

NORTH WHITELEY DEVELOPMENT FORUM

2 February 2012

Attendance:

Councillors:

Winchester City Council

Ruffell (Chairman) (P)

Achwal (P)
Evans (P)
Humby (P)

McLean (P)
Newman-McKie (P)

Fareham Borough Council

Swanbrow (P)

Hampshire County Council

Woodward (P)

Whiteley Parish Council

Evans

Curdrige Parish Council

Bundell (P)

Botley Parish Council

Mercer

Deputy Members:

Whiteley Parish Councillor Jenkins (Standing Deputy for Councillor Evans)

Botley Parish Councillor Fraser (Standing Deputy for Councillor Mercer)

Officers in Attendance:

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

Mr N Green – Strategic Planning, Winchester City Council

Ms L Jewell – Head of Strategic Planning & Design, Fareham Borough Council

Mr S Jenkins – Strategic Transport Officer, Hampshire County Council

1. **CHAIRMAN'S WELCOME**

The meeting was held at Burrige Village Hall and the Chairman welcomed approximately 25 local residents and representatives of amenity groups etc.

Also present were Ron Gorman from Terrance O'Rourke Limited and Tony Russell from PBA, on behalf of the North Whiteley 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) Botley Parish Council – Deputy – Councillor Gwyneth Lester
- (ii) Eastleigh Borough Council Hedge End, West End and Botley Local Area Committee: Councillor Cathie Fraser (no deputies)
- (iii) Hampshire County Council – County Councillor Sean Woodward and one other representative to be confirmed

3. **APPOINTMENT OF VICE-CHAIRMAN OF THE FORUM**

RESOLVED:

That Councillor Humby be appointed Vice-Chairman of the Forum for the remainder of the 2011/12 Municipal Year

4. **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 matters were raised:

Councillor Fraser advised that she had circulated to the Forum a report that was to be considered at the meeting of Eastleigh Borough Council's Cabinet on 9 February 2012. The Report set out Eastleigh Borough Council's pre-Submission consultation response to the Winchester District Local Plan Part 1 Core Strategy. In summary, Councillor Fraser advised that the Council's response highlighted the potential implications of development at North Whiteley on traffic and air quality in the Botley and Boorley Green areas. These areas were additionally subject to development proposals by Eastleigh Borough Council. Attention was also drawn to the Report's conclusion that underlined a need for the Masterplan for the North Whiteley MDA, to acknowledge the impact of development here, and therefore that developer contributions should be made available towards construction of a bypass at Botley.

A member of the public also suggested that references to development at North Whiteley, within the Council's pre-submission Core Strategy, should ensure compliance with the outcome of a consultant's report on the impact of development on coastal areas of the River Hamble, which was located to the west of the MDA.

In response, Mr Green advised that the mitigation measures arising from the consultant's Solent Disturbance and Mitigation report were not due to be finalised for some time after closure of the consultation on the pre-submission Core Strategy.

A member of the public referred to Eastleigh Borough Council's proposals to build homes at Botley. It was suggested that Eastleigh Borough Council should be responsible for remediation of both the traffic and air quality issues raised. In response, Cllr Fraser advised that Eastleigh Borough Council was fully aware of the cumulative impact of development in the wider area and was concerned that, to date, the response of Hampshire County Council with regard to this matter would not provide sufficient mitigation.

Councillor Wright (Whiteley Parish Council) requested that further consideration be given by the County Council to open Yew Tree Drive onto Botley Road sooner rather than later, rather waiting until Whiteley Way was completed. Councillor Wright's comments were noted.

5. **MINUTES**

During discussion of the minutes of the previous meeting, Mr Tilbury advised that he would inform Councillor Evans (Winchester City Council) of the latest position with regard to provision of a place of worship within the existing Whiteley development.

RESOLVED:

That the minutes of the previous meeting held 25 October 2011 be approved and adopted.

6. **UPDATE ON THE TIMETABLE FOR THE PRODUCTION OF THE WINCHESTER CITY COUNCIL CORE STRATEGY** (Oral Report)

Mr Green advised that Part One of the draft Core Strategy had now been published. He reported that a strict deadline had been applied to the submission of representations, which was to be by 5pm on 12 March 2012. There was no discretion to allow any submissions after this time and he therefore encouraged any potential consultees to act as soon as possible.

Mr Green explained that the document was a high level strategy containing various policies and showed larger strategic development sites within the district. Smaller sites were not allocated through the document

During the ensuing discussion of the Forum, the following matters were raised:

- a) the Strategy referred to development at North Whiteley comprising of 'about 3,000 homes'. Mr Green explained that the Masterplan for the MDA would be inclusive of infrastructure, landscape and housing types. This was likely to provide a clear indication of actual numbers of dwellings to be constructed, which was likely to be more than 3,000, but that at this stage it is not possible to be precise.
- b) with regard to comments previously raised about a bypass for Botley, he advised that the Strategy highlighted a need for full mitigation measures to be submitted in due course, which included for the highway network in and around the Whiteley area. It was not appropriate for the Strategy to list every individual measure of mitigation at this stage, although the possible alignment of the bypass was currently included in a saved policy in the adopted Local Plan.
- c) Mr Tilbury reported that the Forum had already influenced the development consortium's draft Masterplan for the MDA. He referred to the West of Waterlooville Forum and its influence on the new community currently under construction. That Forum considered the issues that helped to create a new and viable community. The technical matters were generally dealt with via the planning process and/or in discussion with relevant agencies outside formal meetings. Fareham Borough Council would not be able to formally comment on the North Whiteley proposals until a planning application was submitted, but was able to influence the MDA as part of its engagement with the Forum at this stage.

7. **MASTERPLAN FOR THE MAJOR DEVELOPMENT AREA AT NORTH OF WHITELEY**
(Oral Report)

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

- a) Mr Gorman advised that the Masterplan had been produced having had regard to all the work to date from exhibitions, workshops and meetings of the Forum. There would be further engagement with residents on the Masterplan at events to be held in March 2012.
- b) Mr Gorman showed the 'red line' of the MDA, indicating the existing Whiteley settlement to the south. Options for the built 'form' of the development had been prepared, having had regard to various constraints within the site and those comments put forward at the public exhibitions. The broad structure of the major development area had been influenced by the existing landscape which included flood risk areas, areas of nature conservation, woodland, hedgerows etc.

- c) Mr Gorman explained both options for local centres at the site. Option 1 specified a single local centre between two separate neighbourhoods, located to the north and to the south of the site. Option 2 proposed a smaller local centre based around the new secondary school.
- d) the master planning stage was now looking at specific land allocations, i.e. for two new primary schools, one of which would be located central to the southern neighbourhood. There were to be fewer shops in the northern local centre, than in the south. Both primary schools were proposed to be three form entry. The secondary school was to be built capable of being eight form entry and would be inclusive of all-weather sports facilities, which were currently lacking in the existing Whiteley settlement. Discussions with the County Council were still ongoing with regard to exact details of the school provision.
- e) Mr Gorman showed the continuation of Whiteley Way towards the north. This would become 'Whiteley Main Street' and would run close to the new secondary school.
- f) Mr Gorman referred to the various green 'corridors' and boundaries within the development area. These included special landscape areas, sites of nature conservation etc. There was to be a green boundary located close to Curdridge. A green boundary was also to be located to the north east of the site, inclusive of allotments and open space recreation. There was also some proposed to the north west boundary near to Botley Road.
- g) the creation of 'green corridors' linked the existing Whiteley and the new development and with Botley Road.
- h) Mr Russell (PBA Transport consultants) explained that the transport strategy was still work in progress, but would be inclusive of a package of measures. This included pedestrian and cycle routes, public transport facilities, travel planning and improvements to the existing highway network. New strategic public transport links with Hedge End and local routes to/from Locks Heath and Swanwick were proposed.
- i) Mr Russell showed two new access routes to Botley Road, plus improvements proposed to Station Hill, Botley. He also described enhancements to J9 M27 (new slip lanes to assist with existing capacity issues) and routes from and into Whiteley from that junction. Whiteley Way was to be upgraded and there were to be new bus lanes heading towards J9 M27.
- j) the eventual extension of Blue Bell Way to Botley Road was proposed. Traffic modelling work was being undertaken with regard to the possible partial opening of Yew Tree Drive. A new signalised junction at Station Hill, Botley was described.

- k) as part of the Masterplan, Mr Gorman described a green infrastructure strategy that was inclusive of an area of woodland, where it was hoped access would be improved for recreation. There was a strong green influence in the overall built form of the MDA. About 120 hectares of the overall area was suitable for development. The remaining open space would be inclusive of sustainable drainage areas.
- l) some work had been undertaken of the built form of the MDA, for example; streetscapes and squares. The type of housing proposed would have an emphasis on family housing of two or three stories. There would be some higher density possibly close to both the local centres and at the approaches to the village centre. However, four stories would generally be an exception. Mr Gorman showed some 3D modelling of the MDA, including from views from the north west and south west.

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

- a) With regard to early completion of either Whiteley Way or other secondary routes, Mr Gorman advised that it was not practical for Whiteley Way to be completed before development was underway. However, there was an emphasis to provide an earlier connection towards Curdrige. He described the phasing of development of the MDA from three different entry points; Berry Farm, Blue Bell Way and at the northern section of Whiteley Way. There were ongoing discussions with regard to the phasing and exact routes of the new road links and the consortium was bringing forward proposals at an early stage to allow for the proper technical work to be carried out. This included transport modelling work that would help assess the implications of opening the new links.
- b) Mr Gorman advised that retail studies were underway which would help assess the potential viability of shops at the local centres – especially having regard to the redevelopment proposals for Whiteley Village Centre. However, the shops at the local centres were likely to be smaller shops and included services such as hairdressers. There may be more shops at the northern centre than at the south.
- c) Mr Gorman advised that homes on Blue Bell Way would have direct access to that road, and he noted comments that existing homes there were not built with an expectation that this road may eventually become a distributor road.
- d) Mr Gorman referred to on-going discussions with the County Council with regard to the phasing of the new schools. Access to the southern primary school had been suggested to be by 2016. However, the possibility of a 'free school' status may bring forward a facility sooner. The County Council had also indicated that the secondary school should be open by 2020.

- e) The Forum noted that residents of Curdrige wished to retain the rural feel of their community and that there should not be new street lighting along this section of the B3051 Botley Road.
- f) Subject to additional technical work, Whiteley Way would be four lanes, inclusive of a bus lane.
- g) Although the master planning process was not yet looking at specific housing allocations, it was likely that there would be a sufficient variety of housing sizes and types to meet demand from all ages, including those older residents wishing to down-size. There may be additional provision of specific care homes facilities. Mr Gorman reported that average housing densities were likely to be around 40 dwellings per hectare and that the March exhibitions would be inclusive of sketches and photos etc of the range of development proposed. Mr Tilbury reminded the Forum that the overriding factor was quality of design.
- h) With regard to percentage of affordable housing, Mr Tilbury clarified that the Winchester City Council policy was 40 %. However, this percentage was inclusive of a number of different tenures, i.e. affordable rent, social rent, shared equity etc. Guidance showed that 80 % of market rent was seen as affordable. Mr Green advised that the master planning process was not currently proposing self-build dwellings, but this could be considered.

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 responses given:

- a) Whiteley Way would only be four lanes as far as 'R3' and then the section as far as the junction with Station Hill, Botley would be narrower with parking alongside.
- b) Mr Jenkins referred to the need for there to be a construction management plan to protect roads (and the amenity of residents) in the vicinity from the impact HGVs etc during the construction period.
- c) Various traffic modelling exercises would be undertaken in the interim years to assist with the phasing of development.

8. **TRANSPORT AND HIGHWAYS MATTERS RELATED TO THE NEW DEVELOPMENT**
(Oral Report)

Mr Jenkins (Hampshire County Council Highways) gave a presentation to the Forum on the emerging transport strategy for the development, and in summary the following matters were raised:

- a) there had been technical work undertaken to date on base models, but not yet on forecast models. Due to the extent of the MDA, there were significant opportunities for substantial improvements to the existing highway network in the vicinity.
- b) the County Council would continue to work closely with Terrance O'Rourke to develop the overall package of the transport strategy. Mr Jenkins emphasised the importance of the willingness of the consortium to prioritise highways matters within the master planning process.

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

- a) Mr Jenkins reminded the Forum that the County Council had been undertaking detailed strategic traffic modelling in the area for some time and was fully aware of the 'wider' strategic picture of development in the area. This included development proposed at Botley and Boorley Green and the additional impact of the North Whiteley MDA on road networks at these locations.
- b) Mr Jenkins stated that the County Council acted as a regulatory agency to ensure that all proposed development could be delivered to its satisfaction and with the necessary remediation to road networks.
- c) He emphasised that the North Whiteley MDA was not being assessed in isolation to other housing development in the area – the specifics of this proposal were being fed into a wider strategic highways exercise.
- d) Mr Tilbury reminded the Forum that as Local Planning Authority, Winchester City Council could only successfully determine proposals by having regard to the implications of development on neighbouring authorities. Hampshire County Council's role was with regard to its highway's responsibilities and the City Council would be reliant on its expertise in this matter. The City Council was also reliant on the expertise of other agencies to help with delivering a successful development.
- e) Mr Tilbury recognised that traffic modelling sometimes appeared to occasionally contradict the view of local people, however, it was confirmed that modelling was undertaken to have regard to peak times. Planning decisions were required to be based on evidence, which included these technical studies. The County Council would require Terrance O'Rourke to demonstrate that roads within the MDA and within vicinity had capacity to accommodate extra traffic.

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:

- a) Mr Jenkins advised that the County Council recognised the existing highway issues along the B3051 Botley Road. However, he emphasised that there was a long list of priorities for highway improvements within Hampshire and a lack of funding; therefore, the best way to get an early solution was normally via developer contributions. He reminded the Forum that the transport strategy for the MDA had been compiled by the developer, not by the County Council.
- b) Mr Gorman advised that potential alternative routes to the site could be investigated.
- c) Mr Green reported that flood risk in the area had influenced which land could be built upon within the site. Potential flood risk would be contained within the site and a full assessment of proposed sustainable drainage systems would be undertaken in due course, as part of the outline planning application.

The meeting commenced at 6.00pm and concluded at 8.00pm.

Chairman