

NORTH WHITELEY DEVELOPMENT FORUM

25 October 2011

Attendance:

Councillors:

Winchester City Council

Ruffell (Chairman) (P)

Achwal (P)
Evans
Humby (P)

McLean
Newman-McKie (P)

Fareham Borough Council

Swanbrow (P)

Hampshire County Council

Allgood

Woodward (P)

Whiteley Parish Council

Evans (P)

Curdridge Parish Council

Bundell (P)

Botley Parish Council

Mercer (P)

Officers in Attendance:

Mr N Green – Strategic Planning, Winchester City Council

Mr R Jolley – Chief Planning Officer, Fareham Borough Council

1. **CHAIRMAN'S WELCOME**

The meeting was held at the Solent Hotel, Whiteley and the Chairman welcomed approximately 26 local residents and representatives of amenity groups etc. Also present were Ron Gorman from Terrance O'Rourke Limited and Tony Russell from PBA Transport Consortium, on behalf of the development consortium.

2. **CHANGES TO THE MEMBERSHIP OF THE FORUM**

RESOLVED:

That the following changes to the membership of the North Whiteley Development Forum be noted:

- (i) Fareham Borough Council – deputy to attend to be advised in advance of Forum meetings
- (ii) Hampshire County Council – deputy to attend to be advised in advance of Forum meetings
- (iii) Botley Parish Council – Councillor Colin Mercer

3. **PUBLIC PARTICIPATION**

In line with the Forum's public participation procedure, the Chairman invited members of the public (including local interest groups) to raise any general matters of interest and/or matters relating to the work of the Forum.

In summary, the following matter was raised:

There was disappointment that a recent public workshop, organised by the consortium, due to be held in September had been cancelled. However, a local resident commended Terrance O'Rourke and Winchester City Council for arranging a separate event in Curbridge.

4. **MINUTES**

RESOLVED:

That the minutes of the previous meeting held 18 July 2011, be approved and adopted.

5. **WORK OF THE DEVELOPER CONSORTIUM TO ACHIEVE A MASTERPLAN FOR THE DEVELOPMENT, INCLUDING ANALYSIS OF THE OUTCOMES FROM RECENT PUBLIC EXHIBITIONS AND WORKSHOPS HELD IN THE LOCALITY**

(Oral Report)

Ron Gorman (Terrance O'Rourke) gave a presentation to the Forum, and in summary the following matters were raised:

- The preliminary thoughts on the built 'form' of the development were shown. Mr Gorman explained that various factors had contributed to the broad structure of the major development area and these included flood risk areas, areas of nature conservation, woodland, hedgerows etc. These constraints had been utilised to create 'green corridors' linking to

the existing Whiteley and the designation of a central area retained as a green 'lung'.

- Mr Russell (PBA Transport consultants) drew attention to issues raised at the public workshops. These included:
 - (i) early provision of infrastructure including transport, secondary and primary schools
 - (ii) additional community facilities
 - (iii) green spaces to be connected to the existing Whiteley area
 - (iv) impact on surrounding settlements, including Curbridge
- Stakeholder workshops had also been held. Attendees had included the Forestry Commission, Natural England, Hampshire & IOW Wildlife Trust, local Parish Councils etc. Terrance O'Rourke led a discussion on the emerging masterplan for the development. This had concluded that the green infrastructure must be seen in a coordinated way and as part of the emerging vision for the development. In addition there should be recognition that the eastern part of the development area encompassed part of the historic Forest of Bere. The River Hamble was located to the west and should be offered the necessary protection.
- The outcomes of the initial public and stakeholder workshops had led to a second exhibition and workshop entitled 'Evolving Whiteley'. This presented three connecting green corridors which linked through the development area and along its western edge.
- The importance of flood-risk attenuation had been noted. The Environment Agency had advised the consortium on what flood volumes should be catered for within the area of the development.
- A site for a secondary school had been identified, located close to a realigned Whiteley Way. The school would be accessible to the existing Whiteley residents. Two additional primary schools were also proposed, one of which would be located within the new southern neighbourhood which would also cater for the existing Whiteley residents.
- Two local centres (including a community facility, shops etc) would be built. The larger of these could be associated with the new secondary school.
- There was a general preference for there to be family housing at the development, to include detached and semi-detached homes. Accommodation for the elderly was also to be considered. There was also support from the public for there to be less than 40% affordable housing in the development.
- The next workshop was due to be held in January 2012, where the next stages beyond the initial concepts for the MDA were due to be discussed.

During the Forum's discussion, the following matters were raised and responses given:

- (i) Mr Green advised that the scope for there to be a place of worship in the new development had been previously raised at one of the public exhibitions. He reminded the Forum that it was necessary for there to be a commitment from a faith group to eventually take-on its running.
- (ii) The development consortium would soon be discussing with the Council the overall viability of the development, especially having regard to the percentage of affordable housing at the site. It was noted that there were several different types of tenure and models that would impact on this. The consortium would also have to demonstrate that the required infrastructure would be achievable and delivered in a timely fashion. Draft Heads of Terms would show what infrastructure was required and how this was to be funded, and this would be bound by a Section 106 legal agreement and timetabled accordingly. Mr Green also confirmed that the developers would be unable to substantially change specific aspects of the planning permission and/or legal undertakings without sanction.
- (iii) There was to be no new employment land proposed for the new development, other than limited office space in the small local centres.

In line with the Forum's public participation procedure, the Chairman invited members of the public (including local interest groups) to raise any matters related to the presentation.

In summary, the following matter was raised and response given:

- (i) Hampshire County Council had confirmed that there was a need for two additional primary schools in Whiteley, both of which were likely to be three-form entry. The most southern of the new schools is to be provided at an early stage due to the existing primary school being at capacity. It was estimated that if the planning application for the development was granted consent by the end of 2012, then the new school could potentially be open in time for the 2014/15 academic year.

6. **WORK OF THE DEVELOPER CONSORTIUM TO DEVELOP A SUSTAINABLE TRANSPORT STRATEGY**

(Oral Report)

Tony Russell (PBA) gave a presentation to the Forum on a transport strategy for the development, and in summary the following matters were raised:

- There would be improvements to Whiteley Way, which would link with the Botley Road. There would be possible changes to the priority for through-

traffic from Botley, i.e. along Botley Road or the newly completed Whiteley Way.

- There were to be improvements to J9 M27. These would include improvements to the slip roads and carriageway widening to the approaches from Whiteley.
- Formal and recreational walking/cycling routes were proposed to be developed to link the north and south of the site.
- A strategic bus route was proposed through Whiteley with links to Hedge End and other local routes.
- Initial feedback from the public exhibitions was of general support for the additional connections to Botley Road. There was general concern of congestion at J9 M27.

During the Forum's discussion, the following matters were raised and responses given:

- (i) Mr Green clarified that ongoing work related to the transport options for the MDA were being fed into the master-planning process. He acknowledged that S106 money had previously been set aside for Whiteley Way, but might have subsequently been utilised for other necessary infrastructure within the area. He was unsure as to whether there had been a similar separate fund for improvements at Rookery Avenue.
- (ii) Mr Russell advised that a business case would need to be made with regard to proposed bus routes, through, and linking the site. The consortium would then approach bus companies via Hampshire County Council. The routes would need to eventually operate on commercial basis, although would be initially subsidised.
- (iii) Mr Russell referred to a series of proposed improvements to J9 M27. These would include additional approach lanes from the motorway. He reminded that improvements to public transport both to, and through Whiteley, and the provision of a new secondary school should reduce the numbers of cars using the junction.
- (iv) Mr Green advised that HCC has indicated that that existing household waste recycling centres at Segensworth and Hedge End are currently operating at capacity. The master-planning process would need to consider whether a new facility should be provided in north Whiteley, and where it could be located. This would need to be agreed at an early stage. The potential for additional traffic generation from a new facility (and its impact within the vicinity, including Botley) was also acknowledged. Mr Green referred to previous negotiations with regard to the siting of a waste facility at

the West of Waterlooville MDA, which had resulted in the facility being located away from residential areas. Mr Green was unaware of a proposal to close the Hedge End facility.

- (v) Mr Russell clarified that a traffic model was being used to assess traffic flows and their impact throughout the development and on existing settlements. The Botley Road junction close to the railway station would be signalled and a bus/cycle lane given priorities.
- (vi) Mr Green advised that Eastleigh Borough Council was currently consulting on its Core Strategy and that there was a proposal for a new bypass for Botley linked to the housing development in that area. Mr Green further advised that if the case was made for the bypass, then a proportionate contribution towards it from the North Whiteley development would be considered.
- (vii) Mr Russell reminded that the transport strategy for the area was yet to be 'set in stone'. Further study of the traffic models was required before proposals were put forward to residents. He noted that there was some concern of the impact of a second link to Botley Road being opened.
- (viii) Mr Russell referred to measures to increase capacity to J9 M27. This would also include improvements to public transport and also that people would be encouraged to live and work in Whiteley. Mr Green reminded the Forum that a Bus Rapid Transport link to Whiteley was not confirmed and so other public transport improvements therefore had to be planned for.
- (ii) Comments were noted that the transport strategy for North Whiteley should not necessarily over emphasise a need for cycle links, as the majority of residents were not likely to be of cycling age.
- (iii) Mr Green undertook to confirm whether there were any proposals to 'down grade' the A3051 Botley Road and for the newly extended Whiteley Way to be the main through route for traffic.
- (iv) Mr Russell advised that although traffic modelling for the development generally only has regard to the road networks in the locality, it was appreciated that the likelihood of additional development within the wider strategic area at Hedge End and at Botley should also be referred to. It was agreed that Hampshire County Council, as the highways authority, be asked to attend to the next Forum meeting to specifically answer questions with regard to this and other transport matters.

In line with the Forum's public participation procedure, the Chairman invited members of the public (including local interest groups) to raise any matters related to the presentation and to the ensuing discussion of the Forum.

In summary, the following matters were raised and where appropriate, responses given:

- (i) A transport strategy for the development must have regard to the impact of the proposal on the residents of BurrIDGE, as well as Curbridge.
- (ii) Winchester City Council would be unable to facilitate an increase to car parking capacity at Botley and Park Gate railway stations. However, part of the transport strategy was to improve access routes towards the stations for both cyclists and pedestrians.
- (iii) If a need was identified within the transport strategy, then there would be an expectation that pedestrian crossings would be provided at appropriate places along Botley Road.
- (iv) As the new development was likely to generate additional traffic flow through Curbridge, there should be an emphasis within the transport strategy for traffic calming along this section of the Botley Road. Elsewhere along the northern section of the Botley Road, there should ideally be other improvements to road junctions and traffic calming measures. The cycle/footway should be segregated from other road users. There was not an intention at this stage to divert traffic away from Botley Road to the newly extended Whiteley Way.
- (v) It was appreciated that there would need to be ongoing dialogue between the development consortium and Winchester City Council with the Highways Agency. It was agreed that the North Whiteley development and consequential improvements to J9 M27 should not be undertaken in isolation to other new developments that were likely to affect J8 (Hedge End/Botley) and J10 &11 (Fareham North SDA).

RESOLVED:

That the update report be noted.

7. **UPDATE ON THE TIMETABLE FOR THE PRODUCTION OF THE WINCHESTER CITY COUNCIL CORE STRATEGY, INCLUDING THE RESPONSE TO THE PLANS-FOR-PLACES CONSULTATION**

Mr Green reported that the responses to the recent consultations on Winchester City Council's Core Strategy 'Plans for Places', generally supported new development at west of Waterlooville and at north of Whiteley, subject to the provision of necessary infrastructure and also for the mitigation for the protection of SSSIs etc.

Discussions were ongoing with other agencies, such as Hampshire County Council Education and Children's Services and also the PCT for provision of new schools and health facilities.

Further consultation would be undertaken in early 2012 on the 'pre submission' draft of the Core Strategy. There would then be a 'public examination' of the Strategy (to test its 'soundness') which would be called by the Planning Inspectorate with specific invitees in attendance. The Inspector's report would be published towards the end of 2012, with the Core Strategy adopted hopefully early 2013.

The meeting commenced at 6.00pm and concluded at 7.30pm.

Chairman