

**NORTH WHITELEY DEVELOPMENT FORUM**

**25 February 2013**

Attendance:

Councillors:

Winchester City Council

Ruffell (Chairman) (P)

Achwal (P)

Evans (P)

Humby (P)

McLean

Newman-McKie (P)

Eastleigh Borough Council

Fraser

Fareham Borough Council

Swanbrow (P)

Hampshire County Council

Woodward (P)

Stallard (P)

Whiteley Parish Council

Evans (P)

Curdrige Parish Council

Bundell (P)

Botley Parish Council

Mercer (P)

Deputy Members:

Winchester City Councillor Gemmell (Standing Deputy for Councillor McLean)

Officers in Attendance:

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

Mr N Green – Strategic Planning, Winchester City Council

Mr S Jenkins – Strategic Transport Officer, Hampshire County Council

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1. **CHAIRMAN'S WELCOME**

The meeting was held at Meadowside Leisure Centre and the Chairman welcomed approximately 20 local residents and representatives of amenity groups etc. Also present were Adrian Barker and Jeff Picksley from Terence O'Rourke Limited and also Neil Thorne and Phil Rawlins from Peter Brett Associates, 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 Graham Hunter
- (ii) Winchester City Council – Deputies – Councillors Clear and Gemmell
- (iii) Hampshire County Council – County Councillor Patricia Stallard

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

RESOLVED:

That Councillor Humby be appointed Vice-Chairman of the Forum for the remainder of the 2012/13 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:

Mr Murray (Curbridge Preservation Society) referred to the need for package of measures to mitigate against the impact of increased traffic levels in the vicinity of the MDA. It was confirmed that baseline data had been established following the results of the transport modelling assessment.

Assurances were given to Mr Charles that transport modelling undertaken would be based on the likely impact on local roads from the MDA, as well as from the cumulative impact of development proposed in the wider area.

Mr Wyatt spoke of the importance of factual evidence resultant from traffic modelling, particularly with regard to proposed routing of traffic from the north

of the site. He also felt that more should have been done to test alternative access arrangements.

5. **MINUTES**

RESOLVED:

That the minutes of the previous meeting held 2 February 2012 be approved and adopted.

6. **NORTH OF WHITELEY MAJOR DEVELOPMENT AREA UPDATE**  
(Report NWDF3 refers)

Mr Tilbury explained that since the last meeting of the Forum, the consortium had carried out extensive work with regard to the technical assessment of the development area. The Inspector's report had concluded Winchester City Council's Local Plan Part One to be 'sound', subject to modifications, which had included that the North Whiteley MDA accommodate up to 3500 dwellings. Mr Tilbury confirmed that all modelling work undertaken to date had had regard to a major development of between 3000 and 3500 dwellings. The Inspector also reinforced the importance of extensive remedial measures to protect the sensitive landscape and habitat areas throughout the site. The Local Plan will be recommended for adoption at a meeting of full Council on 20 March 2018.

With regard to a bypass for Botley village, the Inspector concluded that as the County Council (as highway authority) had not considered that there was sufficient justification for a by-pass, there would be no reasonable expectation that the developers of the site make a contribution towards its construction, albeit other traffic mitigation measures might be required for Botley. Mr Tilbury reiterated that a contribution towards the bypass may be part of the package of a number of mitigation measures necessary for the highway network in and around the Whiteley area, if the case for a by-pass was made and that it had the support of the highway authority.

Mr Tilbury advised that the new Whiteley town centre (due to open on 23 May 2013) was not intended as a new out-of-town shopping destination. However, he acknowledged that it was likely that there would be some additional traffic generation due to the facility, especially when visitors from outside the town initially visited.

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

- a) Mr Green acknowledged the need for there to be a new or upgraded household recycling centre had been demonstrated. However, Hampshire County Council would not locate such a facility within or immediately adjacent to residential areas of the MDA, so it was unlikely to be located in the MDA, although a financial contribution towards its provision would be appropriate.

b) Detail of mitigation measures to address air quality issues would be dealt with as part of the forthcoming planning application.

c) The completed masterplan for the MDA would inform a planning application which was likely to be submitted during summer 2013. A further iteration of the masterplan was likely to be available for public consultation reasonably soon and this would contain detail of the 'triggers' and timetable for the construction of a permanent new primary school for Whiteley. It was expected that the next scheduled Forum meeting on 28 March 2013 would consider the next draft of the masterplan and a timetable for the development. A further meeting of the Forum would be arranged in advance of submission of a formal planning application.

d) Whiteley Parish Council required assurances of the viability of the development as it was essential that all required infrastructure was provided. It was acknowledged that this may impact upon the percentage of affordable dwellings to be provided by the MDA.

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 report and to the ensuing discussion of the Forum.

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

a) Hampshire County Council had approved all necessary funding for the temporary primary school and the principle of its siting in Leafy Lane. The application for consent to build the temporary school would be considered by the County's Regulatory Committee on 13 March 2013.

## 7. **TRANSPORT MODELLING**

(Oral Report)

Neil Thorne (PBA) gave a detailed presentation to the Forum and, in summary, the following matters were raised:

a) The Transport Strategy for the MDA was described, which included a network of cycle and pedestrian routes (including links to other areas in the strategic area, including Segensworth and Botley), the early completion of Whiteley Way, public transport links (regular services to provide good connectivity outside the MDA), improvements to J9 M27 and other off-site highway improvements. The Strategy sought to encourage sustainable travel from homes which would also be fostered through design of streets throughout the MDA. Encouraging greater use of public transport and cycle routes etc would lead to fewer cars and also greater viability of the bus services. The Transport Strategy had been tested and refined through modelling and had been agreed by all statutory consultees and accorded with the Transport for South Hampshire Strategy.

b) Mr Thorne demonstrated the interim results of modelling and survey work of existing traffic levels at peak AM and PM times, in and around the

development area and the likely increases resultant from the MDA. These statistics were compared to predicted levels following improvements to highway infrastructure.

c) Mr Thorne indicated the new northern access routes to Botley Road, plus improvements proposed to Station Hill, Botley. He also described improvements and changes to roundabouts and junctions throughout the existing Whiteley settlement. These were all inclusive of priority cycle routes as well as those for buses and also signalisation where appropriate to help increase highway capacity. He also described enhancements to J9 M27 to assist with existing capacity issues and also permeability across the junction towards Segensworth, including for pedestrians and cyclists. Mr Thorne confirmed that the modelling work had had regard to other major development over time within the wider strategic area - including North Fareham SDA, Boorley Green, and Solent Business Park etc. He drew attention to predicted changes over time to the usage of Leafy Lane and also the likely impact of Yew Tree Drive becoming permanently open to traffic.

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

a) Mr Thorne clarified that it was accepted that Yew Tree Drive was to be opened to through traffic and modelling work was to reflect this in due course. However baseline traffic flow modelling data had been established to reflect the existing status quo.

b) Various mitigation measures would be required at J9 M27, including possibly assigning lanes and increasing their capacity.

c) It was suggested that monitoring of the accuracy of traffic modelling take place at milestone stages throughout the development phases. It was accepted that modelling was likely to be broadly right over time, however it was accepted that some matters may be difficult to foresee. Local knowledge would be very important to help deliver modelling as accurate as possible. Modelling work was also scrutinised carefully by the County Council and by the Highways Agency. There may be matters outside the MDA area that could impact – for example North Fareham SDA being built out more quickly than expected. There was some concern from members of the Forum that initial modelling had shown only marginal changes to traffic flow through Botley village.

d) The package of mitigation measures was likely to include improvements to the junction with Leafy Lane and Solent Parkway.

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) A planning application for the MDA would be inclusive of only the proposed linkages to Botley Road that had been included within the development strategy. These access arrangements had been tested by the modelling undertaken by the consultants to the consortium and were seen to be the most suitable solution. It was also explained that increasing Whiteley Way to a dual carriageway up to R3 roundabout was an important part of the measures to mitigate increased traffic flows.
- b) Initial traffic modelling work had taken account of the new town centre development and had incorporated the likely residual traffic from outside the area.
- c) Further advice from Hampshire County Council would be obtained with regard to the likely impact over time of Yew Tree Drive being opened to through-traffic and of the mitigation/traffic calming measures that may become necessary.

## 8. **GREEN INFRASTRUCTURE STRATEGY** (Oral Report)

Jeff Picksley from Terence O'Rourke Limited gave a presentation to the Forum and, in summary, the following matters were raised:

- a) Mr Picksley described the four elements of the strategy: ecology, drainage, play & leisure and landscape. He reported that the strategy had evolved through workshops and with consultation to date with stakeholders etc. It was reflective of the diversity in and around the MDA and the important core ecological areas had been identified. This included areas of SSSIs, tree belts, hedgerows, SINC's, meadows. The important habitats for a range of species, some protected, were indicated. Recreational surveys had also been undertaken. Open space within the MDA would be inclusive of sustainable drainage areas.
- b) With regard to play and leisure, Mr Picksley described links to the existing Whiteley settlement and improvements to existing track-ways to further encourage their use for recreation. Various green 'corridors' and boundaries within the development included special landscape areas, sites of nature conservation etc.

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

- a) Some improvements proposed to 'green infrastructure' was outside the red line of the MDA, including at Whiteley pastures and at Solent Business Park. The consortium was working with Forest Enterprises to deliver the most appropriate scheme and this included enhancement of footpaths throughout the site and linkage to the wider sub-region.
- b) The strategy would be inclusive of appropriate mitigation in response to comprehensive habitat assessments of protected areas. This had identified all

protected species in the area. The inspector would have had regard to this as part of his assessment of the development strategy.

c) Those areas of play to be eventually adopted by local authorities would have commuted sums paid for their maintenance until the development was occupied.

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) The survey work undertaken had identified all habitats and qualifying species requiring protection and mitigation measures. The inspector had commented favourably on the amount of space retained within the site for nature conservation.

b) The more sensitive areas of biodiversity would not be openly accessible to the public. It was expected that they would be managed so that the impact of dogs would be minimal

The meeting commenced at 6.30pm and concluded at 9.15pm.

Chairman