

NORTH OF WHITELEY FORUM

29 March 2010

Attendance:

Councillors:

Winchester City Council

Anthony (Chairman) (P)

Achwal (P)
Busher

Cooper (P)
Ruffell (P)

Deputy Members

Councillor Humby (Standing Deputy for Councillor Busher)

Fareham Borough Council

Swanbrow (P)

Hampshire County Council

Allgood (P)

Woodward

Whiteley Parish Council

Evans (P)

Curdridge Parish Council

Bundell (P)

Officers in Attendance:

Mr S Tilbury - Corporate Director (Operations), Winchester City Council

Mr R Jolley – Chief Planning Officer, Fareham Borough Council

Mr N Green – Strategic Planning, Winchester City Council

Mr H Bone – Head of Legal Services, Winchester City Council

Ms Toop – Traffic and Transport Team Leader, Highways (South), Hampshire County Council

1. **CHAIRMAN'S WELCOME**

The meeting was held at Meadowside Leisure Centre, Whiteley and the Chairman welcomed approximately 25 local residents and representatives of amenity groups.

2. **VICE-CHAIRMAN**

RESOLVED:

That Councillor Ruffell be appointed Vice-Chairman for the remainder of the 2009/2010 Municipal Year.

3. **CONSULTATION ON YEW TREE DRIVE**

(Oral Report)

Ms Toop explained that the consultation exercise on the possibility of opening Yew Tree Drive to all traffic being conducted by Hampshire County Council, with support from Fareham and Winchester, would be undertaken in late March 2010. The consultation set out the results of traffic modelling which had incorporated the probable impact of the new MDA. The consultation leaflet would be distributed to 4,000 households in Whiteley and the affected surrounding areas (such as Burr ridge and Curbridge).

The questionnaire asked respondents to reply before 16 April 2010 and Ms Toop explained that, subject to the volume of returned forms, she anticipated that the results would be analysed and published before summer 2010.

In response to questions from members of the public, it was explained that the traffic modelling had been tested against recent traffic count surveys and that the model had achieved a high level of calibration. She also commented that the model had predicted that the proposals would have a small effect on Botley Road traffic.

RESOLVED:

That the Report be noted.

4. **ROLE OF THE NORTH WHITELEY DEVELOPMENT FORM**

[\(Report NWDF1 refers\)](#)

As a supplement to the above report, Mr Tilbury gave the Forum a presentation, which set out the role of the Forum. The presentation is available electronically [here](#).

In summary, this presentation explained that the Forum was the community's opportunity to have a significant and early input into the development of the new MDA.

He explained that the MDA had been triggered through national policies, which required Councils to provide a certain number of new dwellings to meet the national demand. The national policy was then interpreted at the regional level. Here, the [South East Plan](#) had been produced as a regional planning policy document, which set out how national policies could work in the local

area. This acknowledged the particular constraints of the south east as a growing and densely populated area.

These national and regional policies were then translated into each Local Planning Authorities' (the District Councils, such as Winchester and Fareham) own planning policies, called Local Development Frameworks (LDFs). Central to the LDF was the Core Strategy which identified land within the district for the strategic development of large housing sites (developments of hundreds of dwellings) and how the smaller developments should be processed.

[Winchester's LDF Core Strategy](#) had identified an area north of Whiteley as one of its preferred options for an MDA to provide in the region of 3,000 dwellings towards the housing numbers required by national and regional planning policies.

Mr Tilbury then commented on the potential of the Forum to have a very real and positive impact on the new development and how the process would learn from the earlier development of Whiteley, the West of Waterlooville MDA and other significant developments in the UK and across Europe.

He explained that the next meeting of the Forum would be asked to consider and agree a vision for the MDA, setting out the kind of place for the Forum and community would want to create. The vision would then form the basis of the masterplan, which in turn would produce planning applications for the development of the Plan. The masterplan and the planning applications would be considered by the Local Planning Authority in due course and the Forum had a more detailed discussion on the masterplan below.

Mr Tilbury explained that this approach accorded with Government advice on "development management" and was an approach in which a great emphasis was placed on negotiation with the developer, to maximise the benefits for existing and future residents from any planning consent for the MDA. This process would also involve a number of different stakeholders, including statutory agencies (such as highway authorities and the Environment Agency), the local community, neighbouring local authorities and parish councils.

In echoing the above sentiments, a Member explained how the local community had influenced and improved the West of Waterlooville MDA, through work on the [West of Waterlooville Forum](#).

During public participation following the presentation, concerns were raised that mistakes made during the creation of the existing Whiteley development (relating mainly to insufficient school places and the incomplete Whiteley Way) would be compounded by the development of an additional 3,000 homes. In reply Mr Tilbury stated that, on the contrary, the new MDA was an opportunity to resolve some of these existing problems, via the developer's financial infrastructure contributions.

The Forum then discussed the timing and sequencing of the infrastructure and noted that, whilst there was a demand to achieve much of this early on in the development, there were a number of constraining factors to this ambition. Not least amongst these was cost. Developers' ability to provide infrastructure items was often determined by the cash-flow achieved from the sell of new dwellings; therefore legal agreements often required items to be produced after the completion of a certain number of dwellings. Other constraints included the planning process and the ability of partners, such as the education authority to build and operate what could initially be schools with less than full capacities. However, notwithstanding these constraints, Mr Tilbury underlined that officers and Members were very clearly aware of the issues regarding infrastructure needs in Whiteley (such as education and roads) and that these would be secured in legal agreements and provided as soon as practicably possible.

Further to this, a Member highlighted that the new LDF was a more front-loaded process which effectively signed partners up to assist in delivering these infrastructure items, such as highways agencies. Another Member commented that the County Council had acknowledged the current need for more education places and had anticipated that the new MDA would require a new secondary school and two new primary schools, with between four and six entry forms in total.

The Forum raised no objection to its role as set out in the Report and as elaborated above during the presentation. There was also no objection to the terms of reference as set out in the report, other than a request to increase the representation from Fareham Borough Council to two elected Members. The Chairman agreed to forward this request to Winchester City Council's Cabinet.

RESOLVED:

1. That the presentation and Report be noted.
2. That Winchester City Council's Cabinet be requested to consider increasing Fareham Borough Council's representation on the Forum to two elected Members.

5. **NORTH WHITELEY MDA MASTERPLANNING – PROGRESS REPORT**
(Oral Report)

The Forum welcomed Mr Barker from Terence O'Rourke Associates. Terence O'Rourke had been appointed as consultants to advise the North Whiteley Consortium on the masterplan for the MDA. The Consortium consisted of the developers; Taylor Wimpey, Crest Nicholson, Bovis Homes and the local landowners.

He explained that their first stage of the masterplanning process had been to identify the constraints of the 215 hectare site. Following a two-year investigation, these constraints had been identified to include local nature

conservation areas, Sites of Importance for Nature Conservation (SINCs) mature tree belts and hedgerows and habitats for dormice, bats and reptiles, amongst others, and areas prone to flooding. Protecting these areas meant that the developable area of the MDA was reduced to approximately 90-100 hectares.

At the end of 2009, Terence O'Rourke had consulted other stakeholders (including Natural England, the Environment Agency, the County Council and Winchester City Council) on their findings and this had produced an initial, draft masterplan (available electronically [here](#)). This gave an indication of the distribution of land uses within the MDA, together with possible locations for schools, local centres and community centres.

Mr Barker stated that this early draft would be subject to many changes as work progressed, but one of the main issues it had already identified was the that original route of Whiteley Way would need to be revisited. The route which had received planning consent some years ago, not only bisected the area likely to form the new MDA, but was also crossed the most environmentally sensitive area of the landscape. Neither would be considered acceptable impacts today and therefore the route would need to be reconsidered, as would the primary purpose of the road, which was no longer viewed as a potential distributor route.

In the discussion that followed, the Forum noted that, at this stage, there had been no direct discussions with Network Rail regarding a possible new station on the railway line on the northern boundary of the new MDA. Although this could be considered at a future meeting, Mr Barker explained that Network Rail were likely to take a strategic view on the provision and spacing of stations on the line between Botley and Hedge End.

RESOLVED:

That the presentation be noted.

The meeting commenced at 7.00pm and concluded at 8.15pm.

Chairman