Hogsmill Valley
Stage 1 Masterplan & Development Appraisal
1.0 Introduction
1.01 OVERVIEW

The Hogsmill Valley covers an area of 74 hectares (masterplan area 79 ha) in the heart of the Royal Borough of Kingston which is largely inaccessible to the public and under-utilised. As a result it has been identified in the Local Development Framework Core Strategy as a ‘key area for change’.

72.5 hectares of the overall area is designated as Metropolitan Open Land (MOL). Any development proposals within this area will require very careful justification and demonstration of very special circumstances.

The Vision identified in the Core Strategy for the area is:

“To make the area the ‘heart of the borough’ in terms of providing important utilities, social, economic and green infrastructure for the borough that serves its adjacent communities and upgrades the quality and connectivity of the Green Chain.”

This report has been prepared following the appointment of the Pick Everard Integrated team by the Royal Borough of Kingston upon Thames at the end of July 2010, to develop further the masterplan for Hogsmill Valley and provide advice on the viability and scale of the development required to deliver the key objectives.

The key objectives and vision for the Hogsmill Valley include:

- Open up large areas of MOL for public access, minimising the loss of MOL required for enabling development
- Introduce footpath and cycle links north to south across the Hogsmill River to provide access from Berrylands Railway Station to Kingsmeadow stadium and connect the other surrounding areas into a walking and cycling network
- Create an accessible riverside walk along the Hogsmill River
- Provide additional student accommodation for Kingston University, to help meet the current shortfall of 2,500 bed spaces
- Reconfigure the existing sports and leisure provision to provide a sporting hub (football stadium, multi-use games area, athletics track, etc), including redevelopment of the Kingsmeadow Stadium to 10,000 seat capacity
- Provide a larger area for allotment gardens that is at lower risk of flooding than the existing location
- Identify a location for a new primary school providing up to 4 forms of entry
- Protect around 10.4 hectares of land for nature conservation/wildlife habitat

This report outlines the constraints and components of the existing site and the scope of the masterplan, together with potential enabling development which will fund the community benefits. The opportunities for this area to develop as a destination for public access to sport, recreation and nature along the Hogsmill River are significant given the strategic location of the Hogsmill Valley at the heart of the Borough close to areas of social deprivation, and the potential for the Kingsmeadow stadium and other sports facilities to develop into a much improved sporting attraction. The Stage 1 report will be used to inform the Core Strategy.

We have also identified the further activities and work that need to be undertaken during Stage 2 to progress the masterplan which will run in parallel to the LDF process.
Over the short period available to complete Stage 1 activities the masterplan and viability exercises have focused on the following key stages:

**Data collection:** Collating existing information from all the various sources, including the key stakeholders. This included a site visit and meetings with Spiritbond, the developer representing Thames Water on the former Surbiton STW site and Kingston University.

**Project structure and consultation:** Creating a structure which would allow the project to be driven by the stakeholders whilst ensuring the community has a voice and buys in to the scheme. This included setting up a Partnership Board and Community Consultative Group. In addition, meetings were held with the Members from the local wards and with each of the key landowners.

- Thames Water (TW)
- Kingston University (KU)
- Royal Borough of Kingston (RBK)
- AFC Wimbledon

**Masterplan:** Developing the masterplan through focusing on the key areas of community benefit and by identifying potential areas of enabling development required to fund the overall masterplan. The Stage 1 consultation process has informed the range of proposals.

**Viability:** The proposals set out in this report have had regard to an initial viability assessment that has estimated the costs of development and established the values resulting from incomes and revenues. This work has indicated that the enabling development could generate sufficient value to fund the public benefits and establish the master planning principles outlined in this report, and has the commitment of the land owners to continue working together to achieve the vision. However, for reasons of commercial sensitivity the financial details need to remain confidential.

**Next Steps:** Identification of the scope of Stage 2 activities.

The focus for the completion and delivery of the Stage 1 report was the LDF Member Steering Group on the 23rd September 2010.
1.03 TEAM

The Pick Everard integrated team consists of:

- **Lead Consultant:**
  Pick Everard
  - Allan Cowie
  - www.pickeverard.co.uk

- **Master Planner:**
  Pollard Thomas Edwards architects
  - Andrew Beharrell & Robin Saha-Choudhury
  - www.ptea.co.uk

- **Project / Development manager:**
  K2 Consultancy Limited
  - Matthew Loughlin
  - www.k2consultancy.com

- **Cost Consultants:**
  Summers-Inman
  - Alan McEvoy
  - www.summers-inman.co.uk
2.0 The Site
The Hogsmill Valley area is designated Metropolitan Open Land, but a large proportion of it is inaccessible to the public and under-utilised. It is in two main ownerships: Royal Borough of Kingston and Thames Water (See plan on page 10). It is bordered to the south by the London – Southampton mainline railway and Berrylands Railway Station, to the west by the Kingston University Clayhill residential campus, residential areas and the Council’s Villiers Rd waste management site and, to the north and east, by residential areas most notably the Cambridge Road Estate (a large concentration of social housing which is among the top 10-15% most deprived areas nationally).

The central area is occupied by the sewage treatment works operated by Thames Water. The facility serves a wide sub-regional catchment extending to Sutton and Epsom & Ewell. It has undergone a number of facility upgrades in recent years to cope with the rising demand resulting from the closure of other plant in neighbouring boroughs. However, there are areas of the 38.3 hectares of Thames Water land, north of the Hogsmill river and south of Lower Marsh Lane that were formerly used for sewage treatment, but have been redundant for many years.

The Council is the other main landowner (assets totalling approx 33 hectares). Its main landholding comprises of two large cemeteries (19 hectares) and the rest consists of allotments, Kingston Recreation Ground, Searchlight Youth Club and Kingsmeadow Stadium, home to AFC Wimbledon (and Kingstonian), which has a long leasehold interest in the stadium and perimeter land (125 years dating from 1992).
3.0 **Consultation**

The main objective of the masterplan is to identify potential community benefits and provide a strategy to ensure that these are actually delivered. Therefore the structure of the project and particularly its engagement with the wider community is fundamental. In Stage 1 the team focused on establishing a robust structure, which would serve effectively through the future stages of the project and drive the masterplan for the Hogsmill Valley forward.

In addition, an initial consultation has been undertaken to receive the buy in of the key landowners and the local Ward Councillors.

It is proposed that consultations with the wider community will take place in Stage 2 and beyond.
A diagram showing this implemented structure and the key representatives can be seen on the right.

The objectives and responsibilities of the various groups has been defined as follows:

**Partnership Board –**

The key objectives of the PB are to:
- Set the overall strategy and vision
- Agree key actions and timescales
- Drive the project to achieve the targets
- Manage the delivery team
- Make the key decisions on strategic issues

**Community Consultative Group –**

The key objectives of the CCG are to:
- Represent the wider community and interest groups and feed back any concerns and ideas into the project
- Disseminate the proposals and progress reports into the community
- Be consulted on the key issues and progress by the Project Team

The Hogsmill Valley stakeholders were identified and structured into groups which would ensure that the different needs and objectives of the various groups could be recognised and protected. The key groups are:

- Partnership Board – Established to include the key landowners and those with investment interests
- Community Consultative Group – This group includes Councillors from the five adjoining Wards and representatives from local action groups, allotment association and any other stakeholder groups
- Project Team – This is the delivery team which will include representatives from RBK, Pick Everard, Spiritbond, Nathaniel Lichfield and Partners (NLP) acting for AFC Wimbledon, and any other consultants who work on behalf of the key landowners

**HOGSMILL VALLEY STRUCTURE**

**Partnership Board**

(KEY LANDOWNERS AND THOSE WITH INVESTMENT INTERESTS)

- RBK Exec Member – Simon James
- RBK Land – Peter Cordy
- Thames Water – Steve Barden
- Kingston University – Neil Latham
- AFC Wimbledon – Eric Samuelson
- Facilitators – Andrew Lynch & Matthew Loughlin

**Community Consultative Group**

(REPRESENTATIVES FROM LOCAL GROUPS)

- Rose Walk Residents Association
- Hawkes Rd Residents Association
- Cambridge Rd Estates Community Group
- South Hogsmill Residents Association
- Kingston Road Allotment Association
- Spring Grove Residents Association
- Mill Street Residents Association
- Surbiton & District Bird Watching Society
- Ward Councillor – Beverley
- Ward Councillor – Norbiton
- Ward Councillor – Grove
- Ward Councillor – St Marks
- Ward Councillor – Berrylands

**Public and Business Community**
During the development of the masterplan all of the local Ward Councillors were invited to a series of four consultation evenings, at which the emerging masterplan proposals were presented.

Feedback from these sessions has informed and moulded the masterplan identified in this report. The headline feedback included the following key items:

- Generally the overall package of community benefits and the scale of development was received positively. General issues included:
  - Protection of conservation and environmental areas
  - Maintenance of new links
  - The need to involve SW trains to ensure improvements to Berrylands Station implemented
  - Relocation of allotments need to ensure better facilities are provided
  - Link cycle route to South Park Grove
  - General residential enabling development to ensure no student lets can be allowed
  - Ensuring the existing proposed location for Save the World (Aircorps Hall) is protected or suitable home found

- Student Village – there were reservations about the student accommodation and its scale. However when considered in conjunction with the level of benefits to the overall masterplan there was a general understanding of the need. Specific concerns relating to the student village included:
  - Heights related to the existing housing on the other side of the rail line
  - Increase in anti-social behaviour on the surrounding residential streets
  - Suggestion that a direct bus service from the town late into the night would be required
  - Scepticism about the proposal that the community could share the new student centre. The feeling was that a small community hall at the current entrance to Clayhill, gifted to the community, would be received well
  - The potential to release existing family homes currently used by students who would now have purpose-built accommodation would be received well
  - Impact of additional traffic to Lower Marsh Lane
  - Impact of Noise from Multi-use Games Areas (MUGAs), which need to be located as far from housing as possible
  - The need to demonstrate to the community that the management of the new village will dramatically improved over the current facility

- The school site was also received positively when considered as a larger school incorporating an existing local school. Specific issues raised included:
  - Concern that RBK’s existing strategy does not include this site
  - Catchment areas - concern over the need for a school in this location

- Kingsmeadow Stadium redevelopment was seen as very positive. Specific concerns related to:
  - Traffic impact of larger stadium
  - Package of benefits to the community by AFC Wimbledon needs to be identified
As identified in the introduction, the partnership board was formed to include the members identified in the project structure. The first partnership board meeting was held on Thursday 16th September 2010, the key items raised were:

- Generally the masterplan was received well
- Parking locations for an expanded stadium will need to be considered
- Thames Water were prepared to consider the foot/cycle path link across the western scrub in principle
- Kingston University were concerned about the suggestion of gifting a village hall and land to the local residents
- Memorandum of Understanding to be signed by stakeholders with an agreed PR strategy
- Kingston Road Recreation Ground is subject to a 1906 covenant, which may affect use of the part of that site identified as a possible location for a new school
- Form of stakeholder agreement to be developed

The Community Consultative Group was established and a meeting was held on Monday 20th September 2010, the key items raised were:

- General resistance to student expansion based on the lack of management of the existing facility and increased impact of more students, late night bus link would be essential
- Any release of family housing from student lets in the surrounding area would be received well. Data would need to be provided by Kingston University
- Concern over loss of Thames Water land for development which may be needed for the wider waste management strategy of the area
- Concern over flood risk impact of development near the flood plain
- Impact on wildlife and conservation of existing habitat is seen as a high priority, specifically in relation to the proximity of the student blocks to the lagoon and river side walk
- Overall maintenance of the new development and links which will be seriously impacted by another 1000 students
- Allotments need a minimum of 44 plots with a minimum size of 10x20m with consideration given to facilities provided in any new location
4.0 The Masterplan
The draft Core Strategy includes an initial concept masterplan with a number of options. To receive community feedback the options were the subject of an online public opinion survey in January 2010. The options were:

- Option 1 – Package of community benefits with enabling development, including the student campus
- Option 2 – Minimal Change
- Option 3 – More extensive enabling development with housing proposed on the Western Scrub and the Athelstan Road recreation ground (Sites A and B)

Following consultation a combination of Option 1 ‘and 3’ (shown right) were chosen as the preferred basis for the masterplan. Enabling developments on Areas A & B included in Option 3, as shown on page 19 were discounted.
A number of land areas have been considered in the masterplan process. Some of these incorporate the core community benefit objectives. Others provide potential cross-subsidy development to enable the community benefits to be delivered. The proposed enabling development also has to be considered in the context of broader planning objectives.

Summary of potential sites and proposals.

Area 1a – Cycle and Footpath Connectivity (East) – a proposed new route connecting Kingston Road through the current Thames Water site, along the north bank of the river and connecting through to Berrylands Station. This route also includes enhancing the existing connection into Lower Marsh Lane.

Area 1b – Cycle and Footpath Connectivity (West) – a proposed new route from Kingston Road along the north bank of the river connecting to Villiers Road and with a new river crossing and north-south connection to Lower Marsh Lane.

Area 2 – Student Village – an opportunity to address some of the needs of Kingston University to develop more purpose-built student accommodation, partially on its own land next to Clayhill campus and partially on Thames Water surplus land to the east.

Area 3 – Lower Marsh Lane South – potential residential enabling Development. This is an existing industrial area, under the ownership of Royal Borough of Kingston, which could suit development of family housing, subject to the satisfactory relocation of existing businesses.

Area 4 – Lower Marsh Lane North – potential residential enabling development. Thames Water’s land has the potential for development of further family homes. This land includes a small strip of the Western Scrub previously part of Site B considered in Option 3 of the Core Strategy consultation.

Area 5 – Waste Transfer Station on Chapel Mill Road – a site owned by the Royal Borough of Kingston which has been identified as a site for either redevelopment or expansion of the current use.

Area 6 – Hampden Road – potential residential enabling development. This is currently a grassed area to the west of the existing Kingsmeadow Stadium used for overflow car parking on match days and Multi-use Games Areas (MUGAs). This area could also include an option to relocate the existing Arrow Plastics factory to create further enabling development.

Area 7 – Kingsmeadow Stadium – potential to create an improved and expanded sports hub. This area includes the existing 4,772 seat stadium, an existing running track. The scope of future change is dependant on AFC Wimbledon deciding to remain in the borough and their requirements for a larger stadium.

Area 8 – Recreation ground, allotments and former sewage works – This area is in split ownership: the northern part is owned by Royal Borough of Kingston and consists of allotments and a recreation ground; the southern part is the former Malden Sewage Works owned by Thames Water, which is redundant and closed off to the public. This area could be used to provide a new school and other community benefits.

Area 9 – Possible site for primary school (up to 4fe) – either as a new school for the area or to provide a new site for an existing school for possible relocation and expansion.

Area 10 – Land at 274-278 Kingston Road, currently an access way to the recreation ground – potential small residential enabling development. This land could become redundant depending on future access arrangements to Site 8.
Two key elements of the Core Strategy consultation masterplan have been excluded from the new masterplan at this stage.

NEW ROAD
The proposed connection from Kingston Road to the waste transfer station, going across Thames Water’s land has been discounted based on following key constraints:

1. The road would have to run across Thames Water operational land, over the main outfall to the Hogsmill River creating operational difficulties. Thames Water is not prepared to consider this as an option.

2. Environmental and safety impact: the proposed route of the new road, which would carry heavy vehicles, runs through an area which is proposed as a conservation/ecological area and follows the same route as the new footpath/cycle path.

3. Cost: a new road across an area of infill ground and requiring a new bridge over the Hogsmill River would be cost prohibitive without major enabling development.

4. Future of the Waste Transfer Station: a number of exercises are being undertaken looking at the future of the site, and any potential relocation would make the road requirement redundant.

EXISTING WASTE TRANSFER STATION (SITE 5)
A review of the existing Waste Transfer Station area was undertaken, including discussions with key members of RBK to assess the possibilities for redeveloping the existing depot to provide a waste treatment facility or the potential to relocate the existing operations. A relocation of the Waste Transfer Station would alleviate the traffic issues resulting from its current location and provide a good site for relocated industrial uses. However, due to the number of activities being undertaken by the council it has been agreed to exclude this site from the current masterplan. These activities include:

1. An existing procurement exercise is being undertaken by South London Waste Partnership with potential operators to provide further waste treatment facilities, which includes the Villiers Road site as one of the potential locations for expansion. The procurement exercise is being managed by a competitive dialogue process following an OJEU Notice and will not be concluded until later in 2011.

2. South London Waste Partnership - the Council is working in partnership with the London boroughs of Sutton, Croydon and Merton to prepare a Joint Municipal Waste Strategy. SWLP is following a parallel timetable to the Core Strategy and is scheduled to be adopted in early 2012. The SWLP is following a parallel timetable to the Core Strategy and is scheduled to be adopted in early 2012.
The key objective of the Masterplan is to open up existing inaccessible MOL and to improve the quality of the existing MOL. To deliver the objectives there is a need to provide enabling development to fund the costs associated with the community benefits. This involves developing small parcels of land impacting on the existing MOL boundary. The development on MOL would need to be justified in planning terms under very special circumstances. Further consultation would be needed with the GLA to secure their approval of the overall masterplan.

This loss of MOL needs to be considered against the improved facilities, essential access links through the whole area and the opening up of an additional 11.66 hectares of MOL which was previously closed off to the public, being part of the sewage treatment works.

### The impact on the MOL can be summarised as follows:

<table>
<thead>
<tr>
<th>Description</th>
<th>Impact</th>
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<tbody>
<tr>
<td>The expansion of the Football Stadium which is currently in the MOL</td>
<td>Loss of 2.91ha</td>
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<tr>
<td>Satisfaction of Kingston University’s need for student accommodation</td>
<td>Loss of 3.03 ha</td>
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<tr>
<td>Provision of a primary school (up to 4fe)</td>
<td>Loss of 1.00ha</td>
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<tr>
<td>Provision of family housing of TW land to fund transfer of Malden Works</td>
<td>Loss of 0.75ha</td>
</tr>
<tr>
<td>Recovery of area for cemetery expansion</td>
<td>Gain of 0.54ha</td>
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<tr>
<td><strong>Overall Impact on MOL</strong></td>
<td><strong>Loss of 7.15ha</strong></td>
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5.0 The Options

This section outlines in more detail the key development options available in each of the land parcels identified in the masterplan.

Reference is made to the Stage 1 consultation responses where relevant to specific proposals.

Suggested `Next Steps` are shown in italics and summarised in Section 9.0 of this report.
The Hogsmill Valley is at present largely inaccessible to the public, and the river itself is a neglected and under-appreciated asset.

The only public route across the study area is Lower Marsh Lane, which is used to access the sewage works, cemetery and other uses from Villiers Road and continues as a footpath and cycle route to Berrylands Station. The lane is neglected, unsightly and feels unsafe, with limited activity and little surveillance from adjoining properties.

One of the key objectives of the masterplan is to improve access to Hogsmill Valley and permeability across the site, connecting the surrounding areas with a network of safe and convenient foot and cycle paths.

A related objective is to open up the river to public access and enjoyment. This needs to be balanced with the objective to maintain and improve the ecology of the river and riverside habitats.

Stage 1 consultation has emphasised, not surprisingly, the potential popularity of opening up the Hogsmill Valley to public access.
The proposed network consists of the following main sections:

- Improvements to Lower Marsh Lane, partly to make it a more safe and attractive environment and partly to enable vehicle access to the proposed student campus. Improvements would include roadway widening, footpath re-surfacing, lighting, signage and landscaping. In general any increase in legitimate use of Lower Marsh Lane should be encouraged, to increase the level of activity and natural surveillance.

- Creation of a continuous walking and cycle route along the north bank of the Hogsmill River from Villiers Road in the west to the railway in the east. This route can also connect into the California Road residential area to the east. Various constraints require further investigation before the detailed route and design of the riverside walk can be finalised, in particular; the width of bank alongside the crematorium may require a projecting boardwalk over the river; the reported existence of water vole burrows alongside the former Malden Sewage Works may require the route to divert away from the river at this point; the existing width and height of the culvert below the railway line would require significant works and negotiations with Network Rail before the route could be extended under the railway to connect with recreation grounds to the south. It is recommended that these matters and the detailed design of the route generally are examined further at Stage 2.

- Connection from Kingston Road to the riverside walk running between Site 7 (Sports ground) and Site 8 (Recreation ground and former Malden Works).

- Eastern connection across Thames Water land parallel to the railway, joining the riverside walk to Berrylands via Lower Marsh Lane.

- Western connection between the riverside walk and Lower Marsh Lane via the Western Scrub. A number of alternative routes are under consideration and discussion with Thames Water. It is recommended that a final route is agreed and detailed at Stage 2, to include a decision on a potential new pedestrian bridge.

Apart from Lower Marsh Lane, all of the above components of the proposed footpath and cycle route network require the collaboration of Thames Water as owner of part or all of the affected land. The funding of proposed improvements to Lower Marsh Lane is also linked to the proposed Student Village development on Thames Water land.
BACKGROUND

Kingston University (KU) has long-standing plans to expand its existing Clayhill residential campus, which contains 717 student rooms built in the 1970’s.

KU is represented by Spiritbond Student Housing Limited, which has previously submitted two outline planning applications in 2002 and 2004 for the proposed campus extension.

KU owns a 0.98 hectare site immediately to the east of Clayhill occupying the south-east corner of the MOL area. It has boundaries with: Surbiton Cemetery to the north; London to Southampton railway line to the south; Thames Water Utilities (TWU) sewage works to the east. This part of the sewage works, south of Lower Marsh Lane, is redundant and surplus to operational requirements.

Spiritbond is in negotiation with Thames Water to develop part of the former sewage works (which is also within the MOL area) for student housing, with the balance of the 3.95 hectare site being allocated for landscaping and recreation.

We summarise below the arguments which have previously been set out by the advocates of student housing on this site and by the Council in response. It is not within the remit of this report to express an opinion on the acceptability in principle of development on MOL land: the purpose of this report is to examine the urban design and commercial implications of different forms and amounts of development, which might take place if the point of principle were to be accepted.

There is extensive material available covering the need for additional student accommodation in Kingston and the justification for meeting a significant amount of the need in this location. The two previous planning applications, and the reasons for the their refusal, cover in detail the policy arguments for and against development and the potential design and siting of that development.

The arguments in favour of development were set out in the February 2004 Planning Supporting Statement submitted by Spiritbond. This includes an analysis of the site in the context of the criteria for Metropolitan Open Land, which concludes: ‘The brownfield nature and current status of the site means that it meets none of the criteria for land to be included as MOL or the purposes or objectives of including land within the MOL.’ The report sets out the Very Special Circumstances which would justify release of part of the MOL land for development.

The arguments against development are summarised in the local authority’s refusal notices. In brief, these state that the applications do not do enough to demonstrate that Very Special Circumstances exist for the release of MOL land. They also comment unfavourably on the outline designs and on the impact of development on the adjoining residential neighbourhood.

SCOPE OF THIS REPORT

The starting point for this study is the inclusion of possible development in the draft Core Strategy preferred option, which implies that it may be possible to make a case for development including the release of MOL. This report therefore addresses the specific question:

If development were to be permitted in principle, then what would be the minimum area of MOL required to meet the objectives of the University? This question also introduces issues of the amount, scale and layout of the student village.

It is clear that the quantum of potential development will have a direct impact on the overall masterplan viability and the scope to fund other community benefits.

It is also clear, from objections to the previous planning applications and from the recent Stage 1 consultation with ward members, that the proposed student village is controversial among local people.

Any future application needs to feature adequate mitigation measures against the perceived negative impacts, as well as putting forward positive community benefits.
EMERGING PROPOSALS

A number of discussions and meetings have been held with Spiritbond, acting on behalf of KU and Thames Water (on the former Surbiton STW site), to establish background information about the student halls of residence and their thoughts on the key benefits and scale of development.

The scale of development proposed by Spiritbond is for 1300 student rooms plus associated facilities.

Spiritbond state that the amount of development is partly a response to need and partly to achieve a sufficient scale to justify and fund a wider package of facilities and benefits.

The key facilities and benefits to be provided as part of the expanded student village can be summarised as follows:

1. Car-free development, with no parking for new student rooms and the existing parking removed at Clay Hill and landscaped. The only parking would be for disabled people and for essential servicing, deliveries and drop-off.

2. All vehicle access to be from Lower Marsh Lane, closing off the existing car access link from the residential area of Burney Avenue and upgrading Lower Marsh Lane to improve the configuration and environment for pedestrians and cyclists as well as vehicle traffic.

3. A direct and frequent dedicated bus service, with extended hours, between the existing and expanded student village and the town centre and main academic sites. This service will be made available to local people.

4. A new student community centre which will include:
   - Shop 350 m²
   - Medical Centre 750 m²
   - Café 300 m²
   - Hall/Lounge 600 m²

One objective is to create a more comprehensive and attractive environment for students and encourage them to socialise on site, thereby reducing the number of night-time trips into the town centre and associated problems of behaviour on local streets.

5. Provision of a sports facility in the form of Multi-use Games Areas, club house and potential sports hall. This facility will be available to both students living in the village and the local community.

6. Potential release of family housing currently being taken by students in the local area, which will be facilitated by providing a greater capacity of beds within the campus itself and through the promotion of the student village as a holistic environment.

7. Depending on the commercial arrangements for delivery of the overall masterplan, the student village development could include the creation of new cycle and pedestrian links to encourage and facilitate the safe movement of students and all members of the community. The development could provide the necessary agreements with Thames Water to enable the network described under Sites 1A and 1B above to be implemented.

8. Enhanced odour mitigation of the existing sewage treatment works.

As part of the consultation process, the ward members representing the local community requested that consideration be given to providing a dedicated village hall at the entrance of the existing Clayhill campus for the exclusive use of local residents – in place of the proposal to share the student centre facilities. This option has been presented to Kingston University, who are prepared to consider this as a potential option. The issue of who would run the village hall and how it will be maintained would need to be resolved with the community.

A key issue to the community and RBK is that the enhancement of the facilities in the village are to serve the students that live in the village and not to serve other Kingston University Students that live elsewhere in Borough.
AMOUNT, SCALE AND LAYOUT OF POTENTIAL DEVELOPMENT

Core Strategy Draft Masterplan
The preferred masterplan option emerging from the initial round of consultation on the Core Strategy suggests that the KU site and the southern part of the adjoining TW site could, in principle, be considered for development of a student village of approximately 800 beds. It proposes a boundary line corresponding to the northern face of the pair of former TW cottages on the site, and proposes that all development would be confined to the south of this line.

Spiritbond’s Masterplan
Spiritbond has prepared an indicative layout showing 1,333 student rooms (260 on the KU site and 1,073 on the TW site). This layout is based on a typical block of cluster flats with six student rooms per flat.

Development is held back 30m from the railway (nearest running rail): we understand that this removes the need for special acoustic measures, and it also allows for a landscaped buffer strip which reduces the impact of development on the houses on Surbiton Hill Park to the south of the railway.

The proposal also includes:
- A village centre at the interface between the existing and new developments, with a student centre, landscaped plaza and bus turn-around
- An access road from Lower Marsh Lane into the village centre
- Access maintained to the two former TW cottages (now in private ownership) and the existing substation
- Extensive landscaped area to the north of the village, containing two multi-use games areas (MUGAs) with parking for outside users.

The proposed plan moves the development boundary 28m north of the RBK proposal, so that it aligns with the northern garden boundary of the two cottages, with a land take area of 0.36 ha.

The heights of the blocks vary between three and five storeys – highest at the centre and lowest towards the eastern boundary. Proposed sketch sections show that five storeys roughly corresponds with the ridge height of the properties on the south side of the railway, which are built on significantly higher ground.

The design team have analysed the proposal and made the following observations:
- The development boundaries shown both by RBK and Spiritbond are fairly arbitrary and do not relate to any strong site features. Any boundary which minimises the impact on the MOL could potentially be justified
- The site sections and the design team’s own three-dimensional model suggest that building heights up to five storeys could be justified. A full visual impact assessment would be required to test this further.
- Based on these boundary and height assumptions, the proposed plan demonstrates that around 1,300 student rooms could be accommodated on the site
- The design team looked at adjusting the plan to conform to the council’s indicative boundary. This would reduce the accommodation to around 1070 rooms or a maximum of around 1200 rooms, if all buildings on the TW land rise to five storeys
- The village centre is logically positioned to benefit both the existing and proposed developments
- The existing cottages are an awkward constraint to any layout, and careful planning is required to avoid unsatisfactory impacts. It would be better to negotiate inclusion of the cottage site in the overall masterplan
- The long access road will require sensitive design and active security measures. It is an unfortunate consequence of the (logical) decisions to bring the access from Lower Marsh Lane and to confine development to the southern part of the site.

Scenarios and Risk
The viability of proposals could be adversely affected by new evidence on development costs or constraints. This could make development unviable and would require consideration of impacts on the wider masterplan and any potential alternative sites or alternative forms of development.
The design team’s Indicative Masterplans
PTEa first considered an alternative approach to address the observations made above about the long access road. This would be to develop along the western boundary with the cemetery and extend development up to Lower Marsh Lane, leaving a large open space in the eastern part of the site next to the lagoon. This could have significant advantages of natural surveillance of Lower Marsh Lane and the access road, which would become a street lined with student residences. However, such a proposal would project further into the MOL. It is also constrained by the cottages and by legal issues around unregistered land in the north west corner of the site. This proposal has therefore not been taken further.

The design team also reviewed the student accommodation block floor plans, and concluded that a compact plan could potentially improve both the ‘fit’ on the site and the quality of the common rooms and student rooms. The design team prepared a typical cluster flat and compact block plan, which provides every student room with a large window direct to the outside and positions the common rooms on prominent external corners.

The design team then applied this alternative block type to the southern site, roughly corresponding to the proposed Spiritbond boundary. Various site layouts were generated and the preferred one is shown here, together with a three-dimensional sketch model. This shows a series of landscaped courtyards, with open corners, formed by treating each block of student flats like a ‘villa in the landscape’. Building heights are four and five storeys. The access drive is deflected into the new campus and away from the cottages, before turning towards the village centre. The Multi-use Games Areas, sports pavilion and potential sport hall are ‘anchored’ to the access drive rather than having a separate access and parking area off Lower Marsh Lane. This increases activity on the drive and reduces the area of hard landscape.

The objective of this exercise was to double-check the assumptions about site capacity and to start to develop a more site-responsive design solution. The conclusion is that, subject to a full visual impact assessment and to the over-riding debate over the development on MOL land, it is possible to develop up to 1300 student rooms in a site-sensitive manner on the area of land proposed.

A visual impact assessment could be carried out in Stage 2.
<table>
<thead>
<tr>
<th>Area 2 - Facts Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ownership</td>
</tr>
<tr>
<td>Current Use</td>
</tr>
<tr>
<td>MOL Designation</td>
</tr>
<tr>
<td>Area</td>
</tr>
<tr>
<td>Type of Development</td>
</tr>
<tr>
<td>Number of Units</td>
</tr>
<tr>
<td>Development Density</td>
</tr>
</tbody>
</table>
OBLIQUE MASSING VIEWS OF REVISED STUDENT VILLAGE LAYOUT

VIEW 01

VIEW 02
5.03 AREA 3 - ENABLING DEVELOPMENT A

LOWER MARSH LANE SOUTH – POTENTIAL RESIDENTIAL ENABLING DEVELOPMENT

This is an existing industrial area, under the ownership of Royal Borough of Kingston, which could suit development of family housing, subject to the satisfactory relocation of existing businesses.

The existing industrial area contains a mix of fairly low grade industrial sheds. Current occupiers include stonemasons, stone suppliers and car repair garage. The main 2 leases on the site conclude in 2011, with one in 2016 and another with a lease which ends in 2114 (as identified in magenta line on the plan left).

This area is currently served by a predominately residential road, is suited to residential development (Lower Marsh Lane), and could assist in meeting the current local shortfall of good quality family housing. It would also provide natural surveillance over and increased activity on the extended pedestrian and cycle route.

Redevelopment of this site could provide 36 substantial family homes with gardens. This site is not designated as MOL and would therefore not impact the MOL boundary. Due to the long lease on one of the industrial units an alternative plan prepared indicates 31 houses could be provided should the leaseholder remain.

The development of this site as part of the master plan would require relocation of the existing businesses to avoid loss of employment within the area. An alternative suitable location could potentially be sourced from one of Royal Borough of Kingston other industrial areas. This should be explored further at Stage 2.

<table>
<thead>
<tr>
<th>Area 3 - Facts Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ownership</td>
</tr>
<tr>
<td>Current Use</td>
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<tr>
<td>MOL Designation</td>
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<tr>
<td>Area</td>
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<tr>
<td>Type of Development</td>
</tr>
<tr>
<td>Number of Units</td>
</tr>
<tr>
<td>Development Density</td>
</tr>
</tbody>
</table>
HOGSMILL VALLEY
LOWER MARSH LANE

OPPORTUNITY AREA 3
SITE INFORMATION

RBK Site: 0.67 ha
Capacity:
36 x 3/4 bed Houses
36 Dwellings / 53dph

KEY
- Existing buildings
- MP boundary
- RBK Site
- Existing long lease *
- MOL
- Nature Conservation Areas
- Cemetery Extension Area
- Cycle Route

* Development of this area subject to negotiations with RBK and leaseholders with long term interests.

10 354 SK 002 - RevE
Scale approx 1:1,000@A3
October 2010
Area 4 covers the whole northern frontage of Lower Marsh Lane, from the existing residential area to the east extending almost as far as the entrance to the proposed student village. If developed for new family houses, it would complement development of Area 3 and would help transform for the better the character of Lower Marsh Lane. This site could provide 24 family houses on Area 4a and 16 on Area 4b.

However there are a number of development constraints:

- The site is within the MOL boundary. A special case would need to be made for development, including a package of community benefits to help realise the overall objectives of the masterplan and reinforce the MOL criteria elsewhere in the study area.

- Site 4A forms part of the Western Scrub designated nature conservation area and is covered by trees and undergrowth. An ecology and arboriculture survey would be required before taking proposals further.

- Development of Site 4A would need to infill around the existing two houses which are in private ownership.

- A main trunk sewer runs to the rear of the proposed houses and potentially underneath what will be the rear gardens. Further plotting of the sewer will be required as the houses cannot be built over the sewer, which could prevent development of this area.

It is considered that the justification for developing Site 4A may be more robust than that for Site 4B, due to Site 4B’s impact on MOL and the increased likelihood of the housing being on top of the sewer. Site 4B has been discounted.

In both cases the constraints listed above require further investigation in Stage 2.

This enabling development is key to Thames Water releasing the former Malden Works to RBK for delivery of the proposed masterplan.

<table>
<thead>
<tr>
<th>Area 4 - Facts Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ownership</strong></td>
</tr>
<tr>
<td><strong>Current Use</strong></td>
</tr>
<tr>
<td><strong>MOL Designation</strong></td>
</tr>
<tr>
<td><strong>Area</strong></td>
</tr>
<tr>
<td><strong>Type of Development</strong></td>
</tr>
<tr>
<td><strong>Number of Units</strong></td>
</tr>
<tr>
<td><strong>Development Density</strong></td>
</tr>
</tbody>
</table>
HOGSMILL VALLEY
LOWER MARSH LANE
CAPACITY STUDY

OPPORTUNITY SITE 4A
SITE INFORMATION

Thames Water Site: 0.64 ha
24 x 3/4 bed Houses
@ approximately 125 sqm
(Excluding existing 2 houses)
24 Dwellings / 38dph
26 parking Spaces (108%)

Potential Pedestrian Connection

KEY
- Existing buildings
- MP boundary
- TW Site (0.64 ha)
- MOL
- Nature Conservation Areas
- Cycle Route

DRAFT 1 - Sketch Capacity Study
10-354 SK 005 RevA
Scale approx 1:1,000@A3
August 2010
HAMPDEN ROAD – POTENTIAL RESIDENTIAL ENABLING DEVELOPMENT

This is currently a grassed area to the west of the existing Kingsmeadow Stadium used for unofficial overflow carparking on match days and five-a-side pitches (relocated in the masterplan).

The need in the area is for mixed-tenure and affordable housing. Options have been developed based on three storey apartments (56 one and two bedroom flats) or two storey family housing. Other options could include three storey terrace town houses which would provide similar values to the apartment option.

This area also offers further opportunity to reconfigure the existing uses. The western side of Site 6 is currently occupied by a plastics manufacturer, Arrow Plastics Ltd, which is operating under its own freehold. Following discussions with the proprietor it has been established that the existing premises are extremely inflexible for their operations and is limiting further expansion. Arrow Plastics would be keen to relocate to a more suitable site and building. The overall benefit of a relocation would be increased employment through expansion and the removal of industrial uses from a residential area, reducing noise and traffic.

One alternative location has been identified within the masterplan, which is still within Area 6 on the site of the overflow parking area. This would allow the redevelopment of the existing industrial site for residential use to fund the new premises.

This strategy improves the planning of the area and allows shared carparking between the factory and the stadium. However, the costs associated with the development of a new factory would be likely to make this option unviable unless a more intensive development could be accommodated, possibly including student accommodation and Arrow Plastics contribute to the cost of the new larger premises.

The most likely option would be if an alternative RBK controlled location could be found in the close vicinity to ensure employment uses are maintained locally. A long term potential option is the existing waste transfer station site, were the waste management activity on the site to reduce and/or relocate.

Negotiations with Arrow Plastics and the search for a viable solution could be continued in Stage 2.

It should be noted that the impact on overflow carparking on matchdays at the Kingsmeadow Stadium would need to be addressed within the rest of the Masterplan.

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**Area 6 (option 3) - Facts Summary**

<table>
<thead>
<tr>
<th>Ownership</th>
<th>Royal Borough of Kingston</th>
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<tbody>
<tr>
<td>Current Use</td>
<td>Overflow car parking and sports pitches</td>
</tr>
<tr>
<td>MOL Designation</td>
<td>Non MOL</td>
</tr>
<tr>
<td>Area</td>
<td>0.80 ha</td>
</tr>
<tr>
<td>Type of Development</td>
<td>1 &amp; 2 bed affordable apartments</td>
</tr>
<tr>
<td>Number of Flats</td>
<td>56</td>
</tr>
<tr>
<td>Development Density</td>
<td>175 hr/ha (70 dph)</td>
</tr>
</tbody>
</table>
HOGSMILL VALLEY
HAMPDEN ROAD SITE
CAPACITY STUDY

OPPORTUNITY SITE 6, OPTION 3
SITE INFORMATION

Site Area: 0.80 ha

56 x 1/2 bed Flats

56 Dwellings / 70 dph

58 on street parking spaces (103%)

ARROW PLASTICS SITE
Existing Site Area: 0.31 ha
HOGSMILL VALLEY
HAMPDEN ROAD SITE
CAPACITY STUDY

OPPORTUNITY SITE 6, OPTION 1
SITE INFORMATION
Site Area: 0.80 ha
31 x 3/4 bed Houses
31 Dwellings / 38 dph
39 on street parking spaces (125%)

ARROW PLASTICS SITE
Existing Site Area: 0.31 ha

KEY
- Existing Buildings
- Arrow Plastics Site (0.31 ha)
- Residential Site (0.30 ha)
- MOL
- Private Gardens
- Shared Surface / Public Realm

DRAFT 1 - Sketch Capacity Study
10-354 SK 008
Scale 1:1000@A3
September 2010
POTENTIAL TO CREATE AN IMPROVED AND EXPANDED SPORTS HUB

This area includes the existing Kingsmeadow Stadium, running track and five aside pitches. The stadium is home to AFC Wimbledon, which is currently in the Blue Square league (Conference) and Kingstonian FC, which is in Ryman League (Isthmian). AFC Wimbledon currently sit at the head of the Conference League and expect promotion to the Football League at the end of this season, with aspirations to continue up the professional leagues.

Promotion will require the stadium to be increased in capacity. Although the stadium has a current planning permission to extend from 4,772 to 6,000 capacity within the existing footprint, AFC Wimbledon desire to redevelop the stadium to 10,000 capacity which would draw in enough spectators for the club to be able to survive in the higher divisions.

SCENARIOS AND RISK

Funding to secure a new stadium has not been identified and may require enabling development. Option 3 provides scope for such proposals, which in addition to new sports facilities, could include other uses as part of an integrated development. Any proposed stadium under option 3 would need to justify ‘very special circumstances’ to enable development within MOL.

OPTION 1: RETAINED STADIUM

As explained below under Option 2 the future of AFC Wimbledon in the Borough and its desire to expand to 10,000 capacity have not at this point been confirmed. Therefore a masterplan option is needed which is based on the current stadium remaining as it is.

This option eases the pressure on the allocation of land within Site 8 and removes the need to relocate the existing running track and allotments. The area of the existing recreation ground could then be taken by the new primary school (up to 4 Form Entry).

Enhanced sport facilities and a new youth centre could still be provided near to the stadium.
OPTION 2: NEW ENLARGED STADIUM ON EXISTING SITE

The masterplan currently has included a stadium with 10,200 seating capacity, along with limited car parking around it.

The following key issues need to be resolved, and could be progressed further at Stage 2.

• AFC Wimbledon’s aspirations to stay within the Borough rather than move to Merton, which is their natural home

• Ability for AFC Wimbledon to raise the necessary funds for the redevelopment of the stadium, this could include other revenue streams from the redevelopment including sports and leisure operations

• Identification of transport strategies, including overflow car parking for match days. These could include:
  - overflow parking to the rear of the new stadium on the grass area adjacent to the Multi-use Games Area’s
  - greater local public transport usage through the proposed pedestrian access link from Berrylands Station
  - offsite parking at locations including Surbiton train station, which is a commuter car park with low weekend usage and is one train stop from Berrylands Station
  - parking in the industrial area adjacent to Villiers Road which will have direct access to the stadium through the proposed pedestrian links.

• The new stadium is currently proposed within the master plan on the footprint of the existing stadium and expanding over the area of the existing running track. This requires relocation of the running track to the area to the east of the existing stadium, covering both the existing recreation ground and the allotments. An alternative orientation of the stadium has been considered, however we understand from AFC Wimbledon that the current orientation must be replicated in any new stadium

• Layout of the relocated allotments, ensuring a minimum 44no. (20m X 10m) lots can be achieved.
OPTION 2: NEW STADIUM WITH RELOCATED RUNNING TRACK

KINGSMEADOW STADIUM & ADJOINING

KEY
- Existing buildings
- Opportunity Site 7 (8.5 ha)
- Opportunity Site 8 (1.1 ha)
- MOL
- Potential Public Access Routes
- Club House & Youth / Community Centre
- Parking
- Allotments (1.4 ha)
- Outdoor Sport Facilities
- Up to 4 Form Entry School (1.96 ha)
- Playing Field (2.36 ha)

Sketch Capacity Study
10-354 SK 011 - RevA
Scale 1:2000@A3
September 2010

HOGSMILL VALLEY
KINGSMEADOW STADIUM & ADJOINING
RBK LAND, CAPACITY STUDY

OPPORTUNITY SITE 7 & 8 Option 2
SITE INFORMATION
AFC Wimbledon Site Area: 6.5 ha

HOGSMILL // MASTERPLAN & DEVELOPMENT APPRAISAL
OPTION 3: ALTERNATIVE STADIUM LOCATION

An alternative option has been prepared, which is dependent on securing the former Malden Sewage Works land from Thames Water. This would relocate the new stadium to the east of the existing one, which would then be redeveloped for the other sports facilities. This option has a number of key benefits:

• The running track does not need to be relocated and this would result in substantial savings
• The new stadium could be constructed while the existing stadium remains in operation
• The existing allotments could be relocated out of the flood plain and be accessed from California Road
• There is better provision for shared overflow car parking
OPTION 3: STADIUM IN ALTERNATIVE LOCATION

KEY
- Existing buildings
- Opportunity Site 7 (6.5 ha)
- Opportunity Site 8 (11.1 ha)
- MOL
- Potential Public Access Routes
- Club House & Youth / Community Centre
- Parking
- Allotments (1.68 ha)
- Outdoor Sport Facilities
- Up to 4 Form Entry School (1.56 ha)
- Playing Field (2.2 ha)
- Landscape Buffer

Sketch Capacity Study
10-354 SK 015
Scale 1:2000/A3 - RevE
September 2010
This area covers the existing recreation ground and allotments and the redundant sewerage treatment works (former Malden Works). As described in Section 5.06, part of the site could accommodate a replacement running track, if the stadium is redeveloped, with shared carparking with the stadium and the inclusion of an informal football pitch.

The re-configuration of this area is very much dependent on the negotiation with Thames Water to release the former Malden Works, under freehold for the school and allotments and short term lease basis on open area's, to Royal Borough of Kingston to allow the existing allotments to be relocated to a new position which would be further away from the flood plains and be slightly larger in area. The area could also provide a location for a new primary school.

There are two options which have been discussed in broad outline with RBK Learning & Children’s Services:

(i) To create a separate new two-form entry school but this would be in close proximity to existing schools, and

(ii) To consider the potential to develop a larger up to four forms of entry school which could enable relocation and expansion of an existing school to provide greater capacity for future intake if needed in the area. In this instance the costs of a new school could be met partly through the redevelopment of an existing school site. As this option is not part of the overall education strategy further consultation would be required on this to develop the viability of an up to four form entry school in this location.

The increased size of the school creates pressures on the current masterplan in terms of increased building footprint impacting on the area taken from MOL and also the increased area required for hard play areas and playing fields. This would need additional land from Thames Water on a freehold or long lease hold basis, all subject to discussion with Thames Water.

*The strategy for a new school could be further developed at Stage 2.*
5.08  
AREA 10 – ENABLING DEVELOPMENT E

KINGSTON ROAD SITE

The area is currently an entrance into the existing recreation ground north of the location for the proposed school site. This access may not be required for the new school site and is wide enough to develop two new semi-detached four bedroom houses providing additional revenue into the scheme.

The land marked orange on the plan was owned by the Council as part of the former California Depot, but was sold with adjoining land (shown as ‘Abbeyfield House’ on the plan) to the Abbeyfield Richmond, Thames & District Society Ltd on 18 March 1997. A Land Registry search confirms the current owner to be The Abbeyfield Society, the former owner having transferred freehold ownership to the current owner in 2004. This land is required for access to the school off California Road, therefore discussions will be needed with The Abbeyfield Society during Stage 2. An alternative access could be the directly off Kingston Road through Area 10.

Area 10 - Facts Summary

<table>
<thead>
<tr>
<th>Ownership</th>
<th>RBK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Use</td>
<td>Entrance to playing fields</td>
</tr>
<tr>
<td>MOL Designation</td>
<td>Non MOL</td>
</tr>
<tr>
<td>Area</td>
<td>0.05 ha</td>
</tr>
<tr>
<td>Type of Development</td>
<td>4 bed semi-detached family housing</td>
</tr>
<tr>
<td>Number of Units</td>
<td>2</td>
</tr>
<tr>
<td>Development Density</td>
<td>240 hr/ha (40 dph)</td>
</tr>
</tbody>
</table>

HOGSMILL VALLEY  
KINGSTON ROAD SITE  
CAPACITY STUDY

OPPORTUNITY SITE 10  
SITE INFORMATION

Site Area: 0.05 ha
2 x 4 bed Houses
2 Dwellings / 40 dph
2 parking spaces (100%)
6.0 Next Steps
This Stage 1 report represents a summary of progress on the work undertaken so far on the Hogsmill Valley masterplan and viability appraisal. It is important that many of these activities are progressed during Stage 2, a summary of these are identified below.

Section 5.0 indicates in italics further work on each of the potential sites, recommended to be undertaken at Stage 2, an extract of these activities have been summarised below in item 3:

1 Development Agreement - Progress negotiations to identify a delivery mechanism acceptable to all landowners, and especially with Thames Water over the release of former operational land.

2 Stakeholder engagement and consultation:
   a Kingston University – Discussions in connection with the feedback from the consultations on the need for a complete package of measures to ensure the community acceptance of the student accommodation. This also needs to include data on current student levels in the community
   b Spiritbond – discussions will be required to establish the community benefits works that could be delivered by the development of the student village
   c AFC Wimbledon – A business case needs to be discussed and a strategy for funding established to assess the viability
   d engagement with the continued facilitation of Partnership board and Community Consultative Group

3 Continued Development Masterplan areas
   a Area 1A & 1B – Cycle and footpath connectivity (east & west) further investigation and design of the routes, including improvements to Lower Marsh Lane, creation of the riverside walk, the width of bank alongside the crematorium; the reported existence of water vole burrows alongside the former Malden Sewage Works; the existing width and height of the culvert below the railway line, etc
   b Area 2 – Student village
      A visual impact assessment should be carried out
   c Area 3 – Enabling Development A
      Discussions with existing industrial uses. Identification of alternative suitable locations for the existing businesses
   d Area 4 – Enabling Development B
      • Site 4A forms part of the Western Scrub designated nature conservation area and is covered by trees and undergrowth. An ecology and arboriculture survey would be required before taking proposals further
      • Discussions with the existing two houses which are in private ownership
      • A main trunk sewer runs to the rear of the proposed houses and potentially underneath what will be the rear gardens. Further plotting of the sewer will be required

4 Development of the cost plan - Work with landowners to prepare a cost plan, including scope and cost the proposed Odour Mitigation works.

5 Development of the Funding Strategy - Including further investigations of actual funding pots available.

6 Development of the Master Programme - Including identification of the overall delivery timescales.