



MURRELL GREEN

G A R D E N C O M M U N I T Y

Q U E S T I O N S & A N S W E R S



LIGHTWOOD



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1.0 VISION

1.1 What is your vision for the new community?

The vision for Murrell Green is to create a place for today, which is ready for tomorrow. The focus today is on building places which create the environment for strong, sustainable, diverse and healthy communities. Keeping an eye on tomorrow ensures that the design is future proofed to enable easy adoption of new technologies and trends in order to accommodate the world we expect to see in 15 years.

The vision for Murrell Green is focused on the people that will live, work and visit the community. For children, it will offer the very best schools, embrace technology in everyday life, enable them to grow up and be educated and inspired by an environment that is energy & water efficient, provide access to an extensive network of safe open space and the natural environment.

For families Murrell Green will provide an environment that will encourage use of sustainable transport modes and limit use of the car, enable families to spend time outdoors

and promote a healthy lifestyle, and manage their household utility bills to lower costs and be as efficient as possible. Through the implementation of latest technology people will be able to work from home and if necessary rent flexible space in employment hubs to encourage a reduction in traffic movement.

For the elderly, Murrell Green will offer the environment to ensure they remain and become increasingly mobile. Health and mental wellbeing of the elderly residents will be at the forefront design guide, framework plans and infrastructure planning.

How would the vision address the need for...

2.1 Housing in Hart?

The masterplan will be designed to accord with Hart's Housing Mix policy however, depending on the flexibility of the local authority, Lightwood are willing to provide 50% of the market housing as 2 and 3 bed homes to help to address the current shortfall in smaller homes.

In addition to complying with the 16 design criteria of the Lifetime Homes standards, Lightwood are committed to providing adaptable homes, giving families the opportunity to extend their own homes rather than move; 2 and 3 bedroom homes will be designed so that they can be extended in future years to accommodate a growing family. In contrast to the rather transient way in which people currently live, this offers residents a sense of permanence which in turn will contribute to the feeling of community.

The masterplan will also be policy compliant in terms of providing affordable housing and also provide key worker accommodation to attract

teachers (amongst others) to the area. Murrell Green will also provide 225 units specifically designed for the elderly. The provision will come in the form of assisted living, age restricted and care units, located in areas which will maximise the ability to access key facilities.

2.2 Economic Development in Hart?

Murrell Green has been designed with a local centre within the core of the site with a co-working smart hub that will enable remote working by offering super high speed broadband

The mixed use proposals of the scheme will promote self-containment with employment, local centre and educational institutions provided on site to compliment the proposed residential use. The mixture of uses proposed will internalise trips and reduce the need for future residents to travel or at least the requirement to travel at peak times, and therefore ease congestion on the existing transport network and reduce greenhouse gas emissions.

Unlike the other options under consideration

that need to provide completely new business opportunities which in turn would have a detrimental impact on the existing economy, Murrell Green provides the opportunity to extend the existing business park that fronts the A30, London Road.

2.3 Transport?

Murrell Green will be designed as a holistic new settlement that caters for all transportation needs of the community ensuring that it maximises sustainable transport links. Murrell Green residents will be able to walk, cycle, use registered and subsidised buses and/or utilise car clubs within the scheme to travel to and from their primary destinations. The provision of complimentary land uses within the scheme will limit long distance journeys.

Contributions are anticipated towards sustainable transport improvements, including a walking and cycle route proposed by Hampshire County Council between Hook & Hartley Wintney. A walking and cycling route and a subsidised bus services to and from Winchfield railway station are proposed, complimented by other sustainable transport

2.0 OPPORTUNITIES

uses on site such as electric bike pool and car clubs.

Stagecoach have agreed in principle via letter dated 29th May 2017 (included at Appendix B of Transport Technical Delivery Document) to extend the 13 bus service further to the east to serve the site and provide an eastern public transport link to Fleet.

A range of initiatives and measures will be included within the Site Travel Plan to encourage future residents to travel sustainably. This could include for the provision of off peak train vouchers from Winchfield train station to encourage people who work in London to travel by train outside of peak hours. Peak hour train vouchers could also be provided for residents who work in Basingstoke and Winchester.

Electric charging points and a road infrastructure network which will embrace autonomous vehicles will be central to the masterplan and future proof the development from technological advancement.

2.4 Education?

The early delivery of the secondary school at Murrell Green will remove a great deal of pressure from the existing secondary school expansion programme in Hart and provide much needed capacity.

Murrell Green will provide serviced land (at nil value to the Council) and section 106 funding towards the delivery of a 9 form entry secondary school, with the ability to transfer the land by June 2019. This will enable the first intake of pupils in September 2021, in line with Hampshire County Council's requirements.

2.5 Health and Green Infrastructure?

An identified delivery mechanism for the SANG & Open Space will enable Lightwood to bring forward the whole SANGs prior to any development taking place at Murrell Green providing immediate access to open space with defined walking and cycling routes. The location of the SANG and design has been subject to meetings with officers at Hart District with dialogue ongoing. There is broad acceptance that the location of the SANG is appropriate

and will be well used and an attractive feature that will ensure a permanent and defensible boundary between the existing and proposed settlement.

This open space will provide opportunities for walking and jogging, play areas for children, allotments for residents to grow their own produce and sports pitches to encourage residents to get outside

The provision of a sensory garden at the assisted living, age restricted and care units has also been discussed with Hart officers. Sensory gardens are known to have a positive effect on people's health and especially those that suffer with dementia, and are something that Lightwood have successfully delivered on other schemes.

2.6 What engagement has there been with service providers and statutory agencies?

Lightwood has consulted with major stakeholders in relation to the proposed development. These include;

HSE

Contact: John Cuthbert
Date(s): March 2017 and ongoing via Gateley Hamer

HCC Highways

Contact: Mark Philcox
Date(s): 3rd March 2016, 20th July 2016 and 8th May 2017

Southern Gas Network

Contact: Kayleigh Horton
Date(s): 11th May 2017

HCC Education

Contact: Mark Saunders and John Cantwell
Date(s): 12th October 2016, 6th December 2016, 25th April 2017 and walk-over on 9th June 2017

Scottish & Southern Electricity Networks

Contact: Various
Date(s): November 2016 and ongoing via Gateley Hamer

Thames Water

Contact: Various
Date(s): November 2016 and ongoing via Hydrock

Network Rail

Contact: Jamie Rockhill
Date(s): 23rd August 2016

Southwest Trains

Contact: Chris Loder
Date(s): 23rd August 2016

Stagecoach

Contact: Nick Small
Date(s): 23rd May 2017
Contact: Adam Hawksworth
Date(s): 8th September 2016

Hart DC SANGs Officer

Contact: Adam Green
Date(s): 11th January 2017, 31st May 2017 and walk-over on 7th June 2017

Hart DC Landscape Officer

Contact: Andrew Ratcliffe
Date(s): 11th January 2017, walk-over on 7th June 2017

Hart DC Ecologist

Contact: Paul Howe
Date(s): 11th January 2017, 31st May 2017 and walk-over on 7th June 2017

3.0 CONSTRAINTS

3.1 How would you address key constraints issues?

The following is a synopsis of how Lightwood will address the constraints. Full detail is provided within the Technical Delivery Document that has been provided to officers and is available at request. The Technical Delivery Document demonstrates a full consideration of all the technical issues on the site.

Fluvial Water

The flood risk associated with the River Whitewater has been modelled by the Environment Agency and other than finished floor levels being set appropriately, no issues have been identified

Surface Water Strategy

Thames Water public sewer records show that there are no surface water sewers within the site or adjacent to the site boundary. The site geology predominantly consists of bands of Sedimentary Sand, London Clay and Sand, Silt and Clay formations. These formations indicate that the existing soils will be of poor permeability. As initial indications show that

the underlying bedrock will be unsuitable for source control techniques due to its poor infiltration rates, it is proposed that surface water discharge from the development will drain to the local watercourses.

Detention basins will also be placed in the flatter low lying areas of the site upstream of the discharge point to provide further attenuation storage and water quality improvements.

SINC

Data received from Hart District Council has revealed the presence of 4 stands of ancient woodland, and 4 Sites of Nature Conservation Importance associated with the ancient woodland, as well as numerous designated and notable sites within the 1km buffer. Lightwood is working with Paul Howe (Hart DC Ecologist) to ensure that these are protected with sufficient buffer zones.

Grade II Listed Buildings

A setting assessment has been undertaken in relation to the historic buildings within the site and those that could be affected in terms of setting. Only 2 are located within or adjacent

to the boundary and appropriate green buffers will ensure that the rural aspect and seclusion of the building is preserved and the retention of the tree-lined hedgerow on the site boundary would preserve the rural character of the immediate backdrop of the asset.

Electric

Scottish and Southern Electricity Networks (SEN) have completed a provisional assessment of Murrell Green on the high voltage network (11kV), and have provided budget information for a 19,706kVA scheme of approximately £6million, which is not cost prohibitive or impact in anyway on the viability of the site.

Foul Drainage

Due to the topography of the site, it is anticipated that some pumping of the proposed foul drainage will be required through one or more new pumping stations to allow discharge to the existing Thames Water pumping station in the north-west corner of the site. Thames Water has stated that to support housing growth in Hart District infrastructure improvements are likely to be required. A pre-development enquiry has been made to Thames Water who will now

3.0 CONSTRAINTS

assess the site and identify the cost and extents of modelling work that will be required through a Drainage Impact Assessment to determine the effect of the development on the local foul drainage network.

Gas

Southern Gas Network has confirmed that the existing gas pipe which transects the site from north to south can be diverted at a cost of £2million, which is not cost prohibitive. This will reduce the safety zones down to between 3 to 9 metres either side, the current masterplan allows for 10 metres.

4.0 EDUCATION

4.1 Why is your site the best in terms of securing a new secondary school?

Murrell Green is bordered to the north by the A30, London Road with a proposed access to the east at Odiham Road and therefore has direct access to the primary road network and is in close proximity to Winchfield train station. With up to 75% of all the children coming from outside the settlement, and a high percentage of those pupils coming by bus, the ability to access the site via the existing principle road network, which is suitable to easily accommodate bus provision, makes it easy and safe for pupils to get to and from the school

The Winchfield site is constrained by a tunnel that is 21 metres long and 5.8 metres wide at the narrowest point. The widening of Station Road to the South of the Tunnel in order to deliver a HCC highways compliant scheme is also questionable due to existing houses already fronting the road. Further, unlike other options under consideration, the school site at Murrell Green is located away from the railway line further improving safety and limiting noise impact.

As identified within the Technical Delivery Document, the delivery of the school site is unrestricted by issues such as the pylon lines, ecology, heritage or topography.

Murrell Green will provide 14 hectares of serviced education land and additional playing pitches (at nil value to the Council) with the ability to transfer the land by June 2019. This will enable the first intake of pupils in September 2021, in line with Hampshire County Council's requirements.

4.2 How would a new secondary school be funded and delivered?

The ability to deliver a serviced site will be secured by funding from direct section 106 contributions from Murrell Green, wider Hart 106 contributions or potential government funding will pay for the school buildings (LocatED).

Mark Saunders & HCC's preference is to deliver it themselves through the presumption route. The secondary school will be delivered in phases on a need basis. HCC stated that the £13 million funding for the extension of Calthorpe

School could be used to start the delivery of the new secondary school. The growth of the school will be controlled by HCC in line with need and the collection of section 106 contributions from Murrell Green and other developments. Should further funding be required earlier HCC can borrow against the section 106 contributions from Murrell Green that will be repaid as the development comes forward.

5.1 What are the development's sustainability credentials?

Lightwood will collaborate with the local authority to produce a build, street scene and master plan Design Code which will stipulate every element within the development. Murrell Green provides the unique opportunity to achieve sustainability objectives that would not be possible with the entrenched limitations that come with national house builders. The Design Code will be adhered to by all developers throughout the evolution of the new settlement and will be secured via contractual obligations.

Partnership with Bosch will enable our design code to embrace the delivery of the most technological advanced solutions, ensuring the optimum sustainability credentials.

6.0 DELIVERABILITY

6.1 Who controls the land and what are the delivery mechanisms?

Lightwood has entered into Promotion Agreements with Blay (74.4 hectares) and Shapley Fishing (13.8 hectares) and is currently finalising Promotion Agreements with Marks (38.8 hectares), Stocktonia (16.5 hectares) and Floyd (2.8 hectares).

A Promotion Agreement enforces a contractual commitment on a Promoter to promote land through the planning system, secure a planning application and then with agents market the land for sale to a Housebuilder. Whilst the Promoter is obliged to secure a planning consent, a landowner is obliged to sell the land to a housebuilder following planning consent.

We can therefore confirm that all of the above property, which is included within the allocation plan area, is fully deliverable.

The remaining land within the allocation is owned by Hull and represents just 7% of the total land mass. Lightwood therefore control 93% of the total allocation and all the land identified on the masterplan relating to

Education, Local Centre, Business Centre, SANGs and Principle Access is 100% under Lightwood's control.

Further, Lightwood controls 80% of the areas identified as opportunities for future growth at Murrell Green.

6.2 What are the advantages of your particular delivery model?

The contractual viability of the Promotion Agreements delivery model has been approved by Anthony Crean QC, will play a supporting role up to and including the examination hearings on the Local Plan.

Murrell Green was draft allocated at Regulation 18 and is therefore supported by the robust evidence of the Local Plan and Sustainability Assessments; evidence that was confirmed as robust by the Legal Opinion of Anthony Crean QC.

The simplicity of land control in conjunction with Lightwood as promoter gives Hart District Council much more flexibility in shaping the development to truly deliver what the

community wants and not what a house builder thinks is best for the community.

Lightwood is free from PLC/Shareholder delays and the long board approval process resulting in the freedom to develop a Design Code in collaboration with the local authority which facilitates a control on quality.

The secondary school can be delivered in line with Hampshire County Council's requirements and negotiations are well underway to ensure the site can come forward quickly.

Lightwood is already in partnership with Bosch and is committed to employing SMART concepts that ensure the sustainability credentials of the development.

Subject to the agreement by Hat District Council and as a result of the significant detail of work already undertaken, a 1st phase application could be ready for submission in Q1 2018.

6.3 How is the infrastructure delivered including funding vehicles?

Transport infrastructure improvements will

need to be discussed and agreed with the highway authority at HCC, but are likely to comprise;

i) Off-site Highway Improvements and sustainable transport schemes – Combination of S278 agreements and S106 transport contributions derived using the HCC Transport Contributions Policy document (September 2007);

ii) Extending 13 Bus Service – S106 agreement with HCC and Stagecoach;

iii) Travel Plan(s) including initiative and measures including peak and off peak train and bus travel vouchers – S106 agreement;

iv) On-site sustainable transport scheme and measures – Community Interest Company

All required consultant reports have been commissioned and will be completed for submission of a planning application in 2018. The infrastructure requirements and delivery is informed by the consultants' reports with a suggested contribution made on the basis of CIL regulations.

Serviced land will be provided by the developer partner, in this case Crest Nicholson, Infrastructure requirements for each phase will be provided by Bosch and Crest. It is intended that SANGs is laid out in phase 1, the road network is included in stages but in advance of each residential phase and the school land is made available immediately following planning consent

6.4 Is it viable?

Viability on greenfield sites cannot be considered as a negotiation point, Murrell Green will deliver 40% affordable housing and a policy compliant housing mix, however Lightwood are willing to provide 50% of the market housing as 2 and 3 bed homes to help to address the current shortfall in smaller units subject to Harts agreement.

7.0 PHASING

7.1 What is the anticipated timing of development, phasing, and flexibility around this?

Subject to Hart DC's agreement, an application could be submitted in Q1 2018 in order to deliver the secondary school by 2019. Lightwood is committed to working with the local authority to meet the Local Plan timetable and will support the existing evidence base that has been fully endorsed by our barrister as an example of a sound and very well considered evidence base to support this allocation.

Further areas outside of the Regulation 18 plan have been identified and are available to come forward. The quantum of additional houses is approximately 1000 homes. The "Room to Grow" areas could be incorporated in this plan period or a future plan period.

7.2 Is there scope for future expansion beyond the plan period, or to accommodate additional development within the plan period if needed?

Lightwood has identified three specific areas as natural 'room to grow' parcels. Each would complement the core development without affecting the green masterplanning process which has resulted in the Regulation 18 draft plan allocation. These areas are namely to the south and west of Murrell Green and could provide an additional 700 homes.

8.1 What are your plans for, and views on, connectivity of the site?

Rail

The majority of dwellings will be located within two kilometres walking distance and the entire site within a five kilometre cycling distance of Winchfield Railway station. Sustainable travel between the site and Winchfield railway station could also be supported by a dedicated subsidised shuttle bus and electric bikes funded by the CIC.

The scheme also includes for a potential walking/cycling route to Hook which ensures that the western part of the site (predominantly comprised of the employment land uses) is within two kilometres walking distance and all of the scheme within five kilometres cycling distance of Hook railway station

Motorway – M3

In advance of using the North Hants Area Wide Model (NHAWM), the list of local and strategic junctions agreed to be assessed with highway officers at HCC is set out in Chapter 6

of the Transport Technical Delivery document. Lightwood is also currently seeking to agree a trip generation note with HCC in advance of using the NHAWM.

Our assessments carried out to date show that the M3 Motorway Junction 5 has constraints when modelled for a design year of 2026. Lightwood understands that HCC has circa £2million in S106 contributions towards improvements at this junction and also other junctions along the B3349 corridor to the east of Hook. The Murrell Green scheme will also need to provide transport contribution in accordance with the HCC transport contribution policy. There are to our knowledge no current scheme improvements being considered by HCC for the M3 Motorway Junction 5 or the B3349 corridor. Lightwood will therefore look to work in collaboration with the highway authority to inform the scheme improvements required for the M3 Motorway Junction 5 and the B3349 corridor ensure that the traffic impacts of the scheme are fully mitigated. This could be via a combination of S278 agreements and / or S106 contributions.

Motorway – M4

Highway officers at HCC and Highways England have not requested Lightwood to assess any junctions at the M4 Motorway. Based on our assessments using local travel to work census data, Lightwood estimate that only a low proportion of future trips, at circa 5%, will be routed to the M4 Motorway.

The impact on the roads to the north of the scheme can be explored in further detail pending agreement of the trip generation note and the results of the NHAWM.

Supermarket shopping

Lightwood has sought to account for supermarket shopping / leisure trips in our Trip Generation Technical Note. The nearest supermarket is the Tesco Superstore in Hook located circa four miles (6.4 kilometres from the scheme). The average national distance that dwellings are located from superstores in the UK is circa 6.7 kilometres. Not a unique site in this sense.

8.0 TRANSPORT

Notwithstanding, most weekly shopping trips are undertaken by car irrespective of the travel distance due to the bulk of goods purchased at any one time and the convenience that the car affords on this basis. The scheme in providing a local hub with a possible convenience store will also provide the opportunity for future residents to carry out day-to-day top up shopping by other sustainable transport modes such as walking and cycling. Foodstore home shopping facilities at the local supermarkets will also help minimise the need for longer food shopping trips.

Sixth form colleges

All of the Sixth Form Colleges are located remote from the site. Farnborough Sixth Form is the nearest sixth form college. Students have the option to travel by train to Farnborough railway station and then either walk or catch the Stagecoach Gold 1 bus to the College.

Noting the capacity constraints on the trains heading towards London in the peak hours, Lightwood will also continue to liaise with Stagecoach to seek to provide bus services that connect with existing bus services in Hartley

Wintney and Fleet that travel direct to the sixth form college, such as the 408 bus service.

Car sharing is also a sustainable transport mode and Lightwood will look to promote the use of this travel mode for sixth form students via the site Travel Plan and local car share websites.

8.2 What contributions are proposed to each?

As stated earlier, Lightwood will look to work in collaboration with the highway authority to ensure that the traffic impacts of the scheme is fully mitigated via a combination of S278 agreements and / or S106 contributions derived using the HCC Transport Contributions Policy document. S106 contributions will also be provided towards funding the new Stagecoach bus service, Travel Plan and promoting other sustainable transport modes.

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