

It will be well integrated with Pan. Although it is likely to be quite different in appearance, there will be good physical and social links between Pan and the new area, in terms of movement patterns, social and community facilities, housing provision and tenancy.

The new area and existing Pan will share a focus, made up of Pan local centre, where the school and local shops will be expanded, together with the Pan recreation ground, transformed into a new park, and a multi-purpose community centre. A new pedestrian, cycle and bus-only vehicular route will provide the key link between existing Pan and the new area.

The new area will have a spine road that is designed to be a 'main street', lined with buildings set close to the pavement. Along this route there will be a series of open spaces and buildings that form a sequence of 'events', helping to make it easy for people to find their way around. The housing areas away from this route will be designed around a connected network of streets, lanes and courtyards that do not allow the car to dominate. Buildings will be arranged to create urban spaces that feel well supervised, safe and attractive to use.

Approximately 800 homes will include market housing, units for rent and shared ownership. There will be a range of unit sizes, from small flats for single people, to large family houses. The affordable housing will provide a range of units that meet local need.

The employment area will accommodate small business units that offer residents the opportunity to live and to work locally.

A range of sustainable measures and design principles will aim to reduce energy and the use of resources, at every level from masterplan principles to the detailed design of each home. There is an opportunity for a demonstration project, incorporating a wide range of sustainable technologies and features, based around the new park, community and education facilities around it.



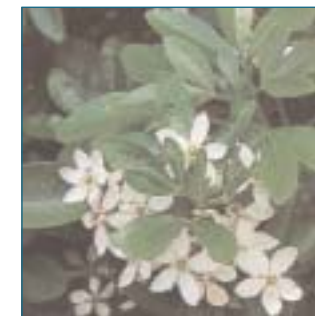
A piece of town



A high quality public realm



Promoting walking, cycling and public transport



A more sustainable development

1.0 INTRODUCTION AND BACKGROUND

1.3 Background to the site

1.3.1 Site location

Newport is the county town of the Isle of Wight and lies in the centre of the northern part of the island. It provides shops, business and entertainment that serve local residents and also a wider catchment area. The site for Pan Urban Extension is located on the south east edge of the built up area of Newport. It is located within a ten minute walk from Newport Town Centre and its facilities.

The site lies between Staplers Road to the north and Pan Lane to the south. To the west it borders on to Pan estate, a low density residential area built in the period between the 1950's and 1970's by the local authority and now partly in private ownership and part held by Medina Housing Association. To the east is open countryside in agricultural use.

To the west of Pan Lane is St Georges Way, the main north to south route into and through Newport town Centre.

1.3.2 Site description

The site for Pan Urban Extension comprises some 20 hectares of land, formerly in agricultural use. The agricultural value of the site is classified as grades 3A, 3B and 4. It is allocated for residential and employment development in the Isle of Wight Unitary Development Plan, adopted in 2001.

The site has a varied topography, with an undulating land form that generally falls into two wooded valleys running from east to west.

To the north of the site, Staplers Road is a radial road lined with ribbon development that leads out from Newport town centre towards the east of the island.

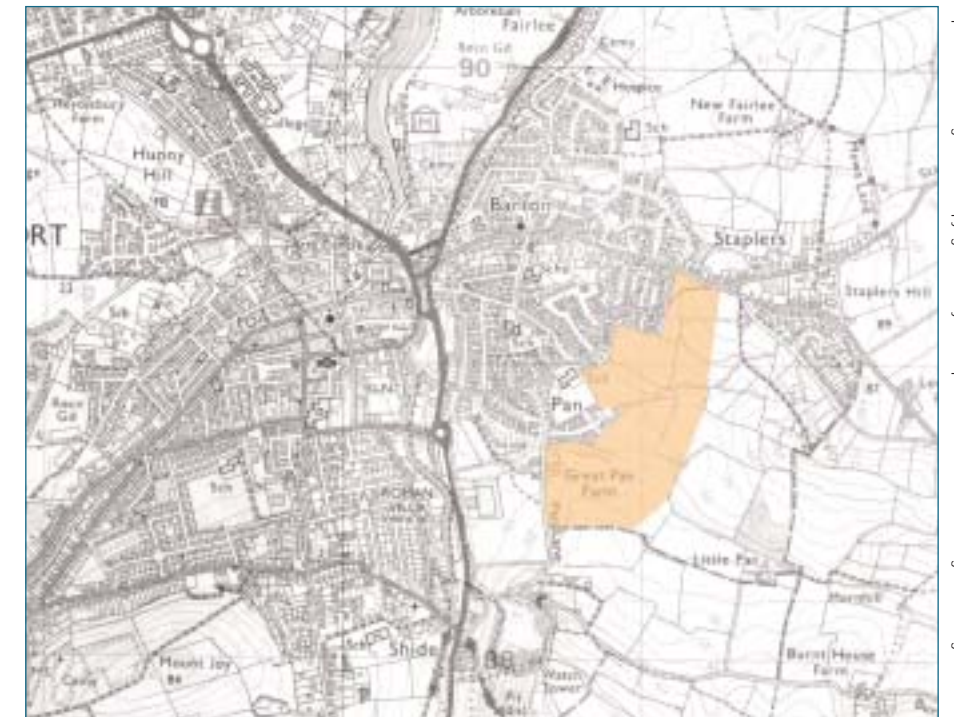
To the west of the site is the Pan estate, which is served by Furrongs, an estate road that runs from Staplers Road to St Georges Way, adjoining the site boundary in part. Immediately to the west of the site is a school playing field for Downside Middle school, known as the Pan recreation ground, which is currently in shared community use and open for public access.

Downside Middle School, together with local shops and services, makes up the Pan local centre, at the junction of Furrongs and Royal Exchange.

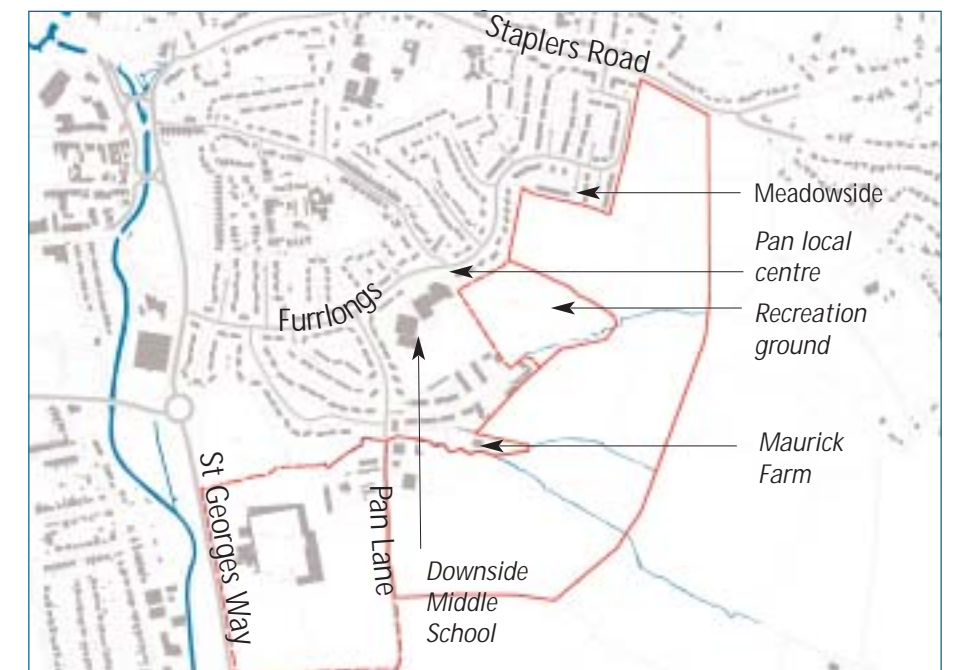
To the south the site is bounded by Pan Lane, a narrow lane running north to south. On the site and close to this boundary, there is a garage in private ownership.

Between Pan Lane and St Georges Way is the Newport football ground and Great Pan Farm, which is Grade 2 listed and in private ownership.

With the exception of the garage on Pan Lane, all of the site is in Council ownership.



Location plan showing the site in the context of Newport



Site plan showing built form context

1.0 INTRODUCTION AND BACKGROUND

1.3 Background to the site



Pan local centre



Buildings along Furrongs overlooking the recreation ground



Terrace at Garden Way



Existing shops in Pan local centre



Existing play area at the recreation ground



Existing agricultural land with garage building in the background



Furrongs



Buildings along Meadowside overlooking the development site



Pan Lane

1.0 INTRODUCTION AND BACKGROUND

1.4 Urban design and planning policy influences

1.4.1 Urban design best practice references

The masterplan for the Urban Extension draws on recent government documents that encourage good urban design. Currently these are:

- Planning Policy Guidance Note 3: Housing (2000) sets out a radical new approach to planning for housing. It makes fundamental changes, both to the way we plan for new housing and the ambition we show for places that we build. Higher density housing development is encouraged, with a minimum density of 30 dwellings per hectare required. Underlining all this is the central concern that planning for housing should be about people, places and our environment.
- By Design (2000) aims to promote high standards in urban design in planning and is intended as a companion guide to the planning policy guide notes.
- Places, Streets and Movement (1998), a companion guide to DB32, encourages a people friendly approach to the design of residential streets.
- Better Places to Live by Design: A Companion Guide to PPG3 (2001) complements By Design and Places, Streets and Movement. It aims to promote principles of good design, and its focus is on the urban design principles and approaches which underpin successful housing, not just the architectural treatment.
- the Urban Design Compendium (2000) provides guidance on achieving high quality design at all stages of the urban design process.
- the Urban Task Force Report - Towards an Urban Renaissance (1999) sets out the need to create sustainable urban development within the UK and the issues relevant to this.
- Secured By Design (1994) is produced by the Association of Chief Police Officers, and provides advice on designing-out crime.
- Planning Policy Guidance Note 13 (2001), provides guidance on how to integrate planning and transport. This includes promoting more sustainable transport choices for people, and reducing the need to travel, especially by car.

This suite of documents is available at the time of drafting this document. Reference should be made to future publications with refinement of the approach as appropriate, during the cure of the development process.

1.4.2 Key good practice urban design principles

SUSTAINABILITY

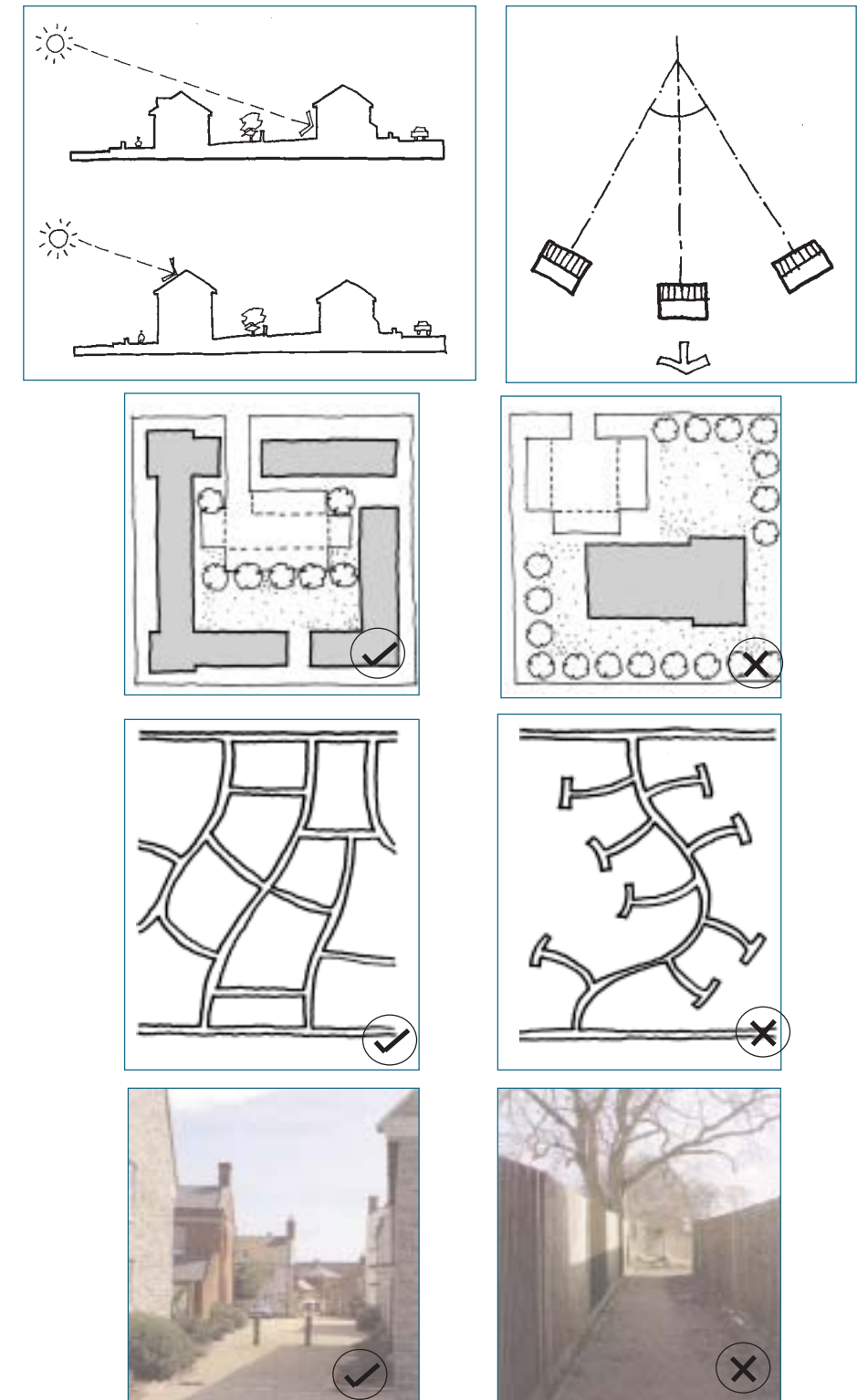
- Encourage housing development which makes more efficient use of land (between 30 and 50 dwelling per hectare net), and higher densities in locations such as town centres and areas close to public transport (PPGs, Towards an Urban Renaissance);
- Encourage lower parking standards with, on average, no more than 1.5 off-street parking spaces per dwelling (PPG3, PPG13);
- Integrate natural and man-made environment to maximise energy conservation and amenity (Urban Design Compendium); and
- Attract people to live, work and play in the same area (PPG1, By Design).

CHARACTER

- Create development that responds to its context and achieves a distinctive, safe and high quality public realm. Instead of taking the highway engineering requirements as the starting-point for layout design, the arrangement of buildings should be considered first. The demands they generate should then be checked against the highway engineering needs. This approach, describes as 'tracking', allows variety of built form, and enables buildings, streets and pavements to work together to define and emphasise spaces (Places, Streets, and Movement);
- Promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture (By Design);
- Encourage a distinctive design response that arises from and complements its setting (Urban Design Compendium);
- Promote legibility through development that provides recognisable routes, intersections and landmarks to help people find their way around (By Design); and
- Clearly define public and private space by promoting continuity of street frontages and the enclosure of space by development (By Design).

MOVEMENT

- Achieve ease of movement by putting people before traffic, and integrate land uses and transport (By Design, Streets and Movement, Urban Design Compendium, PPG3);
- Streets and routes should be part of a wider network of connected streets and follow a distinct hierarchy (Urban Design Compendium, By Design);



1.0 INTRODUCTION AND BACKGROUND

1.4 Urban design and planning policy influences

- Design the movement network to create a sense of place and community within the streets and spaces of housing areas (Places, Streets and Movement); and
- Promote spaces and routes that are attractive, safe, uncluttered and work effectively for all in society, including disabled, youth and elderly people (By Design, Urban Design Compendium).

LAND USES AND FLEXIBILITY

- Mix uses and building forms to provide visual stimulating and enjoyable places that fulfil the needs of a wide range of people (Urban Design Compendium, PPG3);
- Promote adaptability through development that can respond to changing social, technological and economic conditions (By Design, Urban Design Compendium); and
- Create mixed and inclusive communities by providing a range of housing types and housing tenures, including affordable housing (PPG3, Towards an Urban Renaissance).

SECURITY AND SAFETY

- Provide natural surveillance: neighbours should be able to see each other's houses, and where cars are parked outside (front or back), owners should be able to see them (Secured by Design, Places, Streets and Movement);
- Routes should be overlooked and busy, and should be well lit. Long, indirect pedestrian and cycle links may feel threatening for users, and may provide escape routes for criminals. Residents should be able to choose alternative routes. (Secured by Design, Places, Streets and Movement);
- Play areas or communal space should be located where they are well-related to surrounding areas and are overlooked. They should not be regarded as just a user for parcels of land left over after the layout has been drawn up. (Secured by Design, Places, Streets and Movement); and
- Mixed land uses and active frontages to the ground floor enable security throughout generating greater vibrancy and surveillance (By Design, Urban Design Compendium).

This Supplementary Design Guidance for Pan Urban Extension pulls together these various good practice guidelines to create a masterplan that embraces good urban design.

1.4.3 Local Planning policy influences

The Isle of Wight Unitary Development Plan, 1996-2011 (UDP) provides the local planning policy framework for the masterplan. The UDP seeks to encourage more sustainable communities and focuses attention on building "places to live", criticising the development of placeless suburbs which have characterised recent developments on the Isle of Wight.

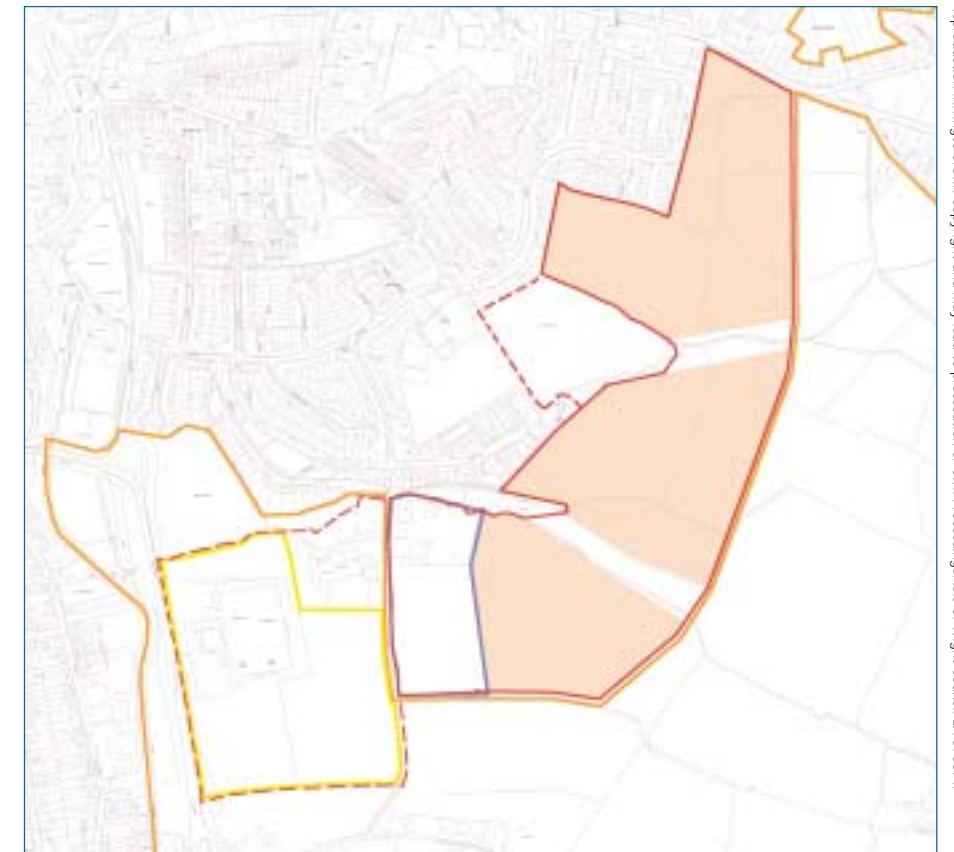
Some 18.8ha of land south-east of Pan Estate, Newport, is allocated for residential development as part of a comprehensive mixed use scheme (H3). 2.8 ha of land is also allocated for B1 employment use, as part of this overall scheme (E5). It envisages vehicular access initially to be from Staplers Road with pedestrian and cycleway links to the existing estate to be established as the development progresses. The residential parts of the development shall eventually link to the proposed employment, tourism, leisure and sports areas which will be accessed off St Georges Way.

Policies D1 and D2 require development to maintain or to enhance the quality and character of the built environment; to show a good quality of design to create an attractive environment in relation to the wider context and within the site itself; and to reduce the opportunity for crime (D11).







Housing policy (H14) seeks to achieve affordable housing as part of wider residential developments with the scale and provision to be considered relative to local needs. However, it aims to achieve 20% of housing to be developed and handed over to a Registered Social Landlord at a discounted price.

It also identifies the need to ensure that residential developments on sites of larger than 1ha contain a variety of house sizes and types and housing mix should include a high proportion of small dwellings, referring to the high number of one person households that is projected (H2).

Housing developments should contribute towards the provision of open space in the area (to NPFA standards) and to general amenity space (L10), with the precise provision being the subject of negotiation.



Policy boundaries and allocated uses

 site	 additional areas of interest
 employment site	 development envelope
 housing development site	 tourist development area

The development will need to take into account the safe movement and separation of vehicular traffic, buses, bicycles and pedestrians and also that a new road layout provides safe conditions for all road users particularly cyclists, pedestrians and the disabled (TR7).

Residential car parking guidelines, based on the site location, allow for between 0-75% of the maximum provision of 1 space per bedroom plus 1 visitor space per 4 units.

1.0 INTRODUCTION AND BACKGROUND

1.5 Site specific influences

1.5.1 Topography, ground conditions, land drainage, landscape and archaeology

TOPOGRAPHY

The area is hilly and its strong topography consists of slopes sloping down to the wooded valleys with land falling to the south-west, west, north-east and north-west. Very little of the area slopes directly south. There are local high points along the eastern and southern boundaries of the site. The highest point is in the north eastern corner of the site, along Staplers Road. Beyond the eastern boundary, the land continues to slope upwards so that this edge does not benefit from a good outlook or long views. However, there are a number of long views over the adjacent landscape, in particular in the direction of Newport Town Centre. The northern edge of the site is the most prominent with long views over and from the surrounding countryside. Some of the gradients are steep at 11% and there will be a need to design the site access so that these gradients are eased.

GROUND CONDITIONS

Ground conditions in the northern part of the site consist predominately of the Hampstead Beds, with two thin strips of the Osbourne & Headon and Bembridge Beds along the southern valley. They consist of clays and marls with sand, shale and limestone. These ground conditions are subject to shrinkage and heave problems and typically raft and piled foundations are required. The area south of the southern valley belongs to the Bagshot Beds and varies from sandy clays (north) to sands (south). Typically raft foundations will be required.

LAND DRAINAGE

The site does not appear to be situated on a flood plain. However, minor flooding has been reported at the southern stream. The situation of the recently upgraded former drainage ditch will need to be monitored.

Further problems relating to surface water drainage have been reported in the area of the existing recreation ground, which is water logged.

LANDSCAPE

The majority of the site is former arable land. Particular features of the landscape include:

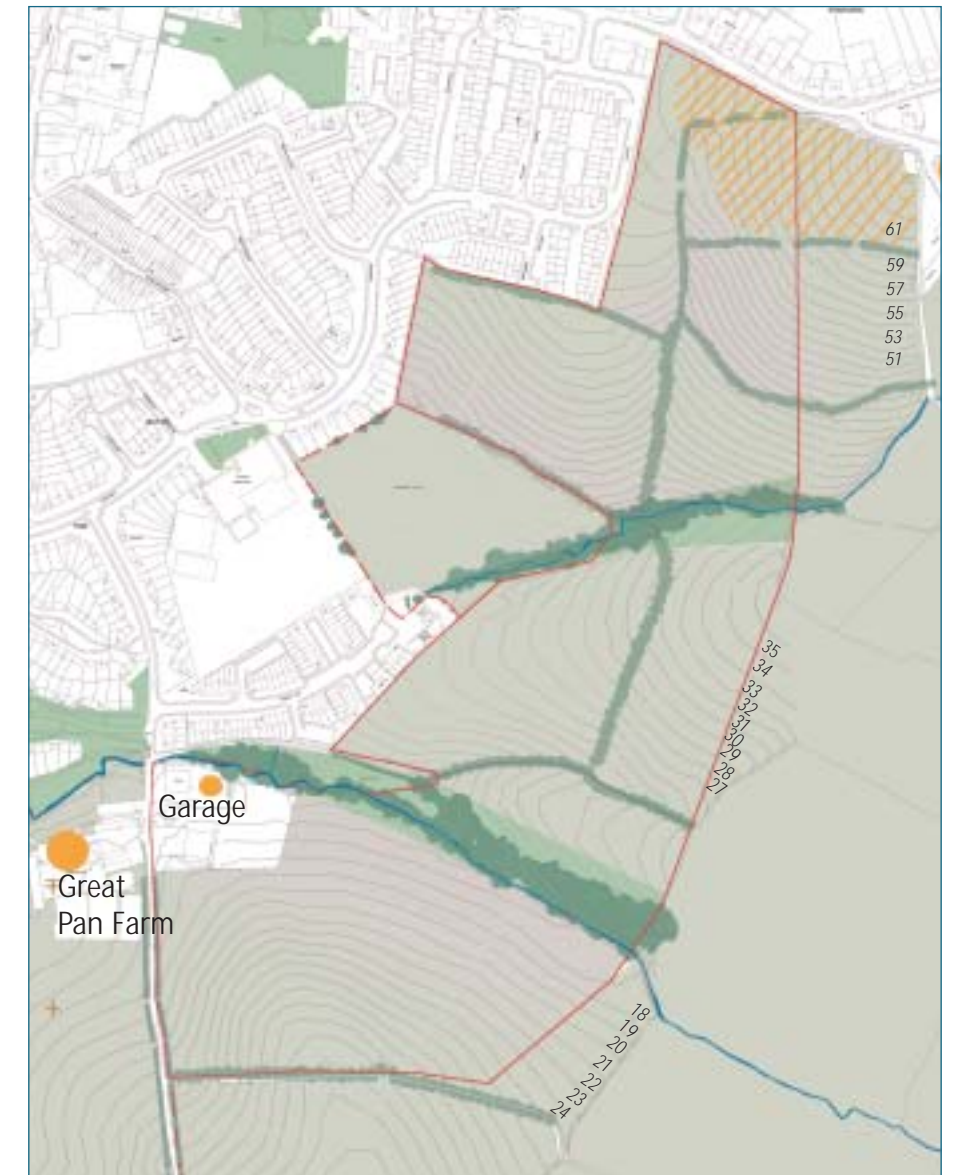
- two heavily wooded narrow valleys with steeply sloping sides running across the site from east to west;
- a number of hedgerows along existing field boundaries;
- streams running through the valleys and a minor stream (formerly classified as a drainage ditch) to the north of the southern valley, and running into it;
- a recently planted willow plantation in the area to the north of the southern valley (between the two streams); and
- power lines cross the site in three locations.

ARCHAEOLOGY:

Great Pan Farm is a site of archeological interest, which includes the location of the deserted medieval village of Penna, although its exact location has not yet been identified. A palaeolithic obsidian blade has also been recovered from this area.

Due to its proximity to Great Pan where there are prehistoric, roman and medieval sites, the southern part of the site is likely to include some remains. No known archaeological remains are recorded on the northern area of the development site. However, no archeological work has been undertaken to the north of the northern valley.

A three stage programme of archeological evaluation works should be undertaken on these areas in advance of any development. The programme should consist of a desk top assessment, a programme of field evaluation and agreement of required mitigation, and agreed mitigation works, if necessary.



Topography, landscape and archaeology

Key

contours	open space	hedgerows along lane
River Medina	study area boundary	archeological finds
open countryside	highly visible buildings	hedgerows
steep slope	trees, bushes and stream	
	particularly prominent area	

1.0 INTRODUCTION AND BACKGROUND

1.5 Site specific influences

1.5.2 Movement

The development site lies between two major access roads into Newport, these being Staplers Road to the north of the site and St. Georges Way to the south and west. It is proposed that access should be provided to the site via a new link road running between Staplers Road and St. Georges Way.

Staplers Road at the northern edge of the development site and St. Georges Way to the west are both subject to congestion during peak hours. The gyratory in the centre of Newport (Coppins Bridge) is also subject to congestion during peak hours, resulting in rat running through Pan estate, in particular along Furrllongs.

Bus services currently run infrequently and only from north to south along Furrllongs and are not well used.

Pan lies less than ten minutes on foot from Newport Centre, so the site has good accessibility relative to the town centre.

There are currently a number of pedestrian links between existing Pan and the development site. However, these are poor quality, generally taking the form of neglected alleys between housing along Furrllongs and the recreation ground.

There is a public footpath crossing the northern end of the site, between Furrllongs and Staplers Road, and a bridleway running along the southern side of the site boundary.



Furrllongs



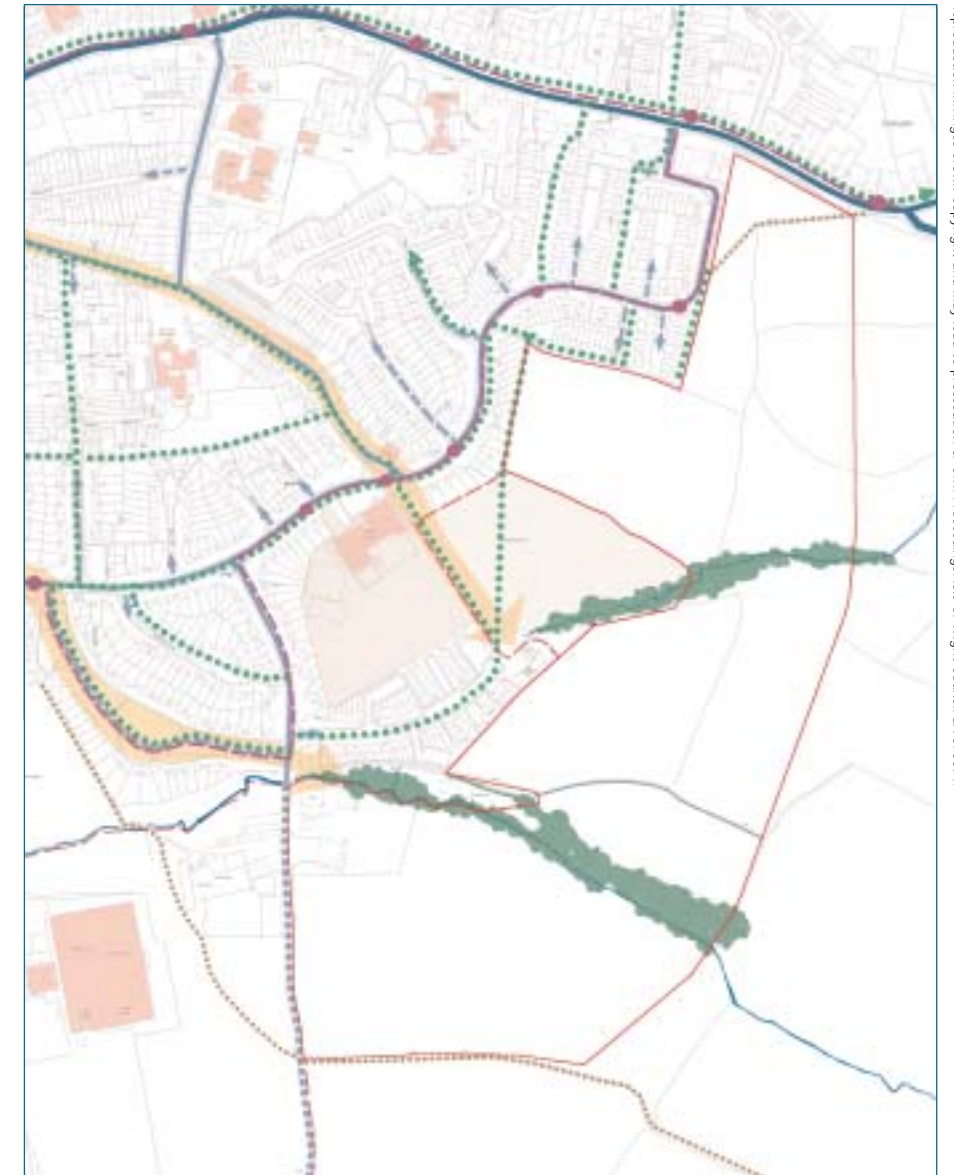
Pan Lane



Existing footpath between Furrllongs and the development site



Informal path crossing the recreation ground



Movement patterns

Key

- study area boundary
- local streets
- pedestrian route
- public facilities
- bushes, trees and stream
- bridle and footpath
- bus routes and bus stops
- main road
- lane character
- main pedestrian movement

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1.0 INTRODUCTION AND BACKGROUND

1.5 Site specific influences

1.5.3 Pattern of land use and activity on the site and in the local area

The area around the north western edge of the site is predominately residential in character.

In the centre of the site, the existing Pan recreation ground adjoins the boundary. This shared use playing field belongs to the adjacent Downside Middle School, which is situated on Furlongs, as part of the Pan local centre. In total, three schools are located within approximately 800m of the site, these being Downside Middle School, Barton County Primary school and the Medina School and Training Centre.

Pan local centre, comprising a Costcutter convenience store with integral post office, a hairdresser and a fish and chip shop, is located at the Furlongs/ Royal Exchange junction directly opposite Downside Middle School.

Two existing playgrounds are located along the boundary of the site, - a public play area in the northern corner of the recreation ground, and a housing association play area on Garden Way. Both of these are poor quality, in poor condition and appear to be underused.

To the south west of the site, there are a number of businesses, including a garage to the east of Pan Lane, and riding stables at Great Pan Farm.

Between Pan Lane and St. Georges Way are the Newport Football ground and allotments.

Newport Town Centre includes a large number of shops, a multiplex cinema and other services and recreational facilities.



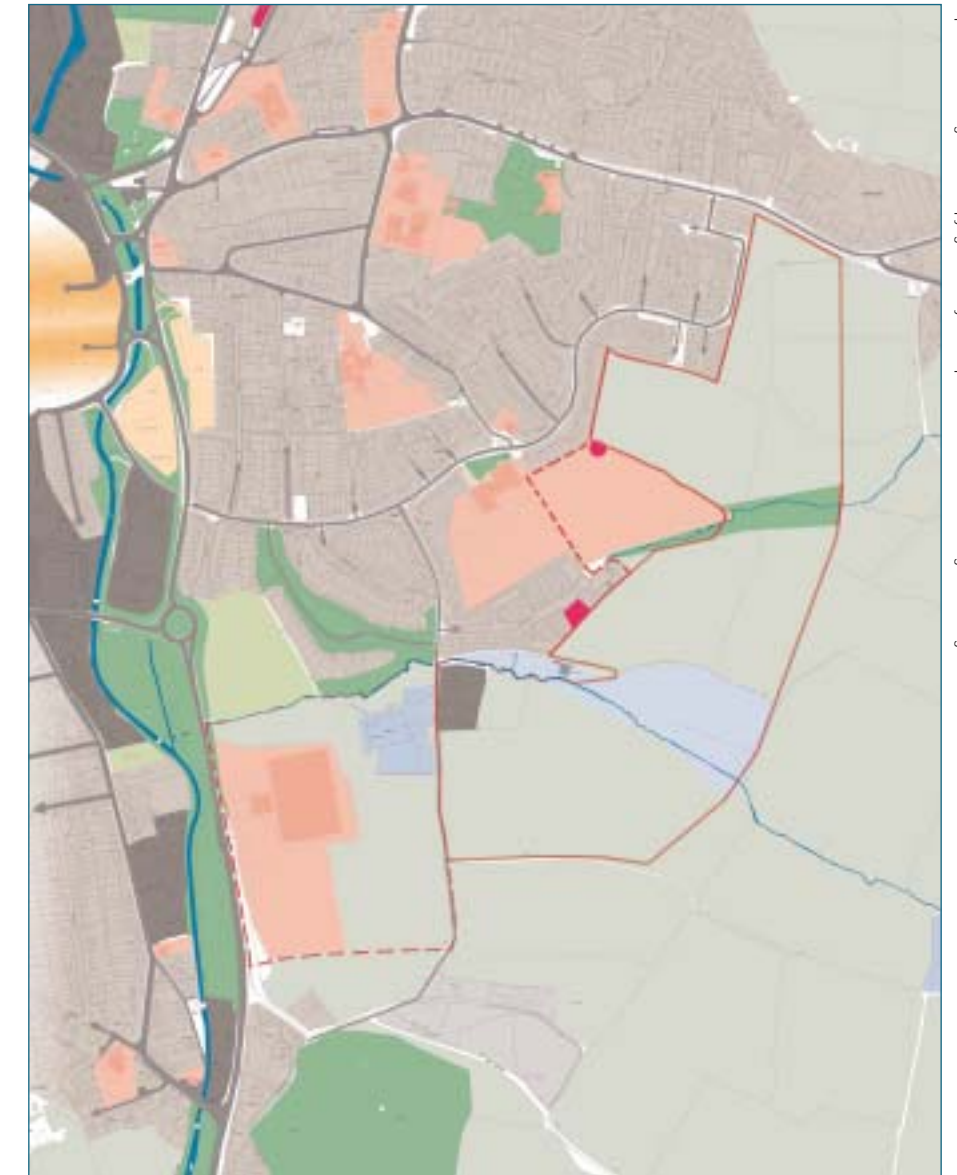
Downside Middle School



Newport Football Ground















Newport Town Centre



Land Uses

Key

 Newport Town Centre	 allotments	 public, leisure and education facilities
 employment	 River Medina	 Study area boundary
 playground	 Farms	
 car parking	 open space	
 residential	 streets	

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1.0 INTRODUCTION AND BACKGROUND

1.5 Site specific influences

1.5.4 Site opportunities and constraints

There are a number of opportunities and constraints for the masterplan associated with the specific features and characteristics of the site:

- a number of overhead HV cables cross the site and should be placed underground if possible;
- the current site allocation for employment extends across the entire breadth of the site, so placing the residential site beyond the employment. There is a need to reconsider the precise boundaries of the allocation for each use so as to achieve an integrated mixed use development;
- the masterplan must deal with the adjoining edges of the Pan development, some of which face outwards across the site and some of which have rear gardens onto the site boundary;
- the existing wooded valleys and streams create an opportunity for distinct and high quality open space within the development;
- there is an opportunity to upgrade and enhance the existing Pan local centre to create a safer and more vibrant atmosphere;
- improving strategic pedestrian/ cycle linkages to existing Pan and Newport town centre will enhance both the existing and new development and their relationship to the land;
- the high point of the site on Staplers Road is a location where there are long views out across the countryside and there is an opportunity to maintain these and to create a high quality entrance to the development, with an open space in this location;
- in a number of places, existing dwellings look out over the site and there is a need to create an appropriately sensitive relationship between existing and new;
- there is an opportunity to incorporate into the proposals and to redevelop some of the existing garage courts on the edge of the Pan estate; and
- the slopes of the site provide an opportunity to create a development with a distinct character; however, they also constrain the alignment of the spine road and the form of development in places.



Existing informal path along one of the valleys



Existing garage court



Houses overlooking the development site



Design Opportunities and Constraints

local centre	frontages	buildings
overhead lines	bushes, trees	highly visible building
busy road	playground	study area boundary
public facilities	Newport Town Centre	unsupervised space
allotments	rear of building	local view
pedestrian routes	frontages directly overlooking site	long distance views to and from the site
streets		

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1.0 INTRODUCTION AND BACKGROUND

1.6 The development concept

This section sets out the overall development concept and a series of objectives for the masterplan. The development concept identifies those things that the masterplan should aim to achieve. It also shows, in diagrammatic form, the concept for organising the components of the masterplan on the site.

1.6.1 The challenge

The challenge is to establish an urban form and a sense of place that will give the new development a distinct identity and character. The development as a whole should be high quality and coherent overall, although it will be built in phases over a number of years.

At the same time, the aim should be to integrate the new development into the surrounding area and into existing Pan, in particular. This will help to establish a more positive identity for Pan as a place to live and to provide and support a good range of services and facilities for both the existing and new development. Strong links need to be created between Pan and the new area, without encouraging an increase in rat running traffic through the area as a whole.

The new area should create a sustainable pattern of development and should aim to promote sustainable patterns of use and activity. The challenge here is the need to balance and accommodate different aims in terms of the social, economic and physical sustainability of proposals.

1.6.2 The objectives

The development framework should aim to achieve the following:

- To capitalise on the existing qualities of the site by incorporating them into the proposals, both natural features, for instance the slopes, the views at the high point of the site and the wooded valleys, and man-made, for instance the existing recreation ground.
- To promote walking and cycling by creating convenient and attractive links into the wider area of Pan, and beyond, whilst respecting the need for safety and security.
- To promote good public transport by providing a bus link between existing Pan and the new area so that the existing and new social and community facilities, the employment area and the housing can all be connected in to the town centre.
- To create an urban form and density of development, whilst responding to local market demand and local housing needs.
- To create a sense of place for the development as a whole that provides, within it, a series of recognisable areas with distinct character, so that the place is memorable and people can find their way around.
- To provide new facilities and services where they are required but also to improve or expand existing ones rather than introducing direct competition that could result in worse provision for existing areas.
- To promote a mix of uses and to identify where new uses may be accommodated should there be a future need or demand for them.
- To create a high quality, innovative focus for the development, based around an open space at the heart of the site.
- To create a connected network of streets that links into the wider area of Newport without allowing the car to dominate or encouraging increased rat-running traffic.
- To create a new piece of town with well connected streets and open spaces, enclosed by building frontages, so that the public realm is attractive and safe to use.
- To promote sustainable patterns of development in terms of the form and layout of the masterplan, the design guidance for built form, and the detail of buildings and fit out, while responding to local circumstances.



1.0 INTRODUCTION AND BACKGROUND

1.6 The development concept

1.6.3 The development concept

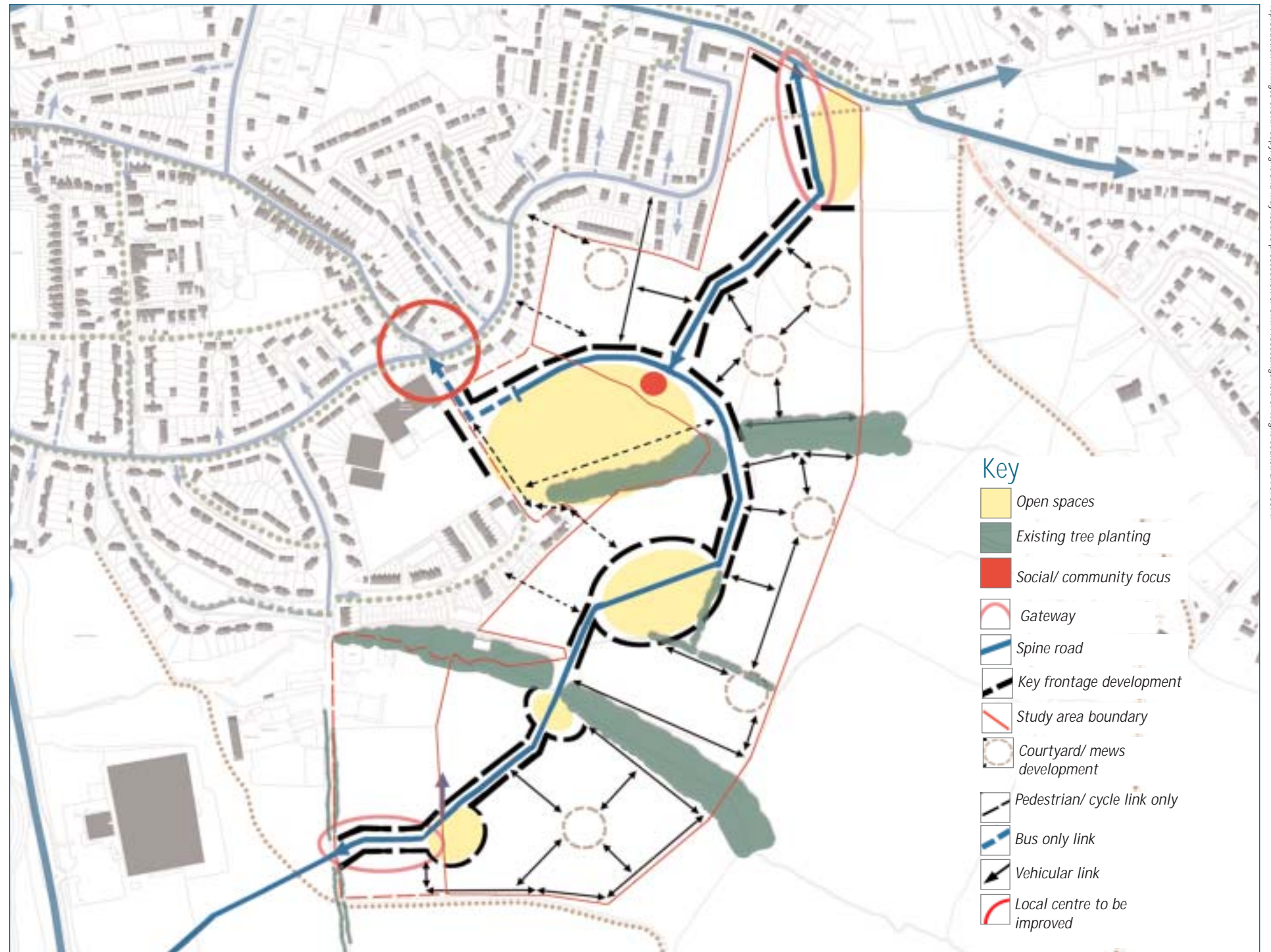
The concept is to create a spine road that has the form of a traditional main street of a town or village and is running through the site from Staplers Road to a junction on St Georges Way. It will respond to the topography and will be naturally traffic calmed. Buildings will front onto this street, creating an urban form and along its length there will be a sequence of recognisable 'events' which help to define a series of areas of distinct character. These will include open spaces, landmark built buildings and/or public uses, and natural features such as the wooded valleys.

At the heart of the site, the main 'event' will be the existing Pan recreation ground, now transformed into a park, with the social hub of the new area, including a community centre, around it. Around the edge of the park will be a link to Pan local centre (restricted to bus only vehicular use), overlooked by new housing so that both the park and link are well supervised and feel safe to use. Together with the existing shops and school of Pan local centre, both of which are likely to be extended, this will form a focus for both the new area and existing Pan.

At the south of the site, an urban square signals the entrance to the employment area, which is sited so that it is well integrated with the remainder of the development but still easily accessible from the primary road network (St Georges Way). The employment uses will be small scale and appropriate to be located in close proximity to housing.

Away from the spine road the housing is arranged around a network of streets, lanes, courtyards and smaller open spaces which are designed to promote walking and cycling. Wherever the existing layout of Pan allows, pedestrian links are created. Along the countryside edge, an informal edge is created with small open spaces where the topography gives rise to local high points.

The illustrative masterplan shows one way that the development concept could be realised.



Development concept

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2.0 DEVELOPMENT FRAMEWORK PRINCIPLES

2.1 Land use, density and mix

The development framework sets a series of policies and principles that govern the masterplan. These are set out as a series of framework 'layers' – diagrams and accompanying text that relate to key aspects of the masterplan such as pedestrian routes or built form.

The development framework principles are intended to guide the different aspects of future proposals for each part of the site. They do not set all the elements of the masterplan, rather they focus on the key relationships that will create a coherent whole and promote good urban design quality. They will also provide a basis for assessing proposals that come forward and they set out the various requirements that proposals will have to meet.

2.1 Land use, density and mix

2.1.1 Land use

The pattern of land uses and the density and mix of development set the role and define the scale and intensity of each part of the site. The manipulation of these factors across the site starts to allow for variation in the character of development.

The masterplan currently envisages the following land uses being accommodated on the site – housing (a variety of types and tenures), employment, a multi purpose community centre and open spaces with sports and play facilities. Appropriate locations for these uses are identified on the land use framework layer diagram, and this also identifies suitable sites for any other uses that may be required or for which there may be future demand, over the programme of the development as a whole.

Any additional uses will be welcomed provided that they do not have a direct impact on the viability of local facilities in existing Pan, but rather add to the range of provisions in the local area, or provide better facilities in a planned way.

The development will also be expected to contribute to the provision, expansion or improvement of off-site facilities such as:

- schools, all tiers of education, including Downside Middle School adjacent to the site, and
- formal sports provision, at Seaclose Park.

The key principles for locating land uses are:

- to locate employment uses close to the access from St Georges Way and employment related services, which may include a sandwich bar, newsagent, copy shop or similar, in mixed use buildings around the entrance to the proposed employment area;
- to locate community facilities, and other local services, for instance a local shop and other mixed use buildings, at the heart of the development in the area around the northern edge of the new park, so as to reinforce this as the hub of the area;
- to locate any potential live/work uses and commercial uses along the spine road; and
- to locate a social focus, preferably the community centre but possibly a family PH, on the edge of the new park, to provide supervision of the open space and also to create a key destination and meeting point in this location.

2.1.2 Housing

A wide range of housing types and tenures should be provided, consistent with the aim of creating an urban form of development with a strong and distinct sense of place. The target for the overall density is 50 units per ha and the minimum density should be 30 units per ha. However, densities may vary locally between 30 units per ha and 75 units per ha, so as to create a variation in character, with the most intense development around the park edge and in the gateway areas.

In general, house types will be made up of a mix of 2 and 3 storey terraced, linked and semi-detached houses, including town houses, together with flats in small blocks of 3 and 4 storeys.

New housing on land directly behind properties on Furrongs should be designed with care so that its scale, form and design does not dominate or overlook existing dwellings.

There is an opportunity to provide a block of 30-50 elderly persons sheltered housing units as part of the overall development. This should be sited close to local facilities such as shops and the community centre, bus stops and should have an outlook on to active streets and/or open spaces. A site on the northern edge of the new park would be suitable, subject to meeting the above design criteria.

2.1.3 Affordable housing

A minimum of 20% affordable rented housing should be provided with a target of at least 30% affordable housing in total, to include a variety of other tenures, for instance shared equity. Affordable housing is to be dispersed across development parcels and either pepper potted or arranged in small groups to facilitate management. It should be designed as part of the proposals for each parcel and well integrated into the wider development.

The mix of affordable housing should reflect the identified local housing needs.

2.0 DEVELOPMENT FRAMEWORK PRINCIPLES

2.1 Land use, density and mix

2.1.4 Employment area

A serviced employment site, for B1 use, of a minimum of 2.8 ha should be provided as part of the overall development. The nature of employment uses proposed should be compatible with being located in a mixed use area close to residential units, both in terms of the built form scale relationships and access and traffic. In general it is likely that small units will be appropriate, whether these be individual units or in the form of managed workspaces or similar. If a CHP or district heating system is to be provided for the overall development, then the employment area would be a suitable location for the energy centre.

2.1.5 Community centre

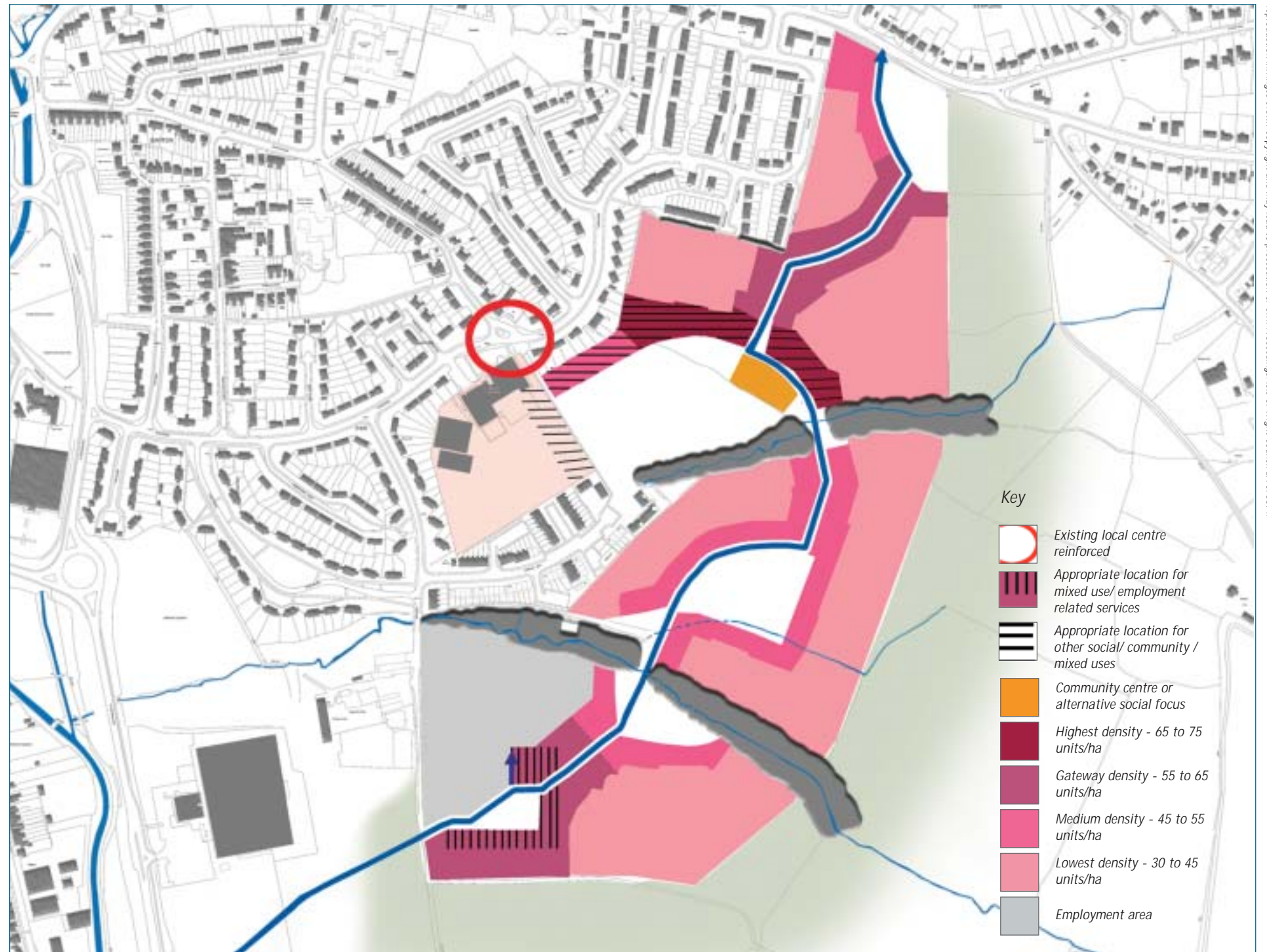
The community centre should be located at the hub of the new development around the new park and close to existing Pan. In urban design terms it should preferably be sited on the north eastern edge of the new park, where it will supervise the open space, play areas, and it will provide a social focus and destination, as well as an opportunity for a landmark building at a key location on the spine road. However, provided there is a firm proposal for an alternative social focus in this location, for instance a family PH, then the community centre could be sited elsewhere around the perimeter of the new park. Its location must meet the following criteria:

- it must be close to the proposed bus route;
- it must be in such a position that it can supervise the open space;
- it must be designed so that late night activity (around the building and car park) from functions etc does not lead to nuisance to local residents; and
- it must not displace sports provision on level ground unless it replaces it with similar facilities elsewhere at the heart of the site.

2.1.6 Residential car parking

Overall, residential parking provision should be in accordance with the government's guidance in PPG3 on securing sustainable residential environments, that is an average provision of 1.5 spaces per dwelling.

Parking provision for each dwelling should be in accordance with the Isle of Wight Parking Guidelines as set out in the UDP. For an area within the development envelope of Newport (zone 3), this would comprise 0-75% of the maximum non operational parking provision of 1 assigned space per bedroom plus 1 visitor space per 4 units.



Framework layer - Land uses and density

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2.0 DEVELOPMENT FRAMEWORK PRINCIPLES

2.2 Vehicular movement

The vehicular strategy aims to provide effective connections, create a clear hierarchy of streets and a linear structure for the development. The strategy is based on:

- avoiding car dominance and reducing the risk of rat running in the new area and existing Pan, between Staplers Road and St Georges Way;
- reducing traffic speed through the design and layout rather than applied speed constraint measures;
- relating the spine road and development to the existing topography;
- creating a place that is easy to navigate with simple and relatively direct routes; and
- promoting modes of transport other than the car.

2.2.1 Hierarchy of streets

A hierarchy of street types is defined, each with its own character to help make recognisable places and to introduce variety into the townscape. These are:

- The spine road connecting Staplers Road to St Georges Way should be designed to a target maximum speed of 20 mph, with natural traffic calming as a result of changes in direction, tightly designed junctions, and safe pedestrian and cycle crossings in key locations. It is not proposed that there will be any on-street parking along the spine road.
- Residential streets will provide a connected network of routes between the spine road and the access streets. They should be more informal in character and will be designed for a minimum of 20 mph although some maybe slower. Some on-street parking is proposed.
- Access streets including lanes, mews and courtyards, should be of more private character and should provide access to houses and parking facilities.

2.2.2 Access junctions

Initial concept designs for the access junctions indicate the following requirements:

- at St Georges Way, a roundabout, designed to carry two thirds of the traffic generated, including all heavy traffic associated with the employment area.
- at Staplers Road, a priority junction, designed to carry the remaining traffic generated.

A wider traffic and transport assessment will be required to confirm this approach and to identify any off site traffic impact that will need to be ameliorated.



Framework layer - Vehicular movement (including public transport)

2.0 DEVELOPMENT FRAMEWORK PRINCIPLES

2.3 Pedestrian and Cycle network

2.2.3 Vehicular links to Pan

The potential options for vehicular links to Pan have been explored as follows:

- a link to Pan local centre along the boundary to Downside Middle School would require acquisition of a private property. It would have significant implications for the existing junction design at Pan local centre, and it would significantly increase the risk of rat running both in Pan and the new area.
- a link through a private garage court on Garden Way, requiring acquisition of the garage court, would also lead to the risk of increased rat running.
- a link along Meadowside would be unlikely to have any significant impact on traffic movements other than very locally.

A link for private cars may be introduced along Meadowside provided that it can be shown only to have a local traffic impact. However, any other vehicular links proposed would need to be accompanied by an assessment of the traffic and transport impact on this quadrant of Newport.

2.2.4 Public transport

The development should provide a bus only vehicular link between Pan local centre and the urban extension. This will allow bus services in both directions to link Pan local centre, the proposed new park and community centre, the employment area and Newport town centre. Such a route needs to be direct and with a regular service to ensure its viability and to encourage people to use it. Consideration should be given to promoting the bus route at an early stage of development to encourage its use.



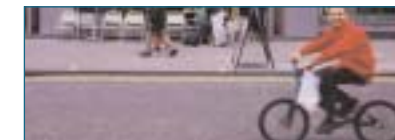
A spine road that is a street



2.3 Pedestrian and Cycle network

The aim of the pedestrian and cycle network is to create excellent linkages both within the urban extension and with the wider area so as to encourage people not to use their car, particularly for short trips. The framework aims are:

- to provide as many connections to existing Pan in appropriate locations as possible;
- to create a safe and well supervised network of routes;
- to provide connections to the existing footpaths and bridleway around the site;
- to create a child friendly environment and safe routes to school;
- to create convenient routes into the town centre; and
- to make it a convenient and attractive option to walk and/or cycle rather than to travel by car.



2.0 DEVELOPMENT FRAMEWORK PRINCIPLES

2.3 Pedestrian and Cycle network

2.3.1 Hierarchy of routes

The development should provide a hierarchy of three key types of routes for pedestrians and cyclists, these being:

- Strategic pedestrian/ cycle routes along the spine road, around the new park and along key routes for direct access to the local centre, the community centre and Newport town centre, for shopping and/or commuting. Cyclists may be accommodated in cycle lanes or as part of the carriageway.
- Secondary routes through open spaces, residential streets, squares and courtyards. Provision should be made for pedestrians and cyclists through the street design;
- Recreational routes, off street, through open spaces, the valleys and along the countryside edge. These will be informal in character and include green links to connect the wooded valleys into the wider network of open space in Newport. Generally these routes are provided as an additional choice and they will not necessarily be overlooked by buildings, or well lit and they may well not be paved but surfaced with gravel.

All pedestrian routes, other than the recreational routes, should be well overlooked by active frontages of buildings; they should provide good forward visibility and they should be well lit at night.

The key link to Pan local centre will be a shared surface route for buses, pedestrians and cyclists. Care must be taken in the detailed design to ensure that pedestrians feel safe to use this link and that bus speeds are restrained.

Environmental improvements will be required to the existing links between the urban extension site and existing Pan.

In addition, environmental improvements to Garden Way should include tree and other planting to continue the green routes along the wooded valleys to connect into Home meade and to create a wildlife corridor.

Cycle parking will be required at Pan local centre, the new park, the community centre and schools. Cycle parking/ storage will also be required for dwellings in accordance with the Council's guidelines.



Framework layer - Pedestrian and cycle movement

2.0 DEVELOPMENT FRAMEWORK PRINCIPLES

2.4 Landscape, recreation and play

The landscape framework helps to create a sustainable and attractive place to live, which can be enjoyed safely by all parts of the community. The proposed landscape and ecology strategy aims to:

- Create a distinct and coherent landscape character for the new area as a whole;
- Create a network of open spaces that offer a wide variety of environments and encourage biodiversity;
- Reinforce green links and ecological corridors through the urban extension and its surroundings, including existing Pan and the wider countryside;
- Create a coherent and high quality public realm for the urban extension;
- Define a new edge to the built up area of Newport, that sits comfortably with the topography;
- Provide high quality recreation and play facilities.
- Focus on providing quality public open spaces rather than simply on quantity.

2.4.1 Landscape features to be retained

A detailed landscape and ecological survey will be required in support of any planning application to establish the quality and condition of existing landscape features. This may lead to additional requirements in terms of landscape features to be retained.

The wooded valleys should be retained and managed to provide low key informal linear recreation routes and ecological corridors. The impact of bridge structures on the landscape and ecology should be minimised.

Each of the wooded valleys contains a stream. These should remain as open waterways in the landscape and should not be culverted. In addition there is a minor stream running west to east across the site, joining the southern wooded valley at Maurick Farm. This stream may be culverted in part if necessary although it is desirable to retain it as an open waterway, together with the trees and hedgerows around it, where possible.

Hedgerows should be generally retained where possible.

Consideration should be given to retaining the existing willow plantation at Maurick Farm and, if and when it is cleared, to utilising the timber as biomass fuel for any CHP/ district heating system.



Framework layer - Landscape, open space and play strategy

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2.0 DEVELOPMENT FRAMEWORK PRINCIPLES

2.4 Landscape, recreation and play

2.4.2 Open spaces

Open spaces should be provided in each part of the new development, distributed along the spine road, as follows:

1: THE NORTHERN GATEWAY OPEN SPACE: An open space located at the highest point of the site, with long distance views towards Newport town centre and the countryside. An existing footpath will need to be integrated into the landscape. This area should be high quality, with a simple, semi-rural landscape design to enhance its situation. Formal tree planting is required to the spine road edge.

2: THE RECREATION GROUND: The existing recreation ground, currently a school playing field, will be upgraded to create a new park for the residents of Pan and the urban extension. It will be modified to create a high quality open space, with an improved sports area, new high quality play areas, and new landscape to encourage informal recreation, with paths, seats, street furniture etc. On the north edge the open space will be supervised by the new community centre, or alternative social focus.

3: MAURICK PARK: This open space forms the focus of the central development area. This small park should be designed as a formal open space, with a strong relationship to the surrounding dwellings. A formal edge with tree planting is required along the spine road. On the south and east edges, retained hedges will create a more informal character. The stream along the southern edge should be integrated into the space.

4: OPEN SPACE OVERLOOKING THE SOUTHERN VALLEY: This open space has a more informal character. It slopes down into the wooded valley. It should be designed to address the surrounding residential character and to relate to the character of the valley landscape.

5: SOUTHERN GATEWAY SQUARE: This urban square at the entrance to the urban extension should have a formal character and high quality, predominantly with hard landscape and tree planting.

Other small, informal open spaces will be provided within development parcels. They will include shared surfaces, hard and soft landscaping and informal tree planting. These spaces will provide amenity space for residents, informal opportunities for play and some car parking.

2.4.3 Recreation, sport and play

The new park should provide the focus for recreation and play opportunities. It should be equivalent in area to the existing recreation ground. The existing sports pitch should have improved drainage to provide a good quality sports area for children.

A LEAP (Local Equipped Area for Play), suitable for up to 8 year olds will be provided within the new park, sited close to the proposed community centre site. Some form of play provision for teenagers should also be located in the new park.

Contributions will be required to the drainage and upgrading of an on-site sports pitch at Downside Middle School and towards formal sports facilities at Seaclose Park.

There may be opportunities for informal recreation and play in the wooded valleys, for instance in the form of nature trails, or trim trails.

2.4.4 New strategic landscape

Other than in the open spaces new strategic landscape will be concentrated in the following areas:

- Formal tree planting to the spine road: The road forms a strong physical and visual link across the development, connecting open spaces from north to south. The road alignment ensures that significant junctions can be accented by landscape, and the bends along the route create a rhythm and sequence ensuring a varied journey through the development. Formal tree planting will enhance the sense of enclosure and importance of the road and accentuate prominent locations, such as the gateways and open spaces.
- The wooded valleys: Two heavily overgrown valleys run across the site. These valleys are of ecological value and form a natural separation between the development areas and therefore add to the distinctiveness of the development. They will be managed to promote ecological diversity.
- Streets: New streets in the development will be designed to encourage people to walk and cycle. An attractive public realm for pedestrians will be created through appropriate planting and paving, creating comfortable and safe routes. The hierarchy of streets, each type with its own character, will make it easy for people to find their way around. Higher order streets, such as the spine road will be characterised by formal landscape whilst access streets will have a high degree of informality.
- The settlement edge: Hedgerow planting will form the appropriate boundary along the settlement edge, particularly as a boundary treatment to rear gardens where they adjoin the boundary.



Play facilities



Cycling



Sports area



Tree planting in association with the school



Hang-out for teenagers



Existing hedgerow



Formal tree planting

2.0 DEVELOPMENT FRAMEWORK PRINCIPLES

2.5 Urban design framework

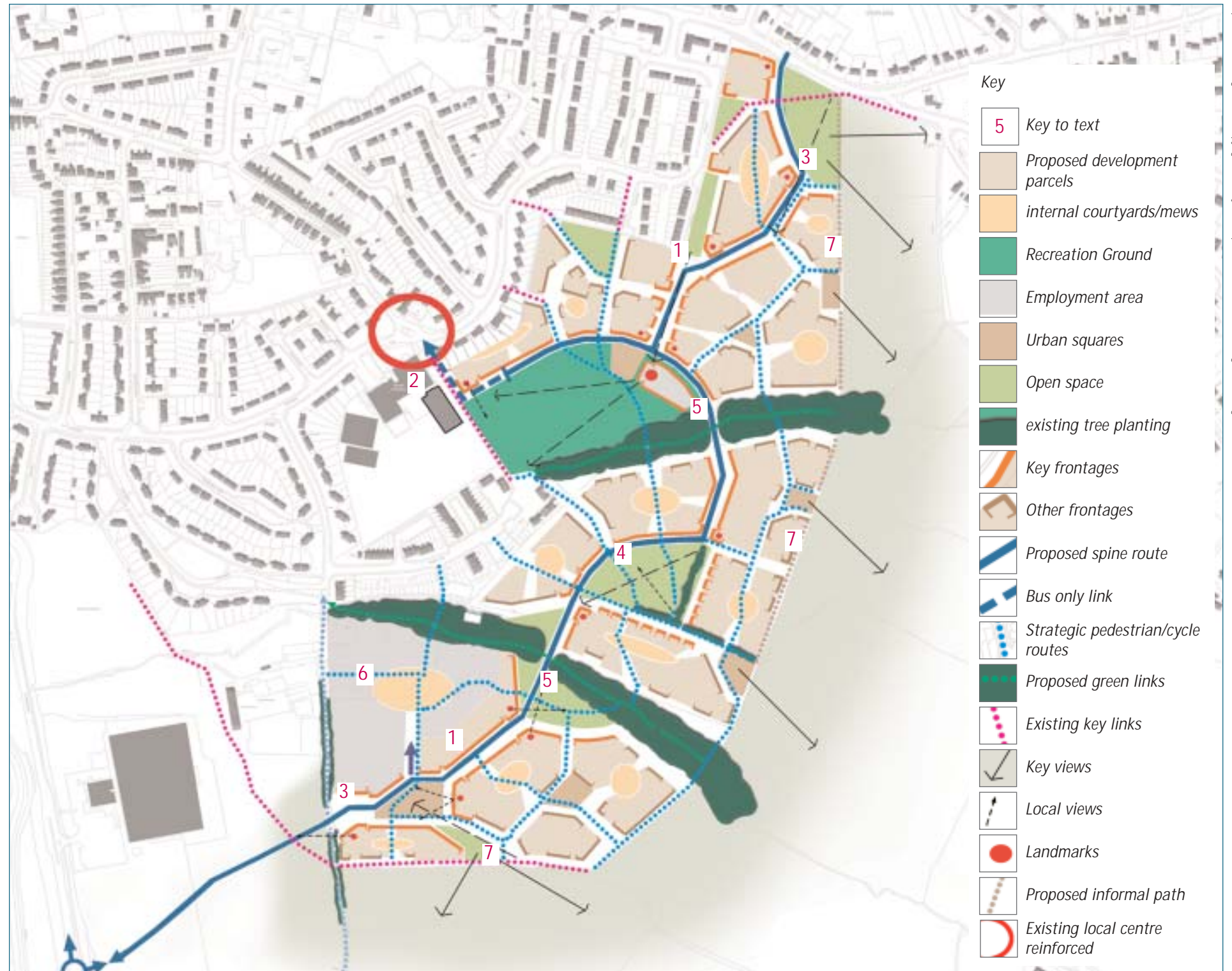
The urban design strategy helps to create a sense of place for the Pan Urban Extension, and a high quality townscape based on sound urban design principles. This builds on the other 'layers' of the framework and sets an area specific urban design framework for the site. It also draws on the masterplanning and capacity testing that has been carried out. It is set out in such a way as to provide an adequate level of flexibility but promote a consistent approach across the site.

Key issues and built form relationships are set out including:

- the location of key facilities;
- strategic links with the existing Pan estate;
- the location of key built frontages along street edges;
- the location of landmark elements and key views in order to facilitate legibility within the development;
- the arrangement and location of buildings around main spaces within and adjoining the site;
- the general organisation of streets and spaces to form a permeable route network; and
- the approach and location of key open spaces and squares.

The following are important elements of the urban design framework:

- The spine road (1), between Staplers Road and St Georges Way, is arranged to form a strong north south connection across the site with a series of open spaces and the community centre along its length;
- The neighbourhood centre (2) integrates the Pan local centre, Downside Middle School, the new park and the new community centre. It creates an enhanced focus for the Pan estate and the new development together;
- The development gateways (3) provide the main entrances to the site from Staplers Road and St Georges Way and need to create a high quality approach using landscape, frontage development and landmark elements;
- Maurick Park (4) forms the central development pocket and is arranged around the local open space;
- The valleys (5) are strong natural features with potential ecological interest. They add to the character of the development and provide an important reference to the countryside beyond;
- The employment area (6) is located in the south and will be well integrated into the development; and
- The edge to the countryside (7) will form a transition between open agricultural land and urban development.



Framework layer - Urban design

3.0 URBAN DESIGN GUIDANCE

3.1 Character areas

The diagram sets out four character areas across the site for Pan urban extension. These character areas are used to group different parcels of development and help to create a shared identity. Three of the four character areas are a result of the natural divisions of the site and the fourth is the interface with existing Pan, as follows:

- The Staplers gateway: This area is the most outward looking gateway and forms the main frontage for the development as a whole in relation to the wider area. At the gateway, a strong built edge and high quality landscape suited to this open and prominent position needs to be achieved. This character area is located on the highest point of the site and slopes down to the new park.
- The neighbourhood centre: This area creates a new focus for both the existing Pan Estate and the new development. It is formed around the new park and community centre and includes the Downside Middle School and existing Pan local centre facilities.
- Maurick Park: This area is arranged around a formal local park and is located in the centre of the site, between the two wooded valleys. The character of the residential development varies from formal buildings around the park and along the spine road to informal development along the edges of the valleys and the countryside.
- The St. George's gateway: This area forms the southern gateway. It is not as prominent as Staplers Road, but provides the main vehicular access to the employment and residential development, with an urban square at the entrance to the employment area.

As well as these character areas based on location within the site, there are a series of character areas by type, these being:

- the spine road;
- edges to the wooded valleys; and
- the countryside edge.

The following urban design guidance sets some important parameters for creating the quality and character of development. As the masterplanning work progresses these will need to be supplemented by detailed urban design guidance and / or design codes to guide the development.



Framework layer - Character areas

3.0 URBAN DESIGN GUIDANCE

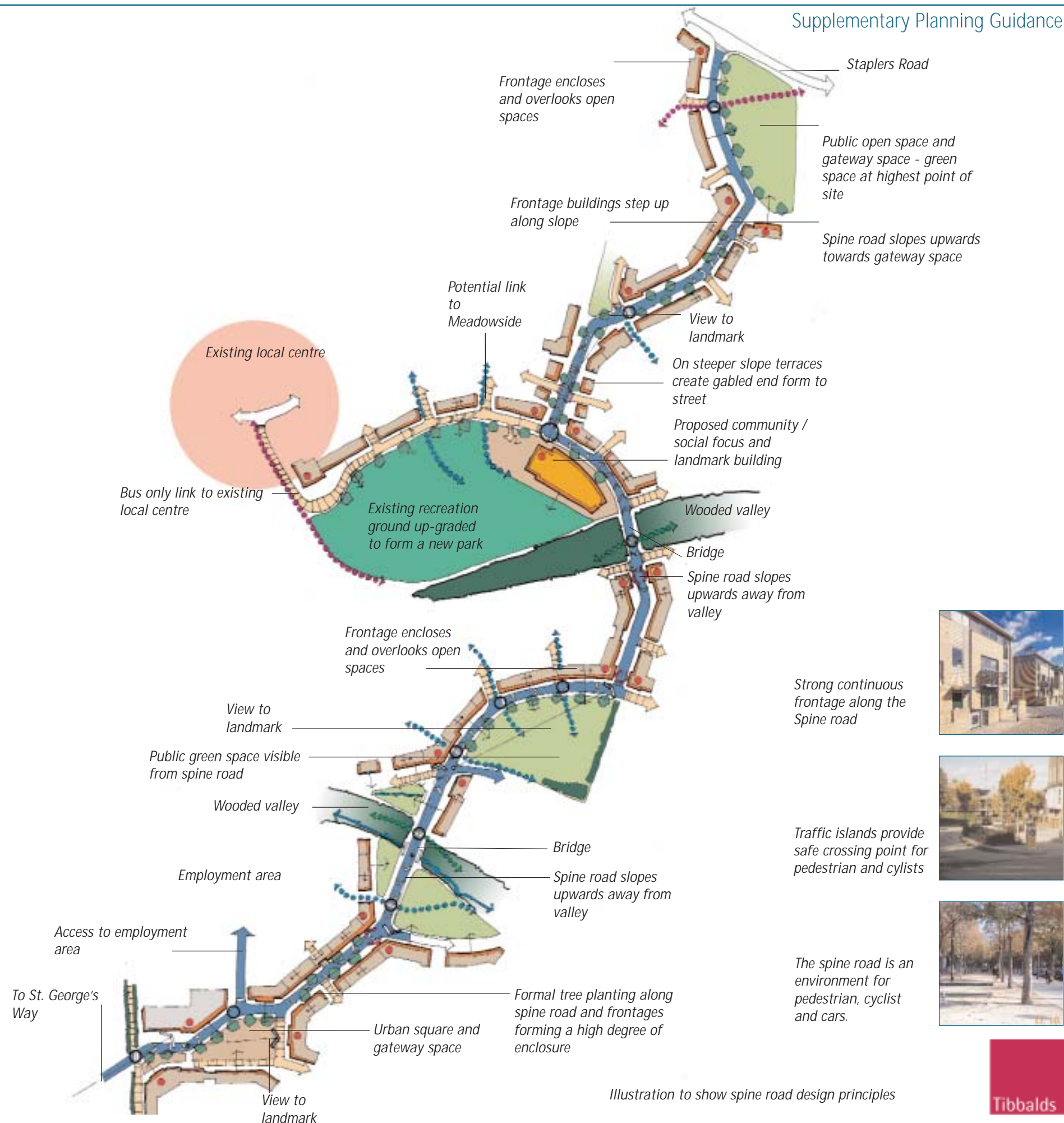
3.2 Character area: The Spine road

The spine road is the main organising route and structuring element for the development and it should be designed as a street to reflect the importance of its role, in a manner similar to traditional towns and villages. It should be enclosed by continuous frontages, which address the street with front doors and windows to provide natural surveillance and activity. There will be a need to give careful consideration to the design of the ground floor so residents of individual dwellings have an appropriate level of privacy.

The intention of the design of the spine road should be to connect the two gateways via a series of spaces and 'events' along the length of the route. This will establish a strong sense of identity for different parts of the route. The gradient of the spine road will be a strong influence in creating a distinct and varied character. The aim should be to work with the topography and to keep the extent of cut and fill to a minimum, while achieving the other urban design objectives and a realistic form of development plots and parcels. Careful consideration has been given to the relationship between the spine road and the topography, to how other routes will join the spine road and to how speed reducing features will create a place rather than a piece of infrastructure. This approach should continue to be followed. It is important that the route is designed not to have the form of character of a 'distributor' road.

The built form will include a mix of houses and flats, and these frontages will be the most appropriate for three and four storey buildings and also for any live/work units to be proposed. Building heights should vary along the length of the spine road, however, with height concentrated around the neighbourhood centre and the two gateway spaces. The position of landmark buildings and features should help to direct views and movement along the route and through space. The particular form of the spine road allows the landscape and spaces to unfold and it creates a sense of arrival from both directions.

Although this street will be the busiest in terms of vehicles, traffic speeds will be slowed and rat running between Staplers Road and St George's Way will be discouraged. The design of the street should naturally calm traffic speeds through design features that enhance its character, such as changes in direction, splitter islands at pedestrian crossing points and the design of junctions.



3.0 URBAN DESIGN GUIDANCE

3.2 Character area: Staplers Gateway

This character area forms the northern gateway to the development and provides its only frontage to the wider area.

The highest point of the site should be retained as an informal open space, with long views out from it and also across it from Staplers Road. The landscape of this space should relate well to the open countryside beyond.

The gateway is formed by the open space, with a strong built frontage overlooking it, leading into the site where there is a more urban character with built frontages stepping down on both sides of the spine road as it slopes down towards the new park. Where the slope is steeper, towards the park, terraces should be aligned with the contours, creating a different rhythm of gable ends onto the street.

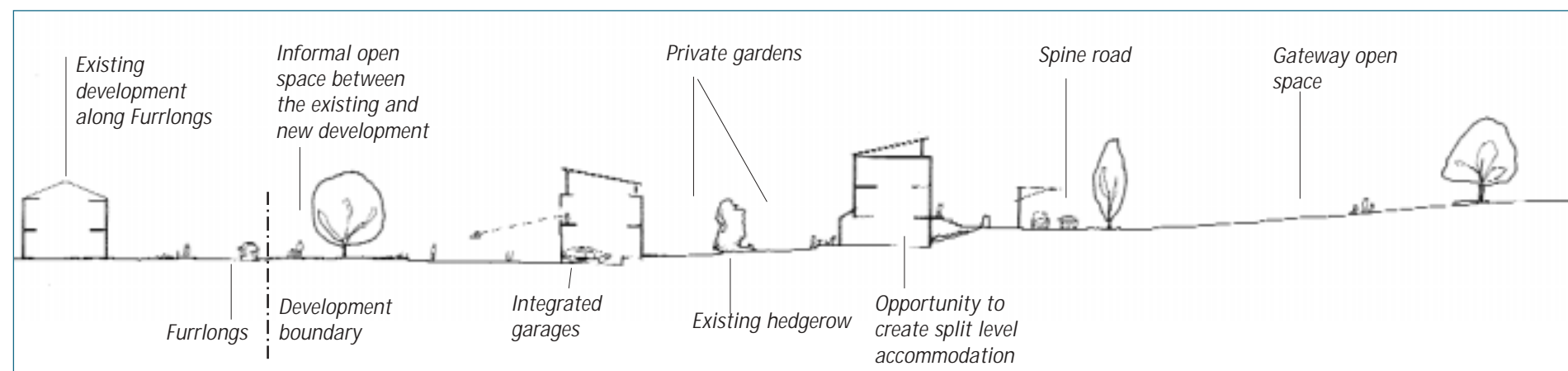
In this area, the building line to the spine road should be continuous, with the exception being where the slope dictates that buildings should run parallel with the contours. Building heights along the spine road should be at least 2.5 storeys.

Away from the spine road, a series of small open spaces should be set along the boundary with existing Pan, positioned so that existing houses fronting the site boundary will face onto a small green rather than directly onto new housing. The existing footpath should be incorporated into the proposed pedestrian network. An existing hedgerow should be retained and incorporated into the layout if possible.

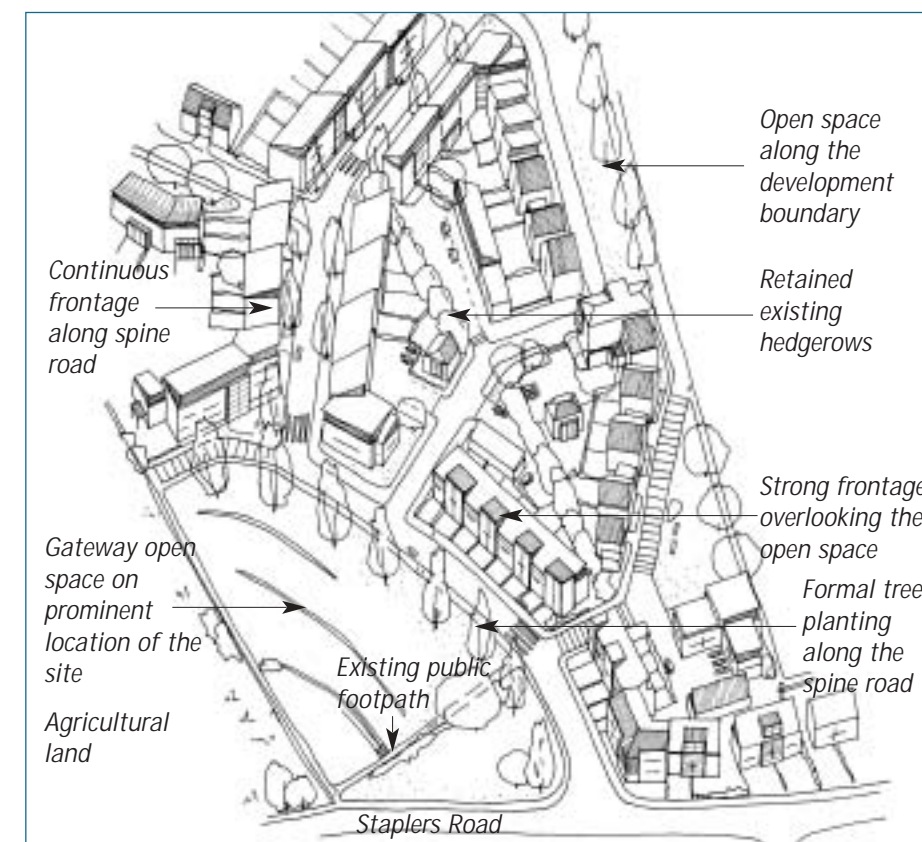
In these locations, the layout may include some linked and semi-detached units towards the countryside edge of the development, as part of a wider mix, provided that the built form addresses the public realm and defines and encloses a variety of spaces.



Framework Diagram for Staplers Gateway



Section to illustrate possible built form in the Staplers Gateway area



Axonometric to illustrate Staplers Gateway

3.0 URBAN DESIGN GUIDANCE

3.3 Character areas: Neighbourhood Centre

The proposed neighbourhood centre is made up of elements within the urban extension plus the existing Pan local centre, improved and enhanced. The elements of the neighbourhood centre within the urban extension should be:

- the new park;
- the community centre or an alternative social focus positioned on the northern edge of the park;
- those buildings that overlook the park; and
- pedestrian links to existing Pan next to Downside Middle School and further north along Furrongs.

The neighbourhood centre is the focus for community and social activity in Pan and the urban extension.

The new park should create a high quality landscape, including a levelled sports area with improved drainage, together with terraced areas on the slopes around the site for the community centre. It should provide a range of spaces and activities, including play areas and sports pitches for children of different ages, seating, planting, paths, street furniture and public art.

Around the northern edge of the new park, a residential street should provide a link to Pan local centre with a restriction on vehicles to bus only. The park edge must provide a strong built form to define the edge of the park and to provide supervision of the open space. This street should be overlooked by a continuous built frontage, with a scale of at least 2.5 storeys. The northern edge of the park will be an appropriate location for mixed use buildings and for any other community or social facilities that may be identified.

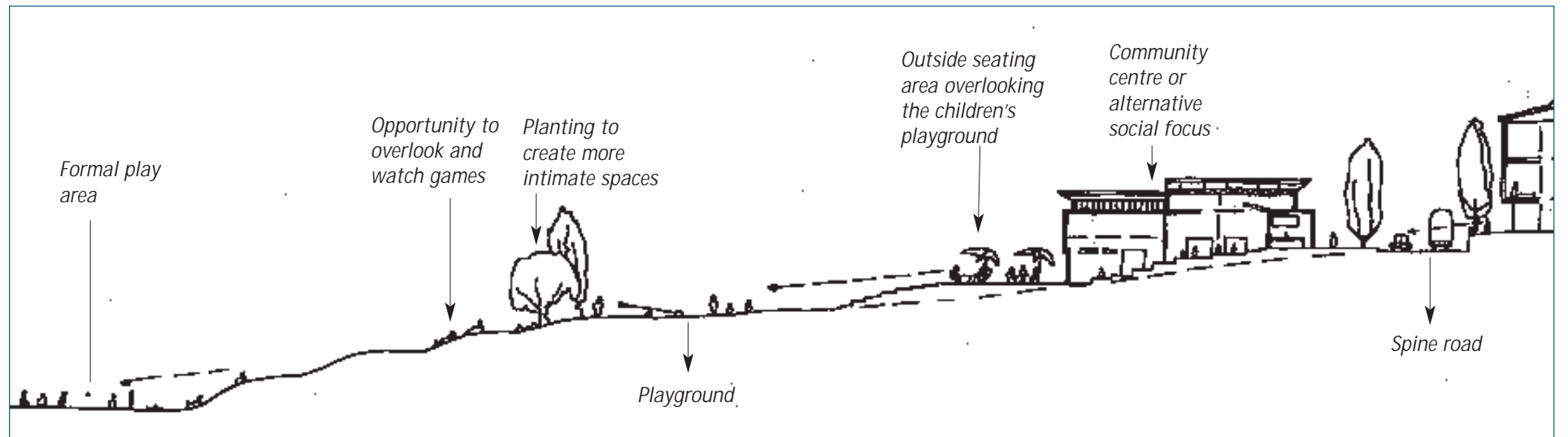
Where buildings are proposed directly behind properties on Furrongs, it is likely that 2.5 storeys will be the appropriate height so as not to dominate or overlook existing dwellings. A minimum garden length of 10m should also be provided to new dwellings in this location, and there should be no buildings set closer than 5m to the boundary of existing houses.

It is important that the link to Pan local centre should be overlooked by built form so that people feel safe using it. It is also important to provide a safe and attractive pedestrian route between Pan local centre, Garden Way and on to the open space in Maurick Park.

Downside Middle School should be extended in such a way as to create a built frontage to the edge of the new park, preferably with a two storey building.



Framework Diagram for Neighbourhood Centre



Section to show social/community focus and its relationship to the new park

3.0 URBAN DESIGN GUIDANCE

3.4 Character area: Maurick Park

This character area lies between the two wooded valleys. Its central feature is a small local park. The spine road runs around the edge of this park and a series of streets, lanes and pedestrian links radiate out from the open space into the wider area of the development and existing Pan.

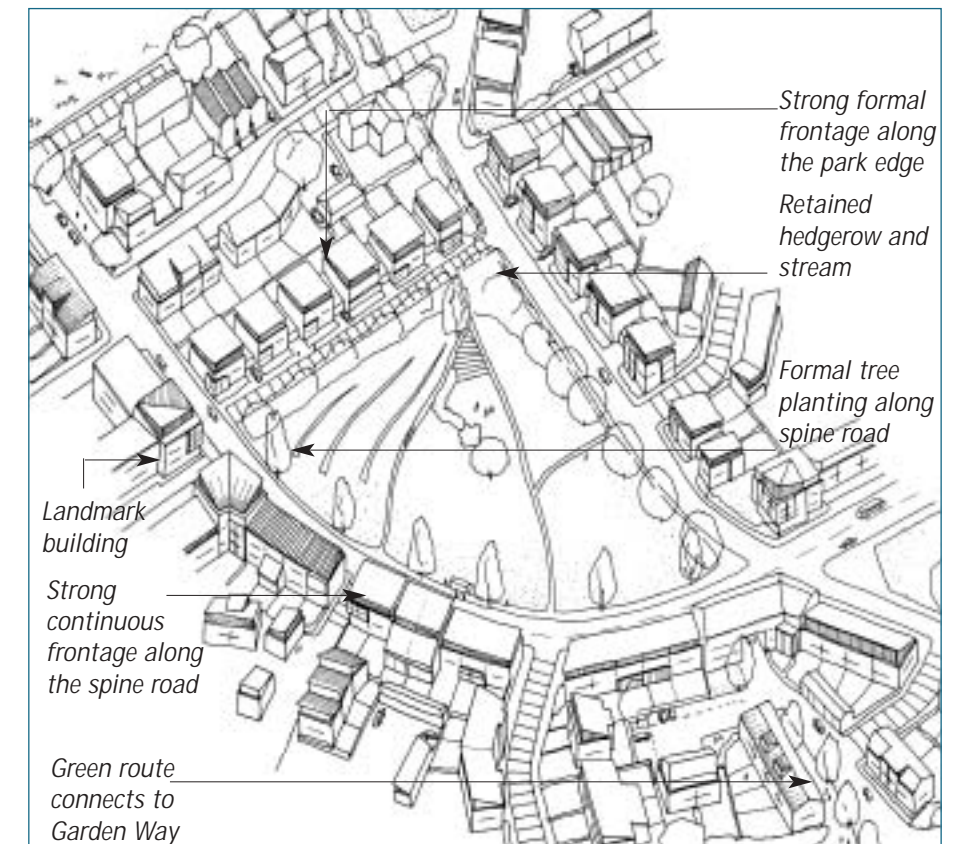
The existing hedgerow and stream should be retained so far as possible and should be integrated into the open space.

The spine road should be lined with continuous built frontages of between 2 and 3 storeys in height. Around the other sides of the park, a formal character is required with buildings heights of at least 2.5 storeys, although here there is scope for linked villas or semi detached town houses. Away from the central open space, a more informal built form is desirable, to create a series of mews and lanes.

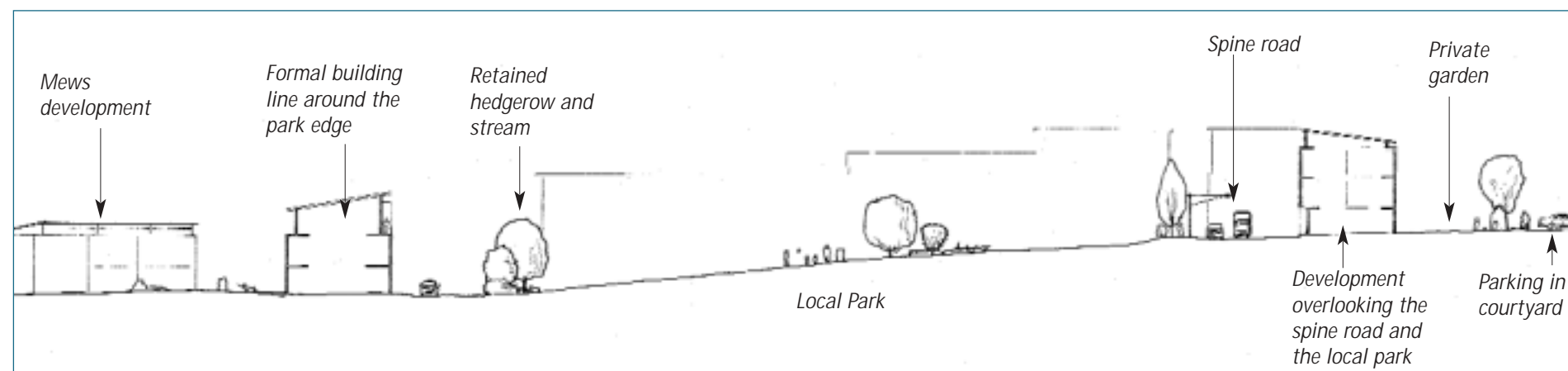
Good connections should be made to Garden Way, providing safe and attractive pedestrian links overlooked by built form.



Framework Diagram for Maurick Park



Axonometric to illustrate Maurick Park



Section through Maurick Park to illustrate open space

3.0 URBAN DESIGN GUIDANCE

3.5 Character area: St George's Gateway and Employment area

This character area forms the southern gateway to the urban extension and it will be the main arrival point at the development.

The gateway should be defined by a strong built form at the entrance to the site that encloses an urban square with both residential and employment uses fronting the space. It should be high quality and predominantly hard landscaped in character, with tree planting. It may also accommodate some on-street parking.

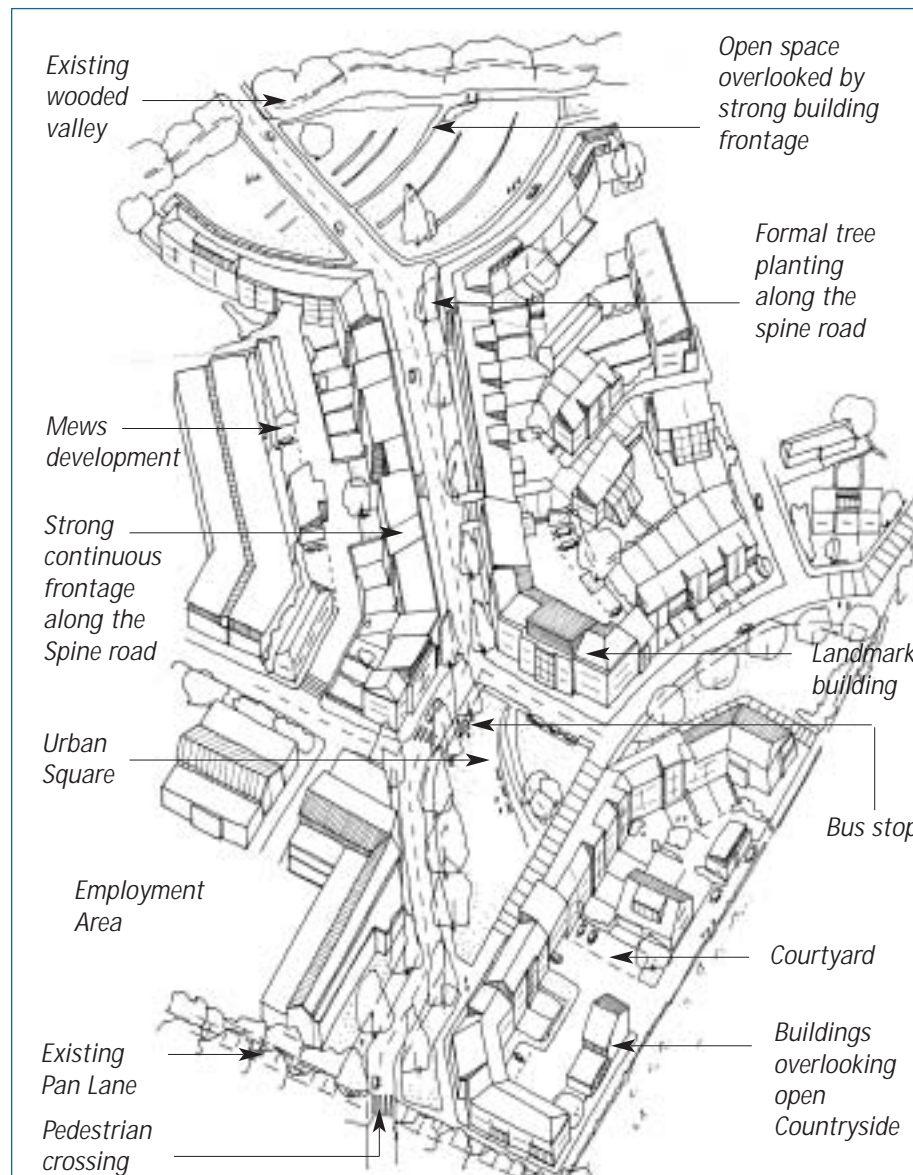
Building heights around the square should be a minimum of 2.5 residential storeys, with continuous frontages creating an urban character. The employment frontage must create a high quality built form with a human scale and an active frontage in relation to the square, for instance offices or other uses such as food bar.

From the square the spine road frontage continues to an informal open space overlooking the wooded valley where the built form will enjoy an outlook across the valley and the wider development. Around this space, building heights should be a minimum of 2.5 storeys.

Away from the spine road the housing should be more informal in character, based around courtyards and lanes, with opportunities for views out to the surrounding countryside. The relationship of housing to the employment area must be carefully considered in design terms so as to create an attractive residential environment in this key location along the spine road.

The employment area must be designed to create a high quality environment for B1 uses that can appropriately be located in a mixed use area. The layout should exploit the topography to lessen the visual impact of employment built form on the adjacent housing. High quality buildings and landscape will be required.

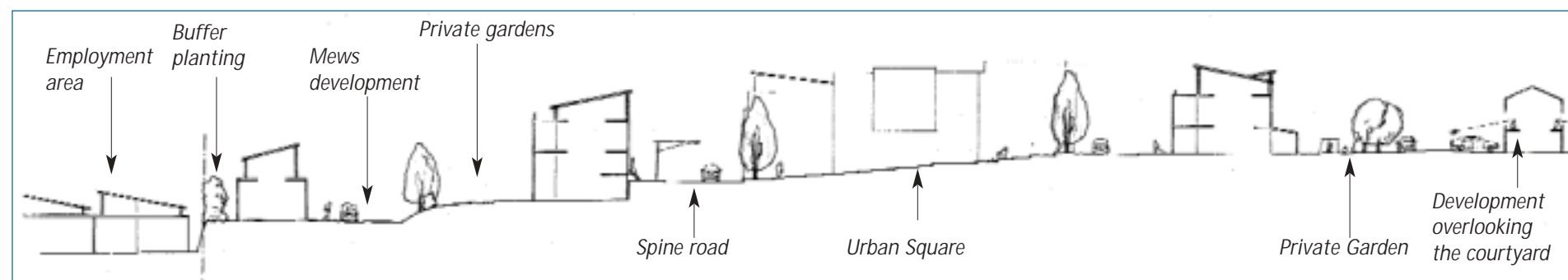
The employment area should provide pedestrian links into the residential area, for instance across the wooded valley to Garden Way (and towards Pan local centre) and to the informal open space overlooking the wooded valley.



Axonometric to illustrate St. George's Gateway



Framework Diagram of St. George's Gateway



Section through St. George's Gateway illustrating the urban square



3.0 URBAN DESIGN GUIDANCE

3.6 Edges

3.6.1 Wooded valleys

Housing along the edges of the wooded valleys should create a frontage overlooking the valley. The character of development in these locations should be informal with simple built forms, public realm landscape and details, for instance street furniture. On-street parking should be kept away from the valley edges. Informal paths allowing access into the valleys should be provided at convenient intervals, where the gradient is suitable.

The landscape of the wooded valleys will need to be managed to maintain and encourage ecological diversity. Where open spaces adjoin the valleys there should be a transition in landscape between any areas that are more formal and the valley.

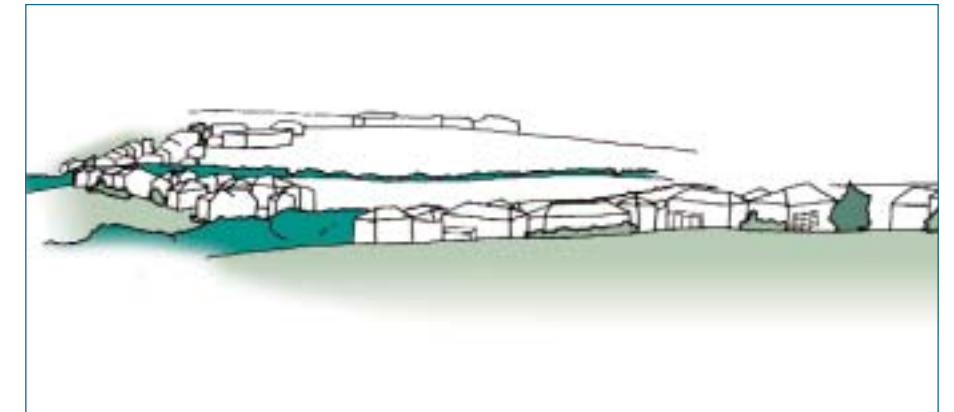
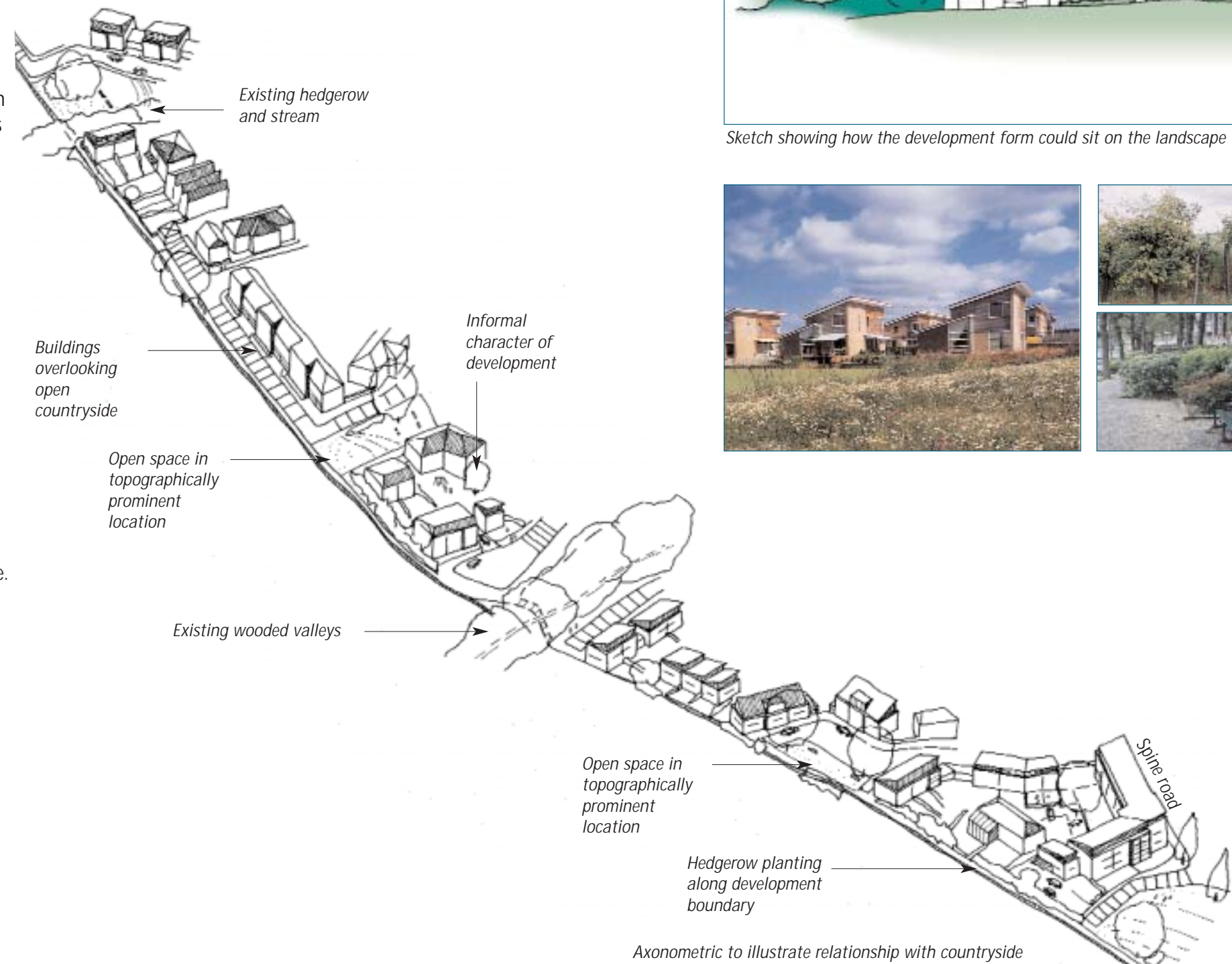
3.6.2 Countryside edge

The site boundary does not relate well to the landform; it does not follow the contours but cuts across them as the slopes rise up out of the built up area of Newport. There is little outlook or views for housing sited close to the site boundary.

This edge should be informal in character, with incidental open spaces, squares or courtyards sited where there are local high points, and the buildings forming a varied edge, so creating a series of grouped built forms when viewed from a distance.

It will be appropriate for some buildings to have fronts and for others to back onto the boundary provided that key pedestrian routes do not follow the boundary line.

Boundary treatments should be simple, preferably hedges or hedges with wire fencing, particularly where back gardens overlook the countryside. Close boarded fencing will not be suitable along this edge.



Sketch showing how the development form could sit on the landscape



Axonometric to illustrate relationship with countryside

3.0 URBAN DESIGN GUIDANCE

3.7 Sustainability principles

Improving the environmental performance of new homes through good design need not be costly so long as it is considered early in the design process. This section provides broad guidance on how the Pan Urban Extension can contribute towards the aims of creating a more sustainable pattern of both development and use. It identifies further areas of investigation that are required and it is envisaged that this guidance will need to be reviewed and/or supplemented as the masterplan progresses towards more detailed design considerations.

A sustainable approach to the development of Pan Urban Extension requires the integration of a wide range of considerations. Those addressed in this guidance are:

- transport related energy use;
- energy efficient layout;
- energy efficient building design;
- renewable energy generation;
- reducing waste; and
- reducing water usage.

The emphasis of this guidance is intended to suggest a range of practical measures.

All of the objectives set out here should be considered as part of an integrated approach to the development of Pan Urban Extension as a whole. The aim must be to achieve comfortable living conditions and to create an urban environment that is appropriate for this particular site, and which meets all the guidance set out in this document.

3.7.1 'EcoHomes' assessment rating

The 'EcoHomes' Environmental Rating for Homes developed by the Building Research Establishment (BRE) is widely regarded as a good model for assessing a variety of development approaches. It adopts a cumulative approach to sustainability and gives flexibility to developers to meet an overall standard through a range of measures and building types. It addresses a whole range of environmental concerns including climate change, resource use and bio-diversity, together with the need for a high quality of life and a safe and healthy environment. Similar assessment criteria are available and should be applied to non residential development.

A minimum rating of 'very good' must be achieved for all development at Pan Urban Extension and the aim should be to strive towards 'excellent' wherever possible. A rating of 'very good' would require over

60% of the available points and will generally mean a CO2 emission of less than 3kg/sq m/year. This is considerably above the average provision of new housebuilding in the UK.

3.7.2 Innovation

In addition to meeting the 'EcoHomes' requirements further innovation will be encouraged across the development.

In particular, the potential should be investigated for a demonstration project based around:

- the community centre, as an environment centre to demonstrate sustainable technologies;
- the new park itself; and
- any new school buildings for Downside Middle School around the edge of the park.

This project should aim to demonstrate best practice and innovation in sustainable buildings and landscape, and have an educational role. Further work should be carried out to define such a project more clearly and to establish its feasibility.

3.7.3 Transport related energy use

The development framework is designed to maximise accessibility by a range of non car modes of transport. Together with wider improvements to existing Pan, this will create an urban extension accessible to a wide range of facilities, in accordance with the objectives of PPG13.

Encouraging people to adopt more sustainable patterns of travel can produce significant environmental benefits, through reduction in the number of car journeys. The greatest opportunity for change is in the number of short trips, which use fuel in the least efficient way.

The development framework contributes to this by providing safe and convenient links for pedestrians and cyclists, together with a bus route and bus only link between Pan local centre and the new development, so that access to local facilities by other modes of transport is more convenient than by car.

3.7.4 Energy efficient layout

The site is located on a series of undulating slopes, some of which are south facing. As such, there is an opportunity to minimise energy use and to create sunny, naturally well lit spaces through passive solar energy. Delivering this as part of a reasonably dense housing scheme involves a number of principles that need to be taken into account, including:

- maximising the number and area of elevations within 25 degrees of south and providing adequate spacing between dwellings where possible to reduce overshadowing;
- increasing the proportion of window area on the south elevations of dwellings;
- designing internal layouts to minimise or eliminate rooms facing solely north;
- acknowledging the difference between south facing 'fronts' and 'backs' of dwellings and the need for residents to have some privacy at the front of their home; and
- using conservatories and solar porches as thermal buffers and sunspaces.

Careful consideration should be given to maximising the potential for solar gain, whilst ensuring that the urban design objectives of the development framework are met.

The use of photovoltaics and solar water pre-heating should also be encouraged.

3.0 URBAN DESIGN GUIDANCE

3.7 Sustainability principles

3.7.5 Renewable energy generation

Combined Heat and Power (CHP) is a system of producing both power and heat locally and is much more efficient than traditional coal or gas fired power stations. An alternative is heat-only district heating. The whitbybird study has identified the potential at Pan for a self financing heat only or CHP district heating system with locally grown woody biofuel as a possible fuel source. Further investigation is required, in the form of an in-depth independent feasibility study, as the masterplan progresses in order to establish the feasibility of district heating as part of the development of this site.

3.7.6 Energy efficient building design

The location and arrangement of buildings in relation to one another is an important consideration in reducing heat loss and energy demand in buildings. The densities and mix proposed will lead to a sizeable proportion of the development being in the form of flats or terraces, which reduce the surface area and so reduce heat loss.

REDUCING HEAT LOSS

One of the key areas of wasted energy is through heat loss from buildings, commonly through openings, draughts and poor construction. The design of individual buildings should aim to minimise heat losses and this will need to be demonstrated at the appropriate stage of design. In particular, consideration should be given to:

- installing levels of insulation that exceed minimum Building Regulation standards;
- aiming for an airtight construction by good detailing and building practices especially at joints, and allowing simple control of ventilation; and
- integrating materials with high thermal mass into dwellings to act as thermal storage.

It is particularly important to design ventilation systems so that internal conditions are comfortable to residents, so that adequate fresh air is provided without creating unnecessary heat losses, for instance by well placed and designed openings, or through the use of heat recovery and heat exchangers.

REDUCING WATER USAGE

Rainwater harvesting systems will be encouraged and as a minimum each house or apartment block should be provided with a rainwater butt for car washing, garden watering etc.

All units must be provided with a water meter.

Appliances and controls must seek to minimise water consumption, for instance through dual flush cisterns and aerating taps.

The management of surface water run off will be an important consideration on the site and further work should be carried out to investigate fully the options for attenuation on site.

MATERIALS AND EMBODIED ENERGY

Consideration should be given to the energy that goes into manufacturing, delivering, using and disposing or re-use of the materials that make up a building in order to minimise its environmental impact. The use of the BRE Green Guide to Specification will be encouraged.

ENERGY EFFICIENT APPLIANCES AND CONTROLS

The efficiency of appliances over time has a strong influence on the environmental impact of development. Measures such as effective heating controls, highly efficient and responsive water and space heating systems and energy efficient white goods should all be considered.



3.0 URBAN DESIGN GUIDANCE

3.8 General Design Guidance

3.8 General urban design guidance

3.8.1 Public realm

Ensuring that buildings relate positively to streets and spaces is critical to securing high quality proposals. No amount of high quality detailed design of buildings can compensate for a poor layout. The two key areas to consider in designing the public realm are:

- relationship of buildings to the public realm; and
- car parking.

3.8.2 Relationship of Buildings to the Public Realm

This section provides guidance on:

- fronts and backs of buildings;
- enclosure of streets and spaces;
- continuity of frontage; and
- boundary treatments.

FRONTS AND BACKS OF BUILDINGS:

Generally, building fronts must overlook public spaces such as streets and open spaces. Private rear gardens should back onto other private spaces. This approach provides residents with an outdoor space shielded from public view, where children can play and gardens can be enjoyed. Private back gardens onto public space must be avoided in most cases.

Distinguishing between public fronts and private backs is a key principle in achieving safe public spaces, overlooked by buildings, and secure private space for residents.

ENCLOSURE OF STREETS AND SPACES:

The degree of enclosure is the relationship between the height of buildings and the width of the street or open space. Enclosure affects the character of a street or space: a high degree of enclosure is generally associated with a more 'urban' character and a lower degree of enclosure with a 'suburban' layout. Careful consideration should be given to the relationship between street character and building height in designing layouts. For example, development fronting the spine road should provide a high sense of enclosure so that this important route is clearly defined.

CONTINUITY OF FRONTAGE

The degree of enclosure is not only influenced by the heights of buildings, but also by the continuity of the building frontages onto the street. Where the aim is to create a high degree of enclosure, building frontages should form continuous edges. Continuity may be achieved by:

- reducing the number of semi-detached or detached houses, and increasing terraced forms;
- using garden walls, outbuildings and garages to add to the continuous frontage; and
- designing specific house types for corner locations.

Garden walls, outbuildings and garages should normally form no more than a quarter of the continuous frontage, so that long stretches of blank wall are avoided.

BOUNDARIES:

The boundaries to residential buildings can have a major impact in the character and quality of public places, and they must be carefully designed. This is particularly the case with side or rear boundaries. For the security of both residents and people using the streets or spaces, rear or side boundaries to public space should be kept to a minimum.

3.8.4 Car Parking

Accommodating car parking positively is a significant design challenge. The approach to parking should minimise the visual impact of parked cars on the street scene whilst also providing residents with safe and convenient access to their vehicles.

Identifying a single solution to parking should be avoided, and instead a wide range of different facilities should be provided to disperse cars throughout the development. The types of car parking that may be adopted are:

- garage parking, either as integral to the dwelling or in a stand alone building;
- in-curtilage parking accessed from either the front or the rear of the property; and

- shared parking in a 'public' courtyard (to the front of dwellings) or in a 'private' courtyard (to the rear of dwellings).

3.8.5 Streets and pedestrians

The following principles of residential street design should be achieved:

- dwellings should be served by streets that are pleasant places in their own right, where people can walk, cycle and play in safety and comfort;
- on street parking within residential streets;
- speeds should be restricted to a maximum of 20 mph; and
- road planning, housing design and landscape are integrated in such a way as to promote pleasant living conditions and take advantage of any unique site conditions.

3.8.6 Built Form

BUILDING HEIGHT

In the main, buildings should be two to three storeys in height. Taller buildings should be located so that they reinforce the urban design of the development - e.g. they form landmark elements or set pieces.

CORNER BUILDINGS

It is important to avoid blank walls in corner locations. Instead, dwellings should address both street frontages with windows overlooking the streets.

3.8.7 Open Space

Open spaces and planting should be developed to create a coherent concept where planting and other features, such as seating and play areas, provide accent and focus. Successful open spaces are often well used and provide a high perception of safety. To achieve this the following principles should be applied:

- Buildings should front onto open spaces to increase surveillance.
- Major circulation areas should be well lit.
- Hidden areas created through inappropriate planting should be avoided.

4.0 THE MASTERPLAN

4.1 Illustrative masterplan

4.1.1 Bringing it all together

The illustrative masterplan represents one way that the various design considerations in this document could be brought together to create a high quality urban extension to Pan. It combines:

- the various principles set out in the text and diagrams of the layers of the development framework as set out in section 2;
- the land uses that have been identified at the present time;
- the character area guidance;
- the sustainability principles (at masterplan level); and
- the general urban design guidance, all of which are set out in section 3.

This masterplan illustrates how townscape and landscape could be brought together with key land uses and activities to create, within an overall identity:

- distinct areas of residential and employment uses, with a strong character;
- the neighbourhood centre, a focus for both existing Pan and the new development;
- the open space network, and particularly the new park formed out of the existing recreation ground;
- the key gateways into the development; and
- the pedestrian, cycle and bus friendly network of routes, which joins all these elements together to create a high quality public realm.

The illustrative masterplan also shows how many of the characteristics found in successful towns and villages can be integrated with current best practice in urban design. It shows how site features and adjoining development can be imaginatively and sensitively incorporated into proposals for the site and how each of these can help to create a development that will have its own distinctive sense of place.

Although the illustrative masterplan is only one way in which the development framework principles could be translated into a development, it is intended to provide guidance, ideas and inspiration for further detailed design. Together with the guidance in this document, the illustrative masterplan provides a visionary basis for creating a new, distinctive and memorable urban extension to Newport.



Illustrative masterplan showing one way the framework can be interpreted

4.0 THE MASTERPLAN

4.1 Illustrative masterplan



Axonometric showing the Northern Gateway area



Axonometric showing Maurick Park area



Axonometric showing the Southern Gateway area

4.0 THE MASTERPLAN

4.2 Phasing

The indicative phasing illustrated here is based upon a number of key factors:

- an anticipated development programme of 8-10 years;
- a requirement for foul drainage to the new development to be taken via St George's Way to the Quay by means of a new sewer;
- the main access point to the site being via St George's Way; and
- the need and desire to establish the Pan Urban Extension as a high quality development and an attractive place to live.

The development process will be refined as the masterplan progresses, and it will also be subject to various external influences that will effectively control the pace of delivery of the development, so the phasing strategy will be refined as the masterplan progress towards delivery.



Indicative phasing diagram for residential development parcels

4.0 THE MASTERPLAN

4.3 Planning Process

4.3 Planning process

The masterplan proposals will need to be progressed to form the basis for an outline planning application. This application should be accompanied by a range of supporting documents, to include the following:

- a desktop archaeological study;
- a framework transport assessment;
- an ecological assessment;
- a survey and assessment of trees and other vegetation on the site;
- detailed design guidance or design codes to accompany the masterplan;
- a detailed drainage strategy;
- a visual impact assessment of the proposals;
- sustainability criteria or targets for the development;
- feasibility studies into sustainable features or projects, for instance district heating and a demonstration project; and
- a phasing programme, setting out how the delivery of market and private housing will relate to the delivery of infrastructure, landscape and other community benefits.

4.4 Contributions

Contributions to off-site works will be required under the following headings:

- education (currently a three tier system);
- formal sports facilities at Seaclose Park;
- off site highway works;
- public transport;
- off-site pedestrian and cycle routes;
- environmental improvements to Pan, in particular to Pan local centre and Garden Way.

4.5 Contacts

4.5.1 Supplementary Planning Guidance

For comments in relation to this draft Supplementary Planning Guidance document, contact:

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APPENDIX 1

Consultation

On behalf of the current site owners (Isle of Wight Council) three public stakeholder workshops and one exhibition were run by Tibbalds Planning and Urban Design. Alan Baxter Associates attended and participated in the events as necessary.

These workshops took place on 12 September 2003, the second on 6 November 2003 and the third on the 22 March 2004, each at relevant stages of the study. All were well attended by at least 20 local residents, Council members and interested parties. The local community was represented by the 'PanCan' neighbourhood group.

Each of these sessions had a different purpose dependent on its location within the project program. The first session was intended to elicit local views and concerns on issues and problems to be addressed and provide feedback on the initial site appraisal. The second focused the discussion around particular subject groups. The purpose was to gain a more detailed understanding of issues concerned with the development and to draw out pros and cons for different development scenarios. Three options to stimulate the discussion were drafted out by Tibbalds.

A strong concern to enable existing Pan Estate to gain from the new development was inherent in both consultations. Discussions frequently moved towards Pan and improvements needed throughout the existing estate.

The potential increase in traffic, both around the site and in Newport as a whole, was a recurring issue. There was discussion around the desirability of a possible by-pass and contradictory opinions were expressed. The by-pass was put forward by local residents of Pan in particular, who felt that a spine road might segregate the existing estate from parts of the new development and hinder successful integration between the two. Some also hoped that a by-pass would relieve rat running through Pan. However, at each consultation session, the majority of stakeholders opposed a by-pass.

At both sessions there was appreciation expressed that the consultation was taking place, and that interested parties were given an opportunity to participate in the process and to have their views heard. However at the second consultation a concern was voiced that the local community was underrepresented and not able to express their views sufficiently.

The following third consultation coincided with the public exhibition held at the local Downside Middle School. While the majority of the stakeholders were still positive, concerns were raised about the degree

of integration between existing Pan and the new development. Due to the advanced state of the project and the potential to discuss more detailed issues, the last workshop had a lesser degree of consensus between residents and other stakeholders than the ones before.

Some local residents were concerned that they were not listened to and some felt that their views were less important than those of other stakeholders.

The public exhibition, held in Pan at Downside Middle School, offered a wide range of members of the local community the chance to discuss the proposals. The exhibition took place over a two week period and included early evenings and a Saturday, with 19.5 hours staffed, so that local people could discuss the proposals with Council officers and staff from the consultant team. Comments could be made using formal and attributed response sheets (15 were received), unattributed post-it notes (8 received). One letter of comment was also received.

The Isle of Wight Council had consulted previously on their UDP and the allocation of the development site for residential development. Therefore these three consultations focused on the question of how to develop the land rather than the principle of development.

First Consultation Session

Held in the Riverside Centre on the 12 September 2003 at 2pm.

At this session most of the attendees were interested to know what would be happening and to be involved in shaping this development. The discussion was focused on site and context related issues. The overall response was positive and enthusiastic towards the development, which was seen as a great opportunity for existing Pan and Newport in general. Newport is seen as the centre for commerce, shopping and transport on the island, which also provides good leisure and social facilities to its residents. Pan in itself however was seen as being deprived of health and other social services such as community and youth facilities. The following is a list of the key points made during the discussions:

- The existing Pan Estate and the new urban extension should be well integrated.
- Shared facilities (community centre, health provision) should be provided to serve both new and existing.
- A good relationship to the open country side would be beneficial.

- Public transport and pedestrian/cycle routes to the town centre should be improved.
- Vehicular traffic needs to be carefully managed to avoid further congestion and rat running.
- A good mix of private housing and affordable housing is needed.
- High quality design is important.

The overall concerns of people focused on the traffic implications of the new development and the improvement of the existing Pan Estate.

Second Consultation Session

Held in the Sail Loft at the Bargeman's Rest on 6 November 2003 at 2 pm.

This workshop was focused around four subject groups, discussing potential development principles.

Three development scenarios were prepared by Tibbalds, which were explained and introduced to the whole group at the beginning of the session and used as props for subject specific discussions. Additionally questionnaires were handed out at the end of the afternoon to give people the opportunity to comment on issues not discussed in their particular group. Very few questionnaires were returned to Tibbalds.

The specific subject groups were the following:

- Transport and Movement;
- Community Integration and Facilities;
- Housing; and
- Ecology, Landscape and Recreation.

Each of these groups were given particular topics and questions to consider. In some cases topics, such as the character of the road, were discussed in more than one group. Listed underneath are the main comments drawn out from the consultation.

Comments made on key issues:

TRAFFIC AND MOVEMENT

- A by-pass was seen as unsuitable as it would impact negatively on the new development. An approach with the road as a less obstructive element, able to take traffic without encouraging it, was preferred.
- While the majority preferred a road running through the development rather

APPENDIX 1

Consultation

then along the edge, others were concerned that it might enhance division between old and new. The semi-bypass running along the eastern edge of the development was seen by a few representatives from Pan as better for integration and safer for children going to school. Any road needs to be designed for easy and safe crossing and should avoid creating a barrier between existing Pan and the new development.

- The new development should put pedestrians and cyclists before the car and create pedestrian/cycle friendly links to existing Pan Estate and Newport town centre.
- A bus link will be beneficial and should connect the new development and existing Pan. A bus-only link between the two was suggested.
- Parking courts to the rear, which are not overlooked and not integrated into the development were seen as bad, based on their failure within existing Pan. There should be no on-street parking along the spine road but elsewhere on street parking and generally parking out front was the preferred solution. Where garages are provided they should be integrated into the built form rather than stand alone structures
- The new development includes the opportunity for car-free zones in small pockets, located close to the local centre and public transport.

HOUSING

- Higher density areas are to be traded-off with others of low density. In parts of the site a maximum building height of four storeys would be possible.
- The mix of tenures and unit sizes should respond to the local needs.
- A sustainable social mix needs to be achieved and a percentage of people from existing Pan Estate can be relocated to the new development.
- A sustainable development with a high percentage of affordable units is aimed for but delivery of the entire development needs to be top priority.
- Courtyard development and homezones should be integrated into the development to encourage residents out of their houses.
- There is also an opportunity for live-work units within the development.

ECOLOGY

- The two overgrown valleys are key features of the site and need to be kept and integrated into the new area. Examples for use were adventure playground and nature trail.
- The recreation ground was seen as a good focus point for both old and new residents and a family pub on its northern edge was suggested. This could

be achieved through a land swap with the existing PH in the north of Pan Estate.

- SUDS was seen as a good idea but people saw problems with their adoption. It was suggested that land off-site should be used.
- People especially residents were concerned about the quality of the open spaces and their future maintenance. There was little confidence in the ability of the Council to maintain quality open space.

COMMUNITY

- Currently local schools provide the only community facilities. Pan needs a multi-purpose community centre, which includes health facilities, provision for adult learning, a youth club and a meeting point for the elderly.
- The recreation ground and the community focus around it needs to cater for a wide range of people and provide a safe environment.
- Younger children need to have more localised facilities on several smaller open spaces scattered throughout the development, while older children and teenager need a 'hang-out' close to the local centre. A shelter or kiosk type structure was suggested along the south-eastern edge.
- Residents were concerned about the existing garage courts within Pan estate and would like to see them redeveloped.
- The new development should have wide well lit paths, which are overlooked by development to create a safe environment.
- The potential to redevelop Downside Middle School was discussed. A new extended school would cater for additional pupils generated by the Urban Extension and open up the access to the local centre of Pan.
- This group felt that a by-pass might allow the existing estate and the new development as a whole to be integrated together more successfully.

Third Consultation Session

Held in the Sail Loft at the Bargeman's Rest on 22 March 2003 at 2 pm.

At this workshop the consultant team (Tibbalds Planning & Urban Design and Alan Baxter) presented the proposed Masterplan and Development Framework to a group of approximately thirty stakeholders, including local residents, council officers and representatives of the local RSL. Smaller groups were formed to enable a better discussion and Tibbalds asked the groups specifically to comment on the following issues, which were also identified on the comments sheets at the public exhibition:

• Access and Public Transport

Do you agree with the principle that there should be a bus only link between Pan and the new area (bearing in mind that the convenience of a link for cars may well be offset by rat running through Pan itself)?

Comments following exhibition: 7 strongly agree, 1 agree, 3 strongly disagree and 2 no comment.

• Walking and Cycling

Do you agree with creating routes to link Pan and the new area wherever the layout in Pan allows?

Comments following exhibition: 7 strongly agree, 4 agree and 2 no comment.

• Form of Development

The masterplan will create traditional street with a mix of houses and flats, and 2 and 3 storey buildings. The spine road and the buildings around the new park will feel the most built up and urban in character. Do you agree with this approach to the form of development?

Comments following exhibition: 1 strongly agree, 3 agree, 3 don't mind, 1 disagree, 4 strongly disagree and 1 no comment (the disagreement was only directed at the proposed development behind Furlongs).

• Local centre

We think that both the new area and Pan should be served by a new 'local centre' and that this should include the existing shops and the school (extended), linked to the new park and community centre, so that new existing residents together support a good quality of local facilities. Do you agree?

Comments following exhibition: 4 strongly agree, 6 agree, 1 strongly disagree and 2 no comment.

• Open Space and Landscape

The recreation ground will be transformed into a new park that includes play areas (for younger children and teenagers) and sports areas. Do you agree with the principle that the recreation ground should be the focus for open space and play facilities?

Comments following exhibition: 6 strongly agree, 4 agree, 2 don't mind and 1 disagree.

The main comments fed back to the whole group were as follows:

- Two of the four groups concluded that there should be a vehicular link between existing Pan and the new development, which would make access to the local facilities more convenient for elderly and disabled.
- The majority felt that the proposed community centre should be located closer to the existing Pan Estate, to encourage integration and use by existing and new residents. It was thought by half of the group that it should include changing rooms for the local sports area, a pub/café and additional health provisions.
- The majority of groups thought that development at the rear of Furrongs should not be higher than two stories.
- Two groups also agreed that phasing needs to be carefully considered, to minimise the impact on the local community. Further, including the community centre in an early phase of development should be considered, to enable the existing residents to establish a sense of ownership.
- One group was concerned about the implications of two accesses onto Staplers Road and suggested that Furrongs and the spine road should join up to create a single access onto Staplers Road.
- Another group discussed the possibility of introducing a new purpose built supermarket to the area.
- Two out of four groups put forward the desirability of a by-pass in their discussion but only one reported this back as a conclusion.
- Issues raised in regard to the existing Estate were:
 - That traffic speed at Furrongs should be reduced to 20 mph;
 - That street furniture in both existing and new should be coordinated;
 - That the Neighbourhood Renewal Scheme should be considered together with the new development.
- Increased traffic congestion on Staplers Road is a concern;
- There should be a by-pass;
- Heavy traffic should be prevented using the spine road;
- Furrongs should become a 20 mph area;
- Bus-lane next to the school raises safety issues for children;
- Pedestrian links should extend over St.Georges Way;
- The community centre should be located closer to existing Pan;
- The existing Downside Middle School should integrate the Community Centre and a new school should be built;
- A retail study should look into the possibility for a new purpose built store;
- The community centre should include changing rooms, Pub/Bar;
- People felt there will be a need for additional health facilities (should be included in the community centre);
- There should be no development on the existing recreation ground behind Furrongs;
- The development at the rear of Furrongs should not be higher than two stories;
- Pan and the new development should be integrated by common street furniture;
- The Neighbourhood Renewal Scheme should be considered together with the new development;
- The new development should achieve ECO rating 'excellent' throughout;
- Phasing needs to be carefully considered not to overwhelm existing residents and give them chance to take ownership of community facilities;
- Prevent further green field development in the Staplers area;
- The sheltered housing is to near the school and playing fields (conflict between old and young people);
- Concerned were voiced about the potential increase in crime and drug abuse arising from providing housing for rent and the community centre if not managed properly;
- Some of the properties should be rent only;
- The total number of houses should be reduced;
- The community centre will need strong supervision (not just Pan Can) by a person of authority (a steward); and
- The plan of Pan and the new area needs to be more defined to avoid confusion between new development and existing.

Public Exhibition

Held at the Downside Middle School, Furrongs between the 15 and 27 of March 2004.

A summary of the responses is set out below.

- There should be a vehicular link between existing Pan and the new development;
- Furrongs and the spine road should be joined up to create a single access onto Staplers Road;