

HART DISTRICT LOCAL PLAN: STRATEGY AND SITES (2016-2032)

HEARING STATEMENT

MATTER 11 - INFRASTRUCTURE

ON BEHALF OF LIGHTWOOD LAND

TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED) PLANNING AND COMPULSORY PURCHASE ACT 2004

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1. INTRODUCTION

- 1.1 This Hearing Statement has been prepared by Pegasus Group on behalf of Lightwood Land in respect of the Hart District Local Plan: Strategy and Sites (2016-2032). This Statement seeks to respond to the questions raised by Mr Jonathan Manning (Inspector) in relation to Matter 11: Infrastructure.
- 1.2 Lightwood has a major contractual interest in the identified Area of Search (AoS) for a new settlement at Murrell Green/Winchfield that is identified as part of Hart District Council's (the Council's) Vision and Objectives and under Policies SS1 and SS3.
- 1.3 Pegasus Group, acting on behalf of their client, have made representations on the emerging Local Plan at the Regulation 18 and 19 stages. Our responses to the questions and issues raised should be read in conjunction with these representations and the associated evidence base for the AoS.
- 1.4 These representations have been considered against the tests of 'Soundness' as defined by Paragraph 182¹ of the National Planning Policy Framework (NPPF) 2012.
- 1.5 This Hearing Statement has been prepared in consultation with Gallagher Estates, the promoter of the Winchfield component of the AoS, as part of the on-going collaborative approach to the promotion and delivery of the future new settlement.
- 1.6 Pegasus Group, on behalf of Lightwood Land, wish to take a full and active part in the hearing session on **Wednesday 5th December 2018** in relation to all parts of Matter 11. Our responses to the questions and issues raised are set out within the remainder of this Statement.

¹ Previously Paragraph 35 of NPPF 2018

2. HEARING STATEMENT

2.1 Within this section of the Statement we identify the relevant question/matter and provide our response within the subsequent paragraphs. All references are consistent with those provided in the 14th September 2018 set of questions.

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

2.2 Yes, Lightwood considers that the Plan is based on a sound understanding of Infrastructure Requirements and the Delivery Plan is robust.

2.3 Extensive technical analysis and consultation with key stakeholders including for both Hampshire County Council (HCC) and Highways England (HE) has taken place by the land promoters. This has confirmed that there are no transport reasons to prevent a new settlement from coming forwards for the area of search.

2.4 Is it considered that the setting of the site is the optimum location to maximise the accessibility by all modes of travel. The site affords good connectivity to the A30 to the north and the A287 to the south. The good connectivity to the A30 provides good frontage to support new employment opportunities and also provides the opportunity to deliver new bus routes that connect the scheme and Winchfield railway station with the nearby settlements and employment opportunities.

2.5 Extensive highway capacity assessments have been undertaken to an agreed methodology within the area of influence of the new settlement. Agreement has been reached with HCC on the following key matters:

- i. The trip generation rates for a new settlement;
- ii. The assignment of additional vehicle trips on the highway network;
- iii. The extent of influence of additional trips from the new settlement and hence the junction capacity analysis required;
- iv. The methodology of assessing the impacts of the additional trips on the highway network;
- v. The extent of mitigation required on the highway network; and

vi. Confirmation that vehicular accesses to the new settlement will be possible from key routes such as the A30 and the B3016.

2.6 The highway capacity works has resulted in a suite of junction mitigation measures / schemes being proposed within the area of influence of the new settlement. The highway improvement scheme measures being proposed are considered to be deliverable within land within the land promoters control and / or the adopted highway extents maintained by HCC at the public's expense. The proposed highway mitigation schemes are considered to fully mitigate the impact of the new settlement on highway capacity.

2.7 The package of transport infrastructure improvements, including highway capacity improvements, additional bus services and enhancements to Winchfield railway station as well as an Area Wide Travel Plan, will not only mitigate the impact of the new settlement, but will improve and enhance the transport network in the area to the benefit of existing as well as future residents and visitors.

11.7 Is the Transport Assessment supporting the plan robust?

2.8 Yes, the Transport Assessment is considered to be robust based upon the stage of development of the AoS.

2.9 Extensive dialogue with key transport stakeholders and technical analysis has been ongoing for a considerable period of time with regard to the proposal for a new settlement in the Murrell Green / Winchfield Area of Search (AoS). As set out in **paragraph 2.4** above, 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.

2.10 This not only include physical improvements to mitigate the impact of additional traffic associated with the scheme but is also considered that the new settlement will be able to maximise accessibility for sustainable modes of travel and minimise vehicular traffic impact on the strategic and local road networks.

2.11 The following strategies are considered to be deliverable, in conjunction with stakeholders, and will be confirmed in more detail in due course:

i. The internalisation of trips;

- ii. The provision of car clubs within the site;
 - iii. The provision of comprehensive walking and cycling networks within the site and also on the A30 corridor;
 - iv. The provision of bus services through the site linking with Hook, Fleet and Basingstoke;
 - v. improvements at Winchfield Railway Station;
 - vi. The implementation of an Area Wide Travel Planning strategy, including provision for driverless cars within the site.
- 2.12 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 including Hampshire County Council (HCC), Highways England (HE), Sustrans, Network Rail, Stagecoach, car club operators and driverless car operators.

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

- 2.13 Yes, based on the information available it is possible to conclude the Plan can be delivered without causing significant harm to the highway network.
- 2.14 As advised in **paragraph 2.7** above, 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.
- 2.15 **Paragraph 2.5** also confirms that the highway capacity works has resulted in a suite of junction mitigation measures / schemes within the area of influence of the new settlement. The highway improvement scheme measures being proposed are considered to be deliverable within land within the land promoters control and / or the adopted highway extents maintained by HCC at the public's expense. The proposed highway mitigation schemes are considered to fully mitigate the impact of the new settlement on highway capacity.
- 2.16 HCC has confirmed that there are aspirations to improve the A287 and B3349 at Junction 5 of the M3, TPA understands that HCC has ownership of the roundabout excluding the motorway on and off slips.

2.17 The outline planning application for 550 residential dwellings, application reference 14/00733/MAJOR was granted consent on 21st November 2016. It included for a signed Section 106 agreement that proposed £2,218,844 towards highway improvements schemes at the junctions identified below, based on the Hampshire County Council Transport Contributions SPD.

- i. B3349/ London Road roundabout;
- ii. B3349/ Bartley Way roundabout;
- iii. B3349/ Griffin Way South; and
- iv. M3 Motorway Junction 5.

2.18 HCC has further confirmed that Section 106 (S106) contributions, totalling £1,468,844 have been collected towards the mitigation measures required at junctions ii, iii and iv.

2.19 At this stage there are no approved schemes in place but TPA would anticipate that HCC will implement improvements at these junctions before the Murrell Green scheme comes forward.

2.20 Highways England has confirmed 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.

2.21 It has therefore not been possible at this stage to review the impact of the AoS proposals on these improvement schemes. However, it is considered that any mitigation required at these junctions, with or without improvements, associated with the impact of the AoS could be dealt with by a combination of off-site highway improvement schemes and/or contributions as per planning application 14/00733/MAJOR, subject to the agreement of HCC.

11.23 Is Policy I8 effective, justified and consistent with national policy?

2.22 No, Policy I8 is not considered to be justified nor consistent with national policy.

2.23 Policy I8 seeks to safeguard land adjacent to both Robert May's School in Odiham and Calthorpe Park School, Fleet for educational uses.

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- 2.24 Lightwood consider that the identification of these sites to be inconsistent with the Council's Vision and Strategic Objectives.
- 2.25 The Council's Vision (Page 24, Hart Local Plan: Strategy and Sites 2016-2032, CD1) which plans for a new secondary school to be delivered within the new settlement. Such an approach is carried forward within strategic objective 8 of the Plan which again confirms the delivery of a new secondary at the new settlement within the Murrell Green/Winchfield AoS.
- 2.26 Paragraph 182 of the NPPF 2012 states that for Plans to be 'justified' that they should achieve "*the most appropriate strategy when considered against the reasonable alternatives*". Lightwood considers that in respect of secondary school provision the most appropriate strategy is delivery of a new secondary school within the AoS, a point which the remainder of the Plan appears to support.
- 2.27 Equally Paragraph 182 requires plans to "*enable the delivery of sustainable development*", Lightwood considers that the delivery of a new secondary school within the AoS to be the most sustainable solution to long term secondary education provision.
- 2.28 Lightwood requests that Policy I8 be deleted as it is not consistent with the requirements of Paragraph 182 of the NPPF 2012.