

Micheldever Station

A new Hampshire town



Introduction

We are proud to present our vision for a new Hampshire town at Micheldever Station.

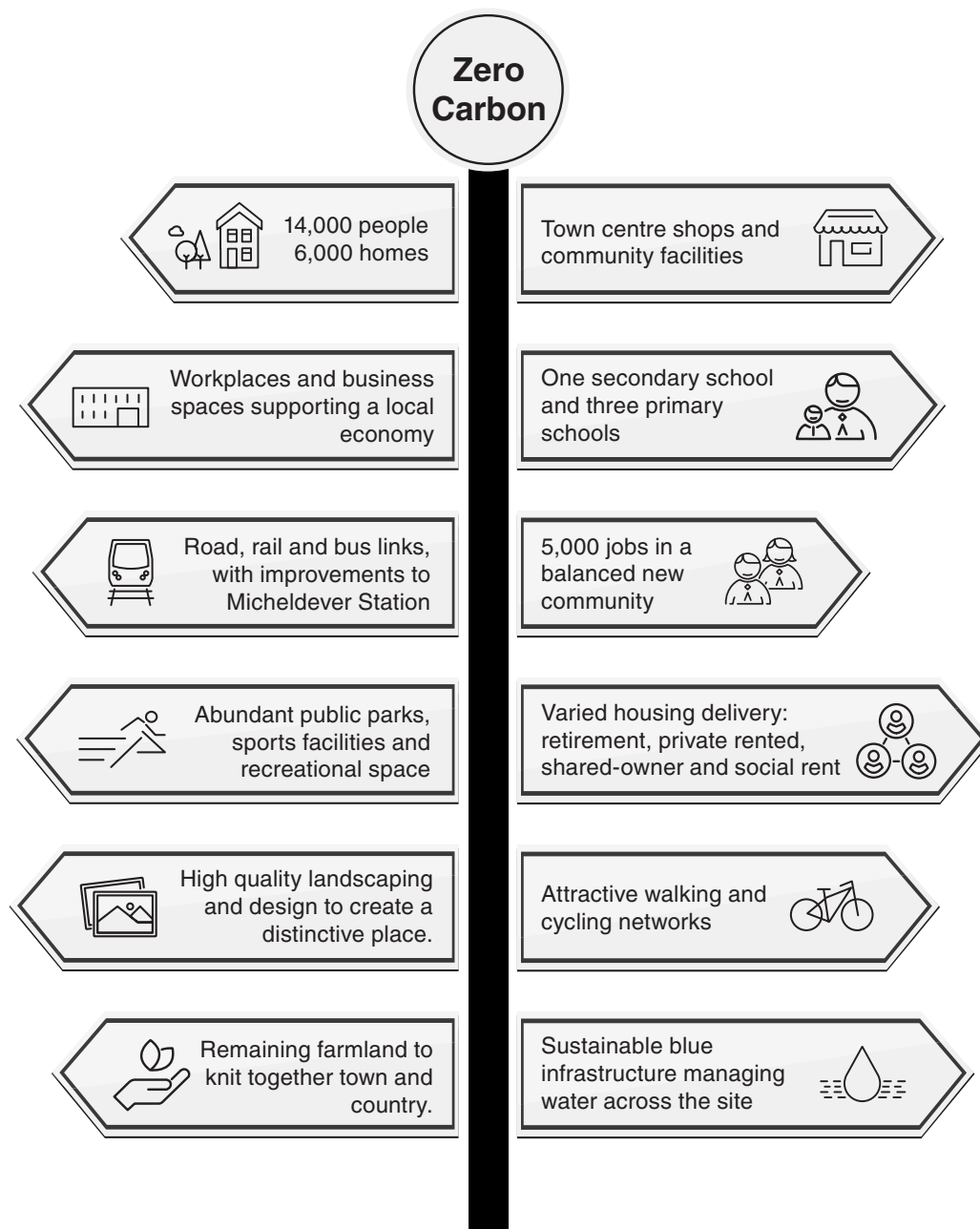
The location has a long planning history. The concept of growing a new settlement on land around the railway station is not new. But the circumstances now are very different.

The land has new development partners: a new owner for the Sutton Scotney Estate and a new developer – the O'Flynn Group. Together we are committed to delivering a distinctive place in a different way.

With this comes a fresh new vision for what the location can deliver as a garden town. A new transport strategy focused on walking, cycling and the unique potential of the railway station. And clearer thinking over delivery, legacy and a sense of place.

O'Flynn Group is a development business focused on masterplanning, developing, building and managing high-quality properties and places in the UK and Ireland.

O'Flynn Group has a track record for sensitive and well designed development using bespoke architecture to deliver distinctive places.



Our approach and concept

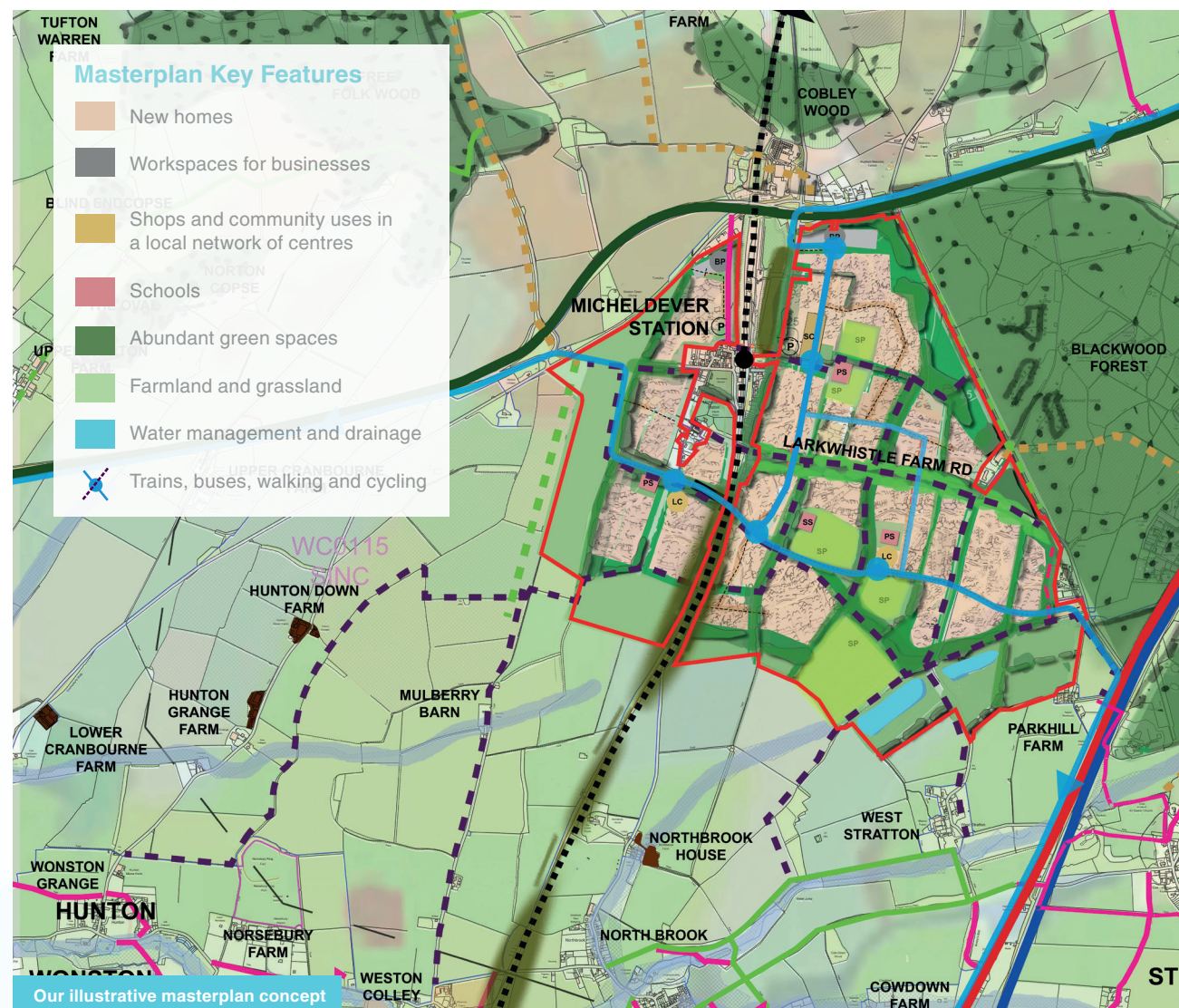
Our approach is centred around people and community.

Our concept for Micheldever Station as a new Hampshire town is rooted in many considerations. The illustrative masterplan (right) strongly draws from the existing landscape character to frame routes and neighbourhoods. Our approach to delivery is based upon a conscientious 'master developer' role.

Our thinking on the kind of place Micheldever Station could be has been informed by early discussion with residents of Winchester District.

In early 2020 we commissioned Savanta ComRes - an independent research consultancy - to conduct focus groups with a sample of residents from across Winchester. These sought views on what people liked and did not like about new developments and existing places, ranging from the look and feel of neighbourhoods through to what facilities and amenities they wanted to have in the places they lived.

Our thinking has been shaped and informed by those views. But we know there are lots of ways of doing things and different people will have their own ideas. Our approach is to work with the community to translate our initial concept into a shared vision.



Micheldever Station, a place of...

Accessibility

... with excellent connectivity and self-sufficiency.

Micheldever Station has excellent connections, with a main line railway station linking to nearby Winchester and Basingstoke, the wider Hampshire area, London and the UK. Existing road infrastructure is the platform for an integrated public transport network. Proposed cycle routes, walkable neighbourhoods, and local mobility hubs support a sustainable transport strategy. High quality communications infrastructure - via fibre and mobile - will provide every service demanded, enabling businesses to be run locally from enterprise hubs or from home, with superfast speeds while at work, home or out and about.



Innovation

... putting the environment at its heart.

The masterplan will support innovative strategies for responding to the climate emergency. This will achieve net zero carbon emissions, expand the use of renewable energy and reach nitrate neutrality in water use. It will also promote sustainable construction methods, materials and supply-chains which expand low carbon, waste free and environmentally positive technologies. Micheldever Station, as a garden town with over half the land as dedicated green space, will create an active community linked together in walkable neighbourhoods with green corridors in keeping with its countryside surroundings. An exemplar place that champions all things positive for the environment.



Wellbeing

... living in harmony with nature.

We want to create exceptional places to live by promoting healthy lifestyles and choices for the wellbeing of residents and communities in their everyday lives. This includes the creation and support of community governance, including group activities within green spaces; food growing, sport, health and fitness, musical and drama performance, art and digital festivals. All of this is possible because the scale of the town would generate diverse range of demands. With walks and cycling from your doorstep inspired by the heritage and natural beauty of the area, everything is possible from this unique location, supporting new habitats and encouraging and strengthening natural biodiversity.



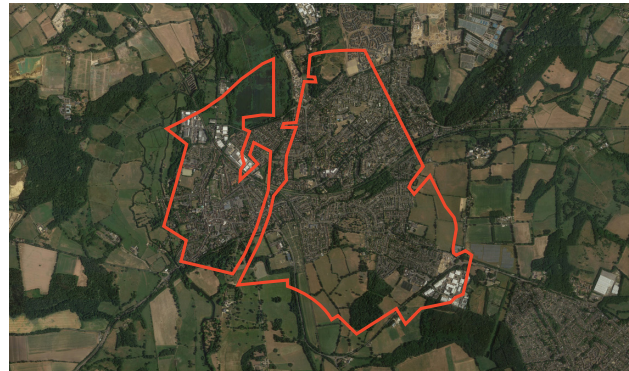
“A garden town where people and businesses are accessible and connected, an innovative place putting environment and sustainability at heart, a place of wellbeing living in the countryside in harmony with nature.”

A town in Hampshire

With around 6,000 homes, Micheldever Station would be a town.

We have explored a variety of local precedents in the Hampshire area for inspiration for the type of place Micheldever Station could be and the character it could have. As a new Hampshire town, Micheldever Station will have variety and distinctiveness with character areas being differentiated through the design of the homes, streets and landscape. These will draw on popular similar places in the county and contemporary exemplars. The plans (right) show the scale of the Micheldever Station masterplan area overlaid onto similar towns in Hampshire. These provide a comparison for the type of settlement Micheldever Station would become in time and references for the quality of placemaking that can be achieved.

As a town, Micheldever Station will have the scale to support an excellent range of facilities and services and achieve a good degree of self-containment, with local jobs delivered alongside new homes. A typical Hampshire market town has 30-40% of residents living and working locally, compared to less than 5% in smaller villages and a 50% self-containment seen in Winchester City as a major centre. As a place Micheldever Station will be able to be self-sufficient for day-to-day journey needs, and with excellent public transport for those people who do wish to travel beyond.



Romsey – a market town of c.17,500 population with a 33% self-containment rate



Petersfield – a market town of c.15,400 population with a 40% self-containment rate



Romsey Corn Market Sq.
© Peter Trimming / Corn Exchange, Romsey, Hampshire / CC BY-SA 2.0



Romsey street character
© AlanFord



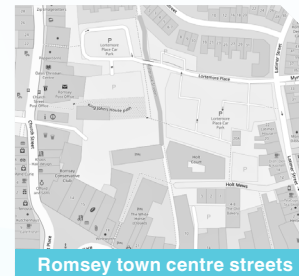
Petersfield street patterns
© Tony Holkham



Petersfield town square
© Basher Eyre / Bank holiday morris dancing in Petersfield Square / CC BY-SA 2.0



River Test walks
© David Martin / River Test from Middle Bridge, Romsey / CC BY-SA 2.0



Romsey town centre streets
© OpenStreetMap contributors



Petersfield street character
© Basher Eyre / Lloyds Bank / CC BY-SA 2.0



Town park: Heath Pond
© Basher Eyre

Our principles of place

1. Sustainable movement

- **An attractive network of footpaths, cycleways and cycle-mobility hubs.** Linking centers of activity, homes, green spaces and the wider area by direct, safe and attractive routes which encourage active travel.
- **Exceptional public transport connections.** A focus on the railway station, providing central connectivity but with enhanced and prioritised bus services throughout. Forms of development which encourage use and sustain public transport.
- **Neighbourhoods based on walking and cycling, changing the character of roads into streets.** Putting people first in the design of roads, routes and neighbourhoods, and ensuring a mix of uses that minimises the need to use the car.



2. Landscapes, green spaces and water

- **Defining landscape character areas through the celebration and integration of historic features.**

A green infrastructure framework derived from the historic landscape pattern, retaining existing landscape features to create green corridors through routes, greenways, amenity spaces and pockets of development screened within field boundaries.

- **Accessible green public open space for play and recreation.**

Large areas of open space and grassland are created within field boundaries, to provide amenity and recreation spaces which enables the historic ladder field pattern to be appreciated.

- **Extensive landscape enhancing nature and biodiversity.**

The provision of new green infrastructure and natural water management, including structural native woodland planting.



Trees at Western Farm



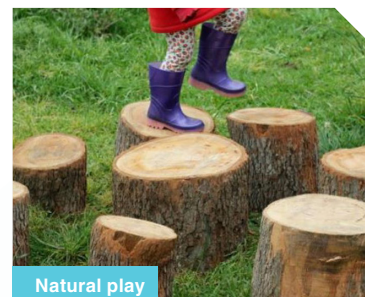
Larkwhistle Farm Road



Existing hedgerows as new green corridors



Illustration of an organic play area



Natural play



Log playground

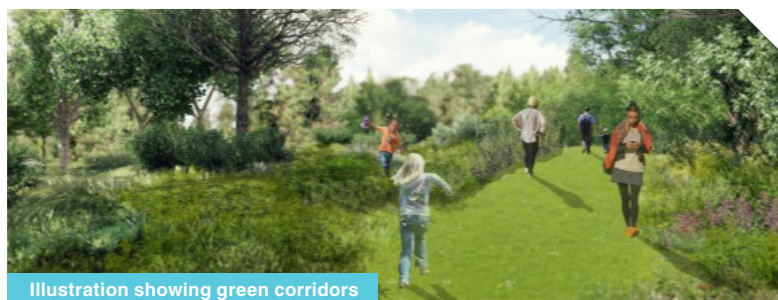
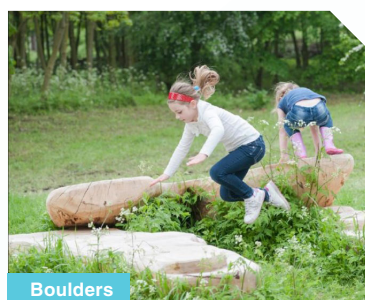
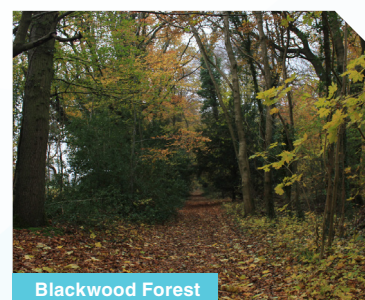


Illustration showing green corridors



Boulders



Blackwood Forest



River Dever

3. Town centre and amenity

- **A High Street with places for meeting, culture & shopping**

Creating a town with a lively centre at its heart, so people can shop and socialise locally.

- **Modern health treatment hubs attracting skills and delivering care.**

Providing a full range of local health services for residents and people who live nearby, and encouraging investment from health related sectors into innovation in delivery.

- **One secondary school and three primary schools located with green areas.**

Providing the high quality buildings and enjoyable environments to learn for young and old alike.

4. Places and homes

- **Different types of homes for an adaptable, balanced and diverse community.**

Providing mixed types and tenures to meet a full range of different needs.

- **Encouraging healthy lifestyles and supportive, sociable neighbourhoods.**

Designs, layouts, places and spaces that improve health, wellbeing and help develop neighbourliness.

- **High quality design and beautiful neighbourhoods.**

Implementing an architecture-led approach, with bespoke design to ensure beauty.



5. Innovative and future proof

- **Net zero carbon community with renewables and low energy in use.** Responding to the climate emergency by embedding low carbon principles throughout.
- **Blue infrastructure providing for water and nitrate neutrality.** Reducing water usage, managing water locally through sustainable drainage and removing polluting nitrates.
- **Superfast internet and embraced technology.** Embedding flexibility for future technological change providing opportunity for creativity, enterprise, movement, home working, employment and future autonomous last-mile delivery.



Illustration of new homes fronting onto shared community gardens

6. Governance and community

- **Long term stewardship with leadership and community engagement.** A master-developer and single landowner holding a long-term stake in the success of the place.
- **A strong vision delivered by a conscientious master developer for the benefit of the community.** Leading by example and involving people and partners at all stages.
- **Control to ensure high quality places and beautifully-designed neighbourhoods.** A developer focused on the details, setting a blueprint for, and curating the delivery of, a successful place.



Water management



Home and co-working



Future movement & logistics



Electric vehicle infrastructure



Our components of place

Our principles will inform how we bring forward different parts of the new settlement that jointly create a successful place and community.

An enhanced station

The railway station is at the heart of the masterplan, providing high levels of accessibility for sustainable transport. Improved accessibility will link the station to the community and the existing listed building will be retained a repurposed, alongside new ticket offices and step-free access.

The High Street

A town centre with a high street and market square close to the railway station will ensure that a modern, lively and viable focal point for the community can be created with accessibility to rail passengers, a bus interchange and near to centres of employment. Within walking and cycling distance of the whole town, parking, both for railway passengers as well as some limited spaces for the High Street will provide excellent accessibility to the shops, restaurants, cafes, dentists, nurseries, hotel, health practice, leisure and business uses.

Local centres and schools

Local centres will create walkable neighbourhoods with local shops, meeting halls, nurseries and small businesses within ten minutes' walk. Three primary schools will be spaced evenly across the town with a secondary school, and its sports pitches, located next to public recreation space providing a hub for sport and leisure, linked by green corridors.

Employment, commercial and community space

Employment and business space will be provided close to the A303 including high quality and flexible spaces for both large companies and start-ups, to encourage small business growth and enterprise. Local business hubs will support home and co-working. The early delivery of community infrastructure including schools, health services, nurseries, community centres and retail space will create a thriving settlement which meets day-to-day needs for all ages.

Street hierarchy and network

The new settlement will be served by a network of streets with primary routes west east and north south, connecting to the A303 and A33, which parallel the Andover, Overton and Larkwhistle Farm Roads to ensure that these lanes retain their existing character. This will include a new crossing of the railway to knit east and west together. The primary routes will provide priority routes for buses to serve key destinations. Residential areas will contain a network of streets with scales from main avenues with segregated cycle footpaths, to neighbourhood accesses with shared spaces, to perimeter green lanes and drives with foot and cycle accessibility and limited through routes for cars.

Footpaths and cycleways

Footpaths within and extending beyond the town will link through to the local footpaths through villages, valleys and woodlands. This will provide a greater amount of access to the landscape. Within the

settlement there will be a network of cycle paths following green corridors. The avenue of trees along Larkwhistle Farm Road is retained but mostly downgraded to be used as a bridleway and cycle path.

Landscape, parks and nature

Field boundary hedges and tree belts will define the development parcels with minimal breaks to retain the screening effects and the historic ladder field pattern. New areas of open space and structural planting, will link a wider network of green infrastructure and areas of organic play and sport pitches will be accessible through a green grid of routes. At the edges of the town retained farmland, new tree planting and mixed grassland habitats will enhance biodiversity, integrate the development into the landscape and provide areas for surface water storage in the lower dry valleys.

Our character of place

“Places for Living”

It is important that Micheldever Station feels like a place with a set of coherent identities and characters. The masterplan will continue to be shaped by the vision and a design story to be developed with local people. The design story will explain the layout, shape, aesthetic and physical form of the place, based on an understanding of the landscape context and unique qualities in the place to be created.

Our design story will create distinct “**places for living**” and will influence the masterplan through different principle character areas. These could look like the following.



“Contemporary Town Living” - Places with quick access to the station and closer proximity to central services. The High Street will create a defined heart that is within easy walking distance from most homes. A market square with commercial at ground floor and flats or businesses above will create strong urban enclosure. Nearby would be public gardens with community facilities. Key mixed-use landmark buildings will be located as focal points, some with additional height to create character.

“Neighbourhood Living” – A balance of proximity to meeting places, community parks, shared streets, sports and leisure facilities. An area with pockets of mixed use, neighbourhood centres would provide a hub for shops and services with schools located nearby and with a green spaces, such as a village green, to create focal points for activity. Connected by strategic routes for walking and cycling, neighbourhood areas would be actively connected to the rest of Micheldever Station and beyond.

“Countryside Living” - Places giving individual choice, seclusion, access to countryside, allotments, bridleways and leisure routes. Opportunities for self-build and larger family homes with solar panels and gardens. These quieter residential areas provide transition between urban and the rural farming landscape, whilst still being close to facilities. This will be achieved by pulling the countryside further into the plan with a series of green links and networks and fragmented perimeter edges, punctuated by natural features such as trees, swales and streams. Homes will front onto perimeter green streets from smaller lanes, which have fewer homes, to reduce scale and provide people focused environments.



Delivering a shared vision

Delivery

We've looked carefully at how we will deliver Micheldever Station to ensure that it is feasible and can embed the shared principles that will make it a great place.

We've looked at the environmental, physical, infrastructure and viability considerations that exist and undertaken initial technical studies. There are no 'showstopper' factors, and our proposals are deliverable, but success will require a clear strategy.

Micheldever Station is a large development that will be built in phases over approximately 25 years. Whilst approximately half could be delivered in the timescales for Winchester City Council's new local plan, O'Flynn Group will oversee the delivery for the long-term, adopting the role of master-developer (see box), working in partnership with the single landowner.



What we'll be doing

This document presents a fresh new vision for a new community at Micheldever Station to provide the basis for discussion with Winchester City Council, residents of the district and other bodies.

Our initial vision provides the area with a deliverable and sustainable option for meeting development needs. We've talked with Winchester City Council, Micheldever Parish Council, representatives of the Dever Society and other consultees and want to continue and expand those discussions to continue to develop our proposals.

We submitted the location to the Council's 'call for sites' exercise (the City Council concluded that the land is 'suitable, available, and achievable') and are committed to promoting a shared vision through the Winchester Local Plan Review.



Our role as master-developer:



Involving people and partners – we will put ongoing engagement and meaningful involvement at the heart of what we do.



Establishing the planning parameters – we will work with the Council and community to set a blueprint for delivery.



Setting the design quality benchmarks – we will champion jointly established quality standards.



Investing for the future – we will draw together funding and tailor investment to a long-term outlook.



Delivering utilities and infrastructure – we will take responsibility for timely delivery of infrastructure.



Building exemplar neighbourhoods – we will build some neighbourhoods ourselves to set the benchmark.



Enabling homes and employment – whilst retaining overall control, we will release serviced areas for others to build, in different forms.



Holding a long-term stake – we'll work with the community to shape what long-term stewardship looks like.



Illustration of how the existing Larkwhistle Farm Road and bridge could become a new greenway

Developer

O'Flynn Group

Consultant Team

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BECG

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Steer

Mott Macdonald

Fabrik

Baker Consultants

For further information, please visit our website
www.micheldeverstationfuture.co.uk