



Examination Statement
Grainger: West of Waterlooville MDA respondent ref. 06/0642(A)

**HAVANT BOROUGH
CORE STRATEGY
EXAMINATION IN PUBLIC**

EXAMINATION STATEMENT

Grainger Plc

Submitted 25 August 2010

SESSION 5: STRATEGIC SITES

GRAINGER PLC REF: 06/0642(A)



Introduction

This Examination Statement has been submitted on behalf of Grainger plc as part of the Examination in Public on the Havant Borough Local Development Framework Core Strategy. The Statement highlights and where necessary expands upon the sustainability representation submitted by Grainger in May 2010 on the Core Strategy process. It does not repeat representations.

Savills on behalf of Grainger plc has been requested to appear at the Examination in Public.

Referencing

Savills on behalf of Grainger plc has referred to the representations submitted on the Submission Core Strategy throughout the Examination Statement. The referencing system used to refer these representations is derived from stating the policy, paragraph, appendix or diagram number that representations were submitted, followed by our generic reference number given by the Council – 0642(A).

Abbreviations

- HBC – Havant Borough Council
- SV – Savills (Planning Consultant)
- PPS – Planning Policy Statement
- HBSCS – Havant Borough Submission Core Strategy
- SEP – South East Plan
- WoW MDA – West of Waterlooville MDA
- IDT – Infrastructure Delivery Trajectory
- SoCG – Statement of Common Ground
- HA – Highways Agency



STRATEGIC SITES

General

Q.17 Are the strategic sites justified, supported by sound evidence?

- 1.1 Savills support the strategy adopted by the Council in identifying sites central to the delivery of its spatial strategy within the submitted DPD. With regard to the West of Waterlooville (WoW) MDA, technical evidence supporting the site allocation within the former Hampshire County Council Structure Plan and both Local Authorities adopted Local Plans shows that the site is deliverable and therefore justified.
- 1.2 The WoW MDA benefits from outline consent, whilst part of the MDA within the control of Taylor Wimpey has been implemented. Technical evidence produced for the outline application for 1,550 dwellings and associated infrastructure, approved in January 2008, also provides a sound justification for the delivery of the WoW MDA. Further technical work undertaken to support the emerging hybrid application for land within the control of Grainger highlights the deliverability of the site within the proposed trajectory (discussed later in this Statement). Savills therefore considers the Strategic Site Allocation at West of Waterlooville is justified and based on sound evidence.
- 1.3 This hearing statement, along with the appended Infrastructure Delivery Trajectory (IDT) further justifies the sites allocation within the HBSCS.

MDA and Waterlooville Town Centre

Q21: MDA & Waterlooville Town Centre

Have cross-boundary issues been resolved?

- 2.1 High level discussion and consultation with both Havant and Winchester Local Authorities has been undertaken throughout the planning application process for the WoW MDA.

- 2.2 As with our general Statement on the spatial vision there is a need for the strategic site allocation to be consistent across both Winchester City Council (WCC) and Havant Borough Council's (HBC) emerging Core Strategies.
- 2.3 Reference to the West of Waterlooville MDA should state the delivery of about 3,000 dwellings (approximately 600 in Havant Borough and the remaining 2,400 in Winchester District) with associated physical and social infrastructure. Further justification for this split is shown in **TABLE 6.0/PARA 6.08/0642(A)**
- 2.4 For further clarity on cross-boundary issues please refer to the Statement of Common Ground (SoCG) between Havant Borough Council, Winchester City Council and Grainger plc. The SoCG provides details on the agreed elements for the WoW MDA strategic allocation within the control of Grainger plc.

Response to Highways Agency Session 1 Submission

- 2.5 In assessing the position of the Core Strategy, paragraph 7 of the Highways Agency HA's (Session 1 Written Statement) states that specific mitigation measures/infrastructure required to deliver the strategic sites have not been outlined within the Core Strategy or its evidence base. Paragraph 14 states that the HA is concerned that cross boundary transportation issues have not been effectively addressed by HBC within their Core Strategy. This is particularly relevant to the West of Waterlooville Major Development.
- 2.6 To resolve Core Strategy soundness issues, the HA seeks an augmentation to the Core Strategy that will provide the reassurance that an optimum transport strategy, to mitigate development impacts on the Strategic Road Network (SRN), will be developed in due course. Paragraph 9.8 and policy CS18 of the HBSCS requires strategic sites to ensure safe and efficient operation of the strategic and local road network. This objective is therefore already covered within the HBSCS to protect the impacts of the SRN and therefore demonstrating that there is no need for a further DPD.
- 2.7 With respect to West of Waterlooville Major Development Area (MDA), it is believed that this strategic site is misrepresented as although mitigation measures/infrastructure requirements have yet to be specified as no formal planning



application has been made for the current scheme, the scheme is being developed in conjunction with the HA, with the following transportation aspects agreed:

- Assessment of the traffic impact of the MDA on Junction 3, 4 and 5 of the A3(M),
 - Transport Assessment Scoping Report,
 - SATURN 2009 base traffic model
- 2.8 To clarify, discussions with the HA have been held for some time, and will continue during determination of the planning application. The baseline traffic model has been validated by the HA that has allowed a strategy to be formulated for the MDA.
- 2.9 With progression of an evidence base with respect to transportation issues relating to the MDA clearly being demonstrated, it is requested that the HA acknowledges that a transport strategy for the MDA is being developed and as such a lower level DPD (paragraph 16 of the HAWS) is not required.
- 2.10 Grainger's highway consultants, Mayer Brown, are currently liaising with the HA on these points.

Is the ASDA relocation feasible and viable?

- 2.11 The eventual relocation of ASDA is subject to the commercial benefits of its relocation. As with our two representations **Strategic Site Delivery/0642(A)** and **Policy CS16/0642(A)** made on the Pre-Submission, the relocation of ASDA is seen as a long term aspiration as stated within the Strategic Site (4) allocation within the HBSCS.

How will the integration with the town centre be achieved?

- 2.12 The Waterlooville Town Centre Integration Project (including the relocation of ASDA and the development of the Blue Star land) is considered to represent a long term aspiration. This is confirmed by the HBSCS within the Strategic Site 4 allocation.
- 2.13 Integration of the WoW MDA itself with the Town Centre is considered an important component of sustainable development and a successful master plan. The proposed master plan has given careful consideration to Newlands and how it integrates, the key components to achieve this include:

Social

- A Town Park that integrates the site with the existing community;
- A new community building within the local centre;
- The provision of two primary schools on site;
- The provision of youth facilities such as a skateboard site at the MDA;
- A new healthcare centre;
- Green Infrastructure linking the site to the wider countryside, the forest of Bere and town centre/local neighbourhood;
- The provision of a new cemetery for Havant Borough;
- A nursery on-site;
- Restoration of the River Wallington and the creation of a nature reserve on-site;
- Extensive biodiversity across the site that enhances existing site designations;
- A new public House located within Plant Farm;
- The restoration of the Listed Building at Plan Farm that will be incorporated into the scheme;
- An extensive food growing strategy including formal allotment space and community gardens;
- Off-site contributions to the existing leisure centre to provide an artificial turf pitch;

Physical

- New and improved pedestrian and cycle links between Newlands and Waterlooville town centre to promote non-car accessibility and attain reduced traffic growth;
- Proposed toucan crossing at Maurepas Way directly into the ASDA site;
- The extension of the number 42 bus route to circuit the site and the option of either a shuttle bus or the re-routing of the 39 bus to ensure appropriate integration to the town centre and wider area;
- Upgrading of the pelican crossing adjacent to the Forest End roundabout has been undertaken and a shared footway/cycle track has been constructed adjacent to the northbound carriageway of Maurepas Way (South) which will also contribute to the sites integration;
- Safe access to the existing secondary school;

Economic

- Provision of local and affordable employment uses to meet local requirements;
- Contributions to improve employment and skills in the area; and
- Limited retail provision on-site to ensure that the future population at the WoW MDA use existing retail provision within Waterlooville town centre.

- 2.14 The master plan has also tested the future inclusion of the Blue Star land ensure that any development will not preclude this land coming forward and reduce potential

conflicts with the early phases. This will facilitate the future integration with the town centre further as the Integration Project advances.

- 2.15 In conclusion, although the WoW MDA is not dependant on the Integration Project coming forward, a range of social, physical and economic features have been incorporated into proposals for the MDA to ensure the effective integration of the site with the town centre and wider neighbourhood.

How will the proposal be delivered?

- 2.16 PPS12 paragraphs 4.8 to 4.12 require the CS to be supported by evidence of what physical, social and green infrastructure is needed to enable development proposals in the CS. Paragraph 4.11 requires local authorities to provide specific infrastructure details on their strategic sites. Appended to this Statement is an Infrastructure Delivery Trajectory (IDT), coordinated by Savills on behalf of Grainger and the technical project team, to demonstrate the deliverability and therefore effectiveness of the WoW MDA.
- 2.17 The IDT addresses the key infrastructure costings and broad indicative development phasing over the lifetime of the development. The IDT identifies that there are no technical showstoppers in terms of infrastructure requirements in bringing forward the MDA during the proposed trajectory within the IDT. The site is a typical greenfield site and the developer does not identify any significant infrastructure costs that would prohibit the site coming forward during the HBSCS Plan period.
- 2.18 There is no matter of concern that would warrant further studies undertaken.

END OF STATEMENT