
EXAMINATION STATEMENT – MATTER 11

Hart Local Plan: Strategy and Sites 2016-2032

Representations on behalf of
Gallagher Estates and Barratt Homes

October 2018

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**HART LOCAL PLAN:
STRATEGY AND SITES 2016-2032**

**REPRESENTATIONS ON BEHALF OF
GALLAGHER ESTATES AND BARRATT HOMES**

OCTOBER 2018

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CONTENTS

	PAGE NO.
1.0 INTRODUCTION	01
2.0 RESPONSE TO QUESTIONS	02

1.0 INTRODUCTION

1.1 This Statement has been prepared by Barton Willmore LLP on behalf of Gallagher Estates and Barratt Homes, who have land interests at Winchfield which forms part of the "Area of Search" (AoS) for a new settlement under emerging Policy SS3.

1.2 Representations have been made on behalf of our Clients throughout the production of the emerging Local Plan. As the "area of search" also covers land at Murrell Green which is promoted by Lightwood Land, this Statement has been prepared in consultation with Lightwood Land as part of the on-going collaborative approach.

1.3 Notwithstanding our Clients' land interests, these representations have been prepared in recognition of prevailing planning policy and guidance, in particular the National Planning Policy Framework 2012 (NPPF) and Planning Practice Guidance (PPG) that relates to the 2012 NPPF.

1.4 These representations respond to the Inspector's questions within Matter 11 and have been considered in the context of the tests of 'Soundness' as set out at Para 182 of the NPPF 2012, which requires that a Plan is:

- **Positively Prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where reasonable;
- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternative, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities;
- **Consistent with National Policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the NPPF.

2.0 RESPONSE TO QUESTIONS

QUESTION 11.1 Is the Plan based on a sound understanding of Infrastructure requirements and their delivery? Is the Infrastructure Delivery Plan Robust?

- 2.1 Yes, we consider that the Plan is based on a sound understanding of Infrastructure Requirements and the Infrastructure Delivery Plan is robust for the allocations being made in the plan. As set out in Policy SS3, further work will be undertaken on infrastructure for the new settlement and that DPD will also be accompanied by an Infrastructure Delivery Plan.
- 2.2 As set out in response to Matter 4, extensive technical analysis has been undertaken to date. This has provided the confidence that a new settlement in this location can be accommodated and will be deliverable.
- 2.3 In terms of transport, consultation with key stakeholders including for Hampshire County Council (HCC), Highways England (HE), Network Rail (NR), South West Trains (SWT) and Stagecoach has taken place. This has confirmed that there are no transport reasons to prevent a new settlement from coming forward in the future and has identified some key transport requirements, which have been factored into the work so far.
- 2.4 The location chosen for the new settlement has the significant benefit of being able to maximise accessibility by all modes of travel. Winchfield Railway Station provides a significant opportunity for travel to be made by train and the relationship of the new settlement with the A30 and A287 will enable public transport routes to be established for the benefit of the new community and existing residents of Hart. The location also has access onto the strategic road network via the M3, which together with the other connections will make this a desirable location for employment.
- 2.5 The transport assessments undertaken to date within the area of search have all been done to a methodology agreed with HCC. To summarise, agreement has been reached with HCC on the following key matters:
- The trip generation rates for a new settlement;
 - The assignment of additional vehicle trips on the highway network;
 - The extent of influence of additional trips from the new settlement and hence the junction capacity analysis required;
 - The methodology of assessing the impacts of the additional trips on the highway network;

- The extent of mitigation required on the highway network; and
- Confirmation that vehicular accesses to the new settlement will be possible from key routes such as the A30 and the B3016.

2.6 Significant work has also taken place with other infrastructure providers including utilities, which has confirmed that there are no technical reasons why a new settlement in this location could not be accommodated. Infrastructure upgrades for transport, utilities and others have been identified and can be viably provided as part of the new settlement. The work has shown that the measures proposed will not only mitigate the impact of the new settlement but will improve and enhance infrastructure in the area to the benefit of existing as well as future residents and visitors.

2.7 The technical evidence will continue and be refined through the DPD process as the exact scale of the new settlement is defined and the proposals refined.

QUESTION 11.7 Is the Transport Assessment supporting the plan robust?

2.8 Yes, the Transport Assessments undertaken are robust for the current stage of development of the Murrell Green / Winchfield Area of Search (AoS). Importantly, the evidence provided offers sufficient justification for a new settlement, which will be subject to further scrutiny and testing through the subsequent DPD process.

2.9 As set out in response to Question 11.1 extensive dialogue with key transport stakeholders and technical analysis has been ongoing for a considerable period regarding the proposal for a new settlement in the Murrell Green / Winchfield Area of Search (AoS).

2.10 A more detailed Transport Assessment will be prepared as part of the next stage of work in the normal way, which will be agreed with key stakeholders and tested through the DPD process.

QUESTION 11.8 Can the Plan be delivered without causing significant harm to the highway network, including Junction 4a of the M3?

2.11 Yes, based on the information available it is possible to conclude the Plan can be delivered without causing significant harm to the highway network.

- 2.12 As set out in response to Matter 4 the work done is considered to far exceed what is needed to justify an Area of Search and is in fact more akin to that needed to justify a specific allocation. In addition, the work will continue through the DPD process and be refined where necessary and tested through examination and then subject to further scrutiny through future planning applications.
- 2.13 As advised in response to question 11.1, the transport assessment work has been based on agreement on the methodology, area of influence and other key issues to ensure that the assessments and proposed mitigation are as robust as possible.
- 2.14 This work has resulted in a suite of junction mitigation measures / schemes within the area of influence of the new settlement alongside wider public transport measures. The highway improvement scheme measures being proposed are deliverable within land within the land promoters' control and / or the adopted highway extents maintained by HCC at the public's expense.
- 2.15 We understand that HCC has confirmed that there are aspirations to improve the A287 and B3349 at Junction 5 of the M3 and we understand that HCC has ownership of the roundabout excluding the motorway on and off slips. Planning applications that have come forward during the plan preparation and provided financial contributions towards these schemes. However, they have not yet been implemented.
- 2.16 It has therefore not been possible at this stage to review the impact of the new settlement on these improvement schemes. However, as set out above further testing will be undertaken through the DPD process and there is no evidence to suggest that any further mitigation required at these junctions, with or without improvements, could not be achieved.
- 2.17 Highways England has confirmed through discussions so far that there are no improvements planned at Junction 5 of the M3 motorway but has recently completed works for a 'Smart Motorway' improvement scheme between junctions 2 and 4a of the M3. Discussions will continue with Highways England as part of the DPD process but at this point in time there is no evidence to suggest that new settlement in this location would cause significant harm to the highway network, including at the relevant the M3 junctions. In fact, the evidence so far is that a new settlement can be delivered and mitigated plus provide wider benefits.

QUESTION 11.23 Is Policy 18 effective, justified and consistent with national policy?

- 2.18 Given the strategy is to provide for a new school on the new settlement we do not consider that this policy is justified. We can understand that whilst there is uncertainty, i.e. until the New Settlement DPD is adopted, that HCC would want to protect these sites. We consider the policy needs to be clearer about the preferred strategy and that this land is safeguarded until that strategy has been implemented.