

NORTH WHITELEY DEVELOPMENT FORUM

13 November 2013

Attendance:

Councillors:

Winchester City Council

Ruffell (Chairman) (P)

Achwal (P)
Evans (P)

McLean
Newman-McKie (P)
Weston (P)

Eastleigh Borough Council

Fraser

Fareham Borough Council

Swanbrow (P)

Hampshire County Council

Woodward (P)
Stallard (P)

Whiteley Parish Council

Evans (P)

Curdridge Parish Council

Bundell (P)

Botley Parish Council

Mercer (P)

Other Members in attendance:

Councillor Humby (Winchester City Council)

Officers in Attendance:

Mr S Tilbury – Corporate Director, Winchester City Council
Mr A Hickman – Head of Major Projects, Winchester City Council
Mr M Jolley – Head of Planning Policy, Fareham Borough Council
Mr B Wallbridge – Property Services - Hampshire County Council
Mr P Walker - Children's Services, Hampshire County Council
Mr M Shefferd – Children's Services, Hampshire County Council

Mr S Jenkins) – Hampshire County Council, Highways
Mr B Clifton – Hampshire County Council, Highways

Others in attendance:

Mr N Thorne - Peter Brett Associates
Mr A Barker and Mr C Odgers - Terence O'Rourke Limited

1. **CHAIRMAN'S WELCOME**

The meeting was held at the Solent Hotel, Whiteley and the Chairman welcomed approximately 25 local residents and representatives of amenity groups etc.

2. **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.

A local resident reiterated concerns raised at the previous Forum meeting as to whether the existing GP surgery at Whiteley would have sufficient capacity for the new residents of the MDA. In response, Mr Tilbury reported that a recent meeting with GPs, the local commissioning group of the NHS, Whiteley Parish Council and officers from Winchester City Council had concluded that the existing building did have sufficient capacity to expand the surgery premises. The NHS commissioning team would have to decide whether a business case for funding to enable this would also include that for additional doctors. The business case would also refer to a need to provide sufficient parking for patients as it was noted that this was already close to capacity

3. **MINUTES**

During discussion, Mr Walker updated the Forum on post 16 education provision in the area. He reported that following Fareham College's decision to cease A'Level provision and focus instead on work based courses; two academies in the Fareham district were now investigating establishing sixth-form provision. These schools would need to submit business cases to the Government and could potentially commence teaching in 2015 if funding was forthcoming.

RESOLVED:

That the minutes of the previous meeting held 28 March 2013 be agreed as a correct record.

4. **NORTH WHITELEY MAJOR DEVELOPMENT AREA**
(Report NWDF5 refers)

Mr Tilbury introduced the Report and drew attention to continuing detailed work with regard to education, medical facilities, design codes, and transport matters.

With regard to a provision of a new church for the community he advised that a meeting had been held with officers, representatives of the developer consortium and with Reverend Mills.

With the permission of the Chairman, Reverend Mills reported that land for a new church had been previously set aside close to the existing town centre. It had been agreed that this site continued to be the most appropriate to cater for the new development. It was envisaged that funds would be forthcoming for a new facility which would also serve the wider community too. Mr Tilbury advised that the Council would continue to work with Reverend Mills, the Parish Council and the developer consortium in developing aspirations for the type of building required. This work in turn would inform the section 106 agreement. Funding contributions would also be necessary from other sources.

Mr Wallbridge reported that the new secondary school would serve both the existing and the new community of north Whitley and would be nine form-entry. He explained that the North Whiteley would 'generate' capacity to fill five-forms of entry. The remaining four were currently catered for by schools outside of Whiteley. Therefore, the County Council was investigating ways as to how to fund this four-form 'gap' so to achieve the aspiration for Whiteley to be self-sufficient in its secondary education provision. Mr Wallbridge also advised that officers were discussing with the developer consortium the completion rate of new homes necessary to 'trigger' the opening of both the primary and secondary schools. The schools' design was also being worked upon so to ensure that they would sit well within the site and also provide facilities to support the new community.

Mr Tilbury advised that complex discussions with the County Council were underway with regard to sustainable urban drainage (SUDs) networks across the site, especially as to how these were likely to be maintained over time. He reported that good progress was being made to enable progression of this issue.

Finally, Mr Tilbury advised that although there had been some delay due to the relative complexities of the development site, it was still anticipated that an outline planning application would be submitted during the early part of 2014. The developer consortium had indicated that there were likely to be some issues of viability with regard to its funding obligations associated with infrastructure provision and in meeting the Council's policy requirements for the provision of affordable housing.

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

- a) Mr Shefferd reiterated that Hampshire County Council was committed to providing a nine-form entry secondary school at the site and was actively exploring ways to 'plug' the funding shortfall as previously referred to. This may include the utilisation of recent government funding intended to support new development. The new school would be viable with the existing four-form capacity, plus between 400 and 500 new homes being occupied.
- b) Mr Tilbury reminded that GP surgeries were commissioned and funded by the NHS and was not a decision of the doctors themselves. He also supported suggestions that there may be other options for providing medical services at North Whiteley, including potentially providing collaborative outreach facilities within a community building. The local commissioning group of the NHS would look to achieve the most cost effective solution to meet future needs within the new community. Mr Tilbury also acknowledged that the existing surgery building was privately owned and if the NHS was unable to lease additional space within it to expand the surgery, then it would then need to look for an alternative solution. Mr Tilbury gave assurances that officers and representatives of the developer consortium would continue to work proactively with the NHS for this issue to be driven forward as a matter of priority.

RESOLVED:

That the Report be noted.

5. **PROGRESS OF THE OUTLINE PLANNING APPLICATION**
(Oral report)

Mr Odgers (Terence O'Rourke Limited) and Mr Thorne (Peter Brett Associates) gave presentations to the Forum.

Mr Odgers provided an update on the Design and Access Statement and also the Design Codes for the MDA and presented slides from both of the draft documents. He clarified that the former was a strategic overview, whilst the Design Codes were more detailed and showed specifics as to the look and feel of the development and referred to detail not normally set out within outline planning applications. This included materials used in construction and boundary treatments etc

Mr Odgers reminded that development site within the red line at North Whiteley was approximately 200 hectares, of which about half would be built upon. This would be inclusive of strong landscape features that ran through the site which would inform character areas across the MDA and influence the relationship of buildings and the landscape, including their design. There would be about 11km of greenways throughout the development area. A movement strategy had been devised, having regard to the proposed location of local centres and the new schools. Significant areas within the site had been identified where existing biodiversity would be maintained. Highway

matters were inter-related with Design Codes, such as how new buildings related to roads and parking etc.

Mr Thorne reported on the significant detailed work with regard to emerging street design and layout for the MDA. Mr Jenkins (Hampshire County Council) also updated the Forum with regard to the trial opening of Yew Tree Drive due to road works on the M27. Yew Tree Drive would remain open from January 2014 following completion of these works and from this time, analysis of traffic movements would then take place.

Mr Thorne demonstrated the proposed street design and layout for the MDA and the principles behind its use as part of the highway network. With regard to design parameters, he referred to consistency in carriageway design but also a need to take visual cues from aspects of the site. Pedestrian and cycle routes were to be incorporated so to encourage and to make cycling and walking as attractive and as safe as possible. He referred to the significant ecological and landscape impacts throughout the site and he also indicated the proposed main strategic continuous routes through to Botley in the north, as well as key connectivity routes to schools and local centres. The public transport strategic bus route was also explained which would establish routes to the wider area. The overall design of the highway network would also be 'future proofed', for example, should it be decided that buses take other routes or where signalised crossing may be provided in the future.

In conclusion, Mr Thorne reported that in principle agreement had been reached with Hampshire County Council with regard to the proposed highways layout and street hierarchy across the site.

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

- a) Mr Thorne reported how, through design with physical measures, traffic speeds could be managed. This was identified within the Design Codes and had been agreed in principle with the County Council. This was considered more desirable than a proliferation of signage throughout the area, including for blanket 20mph areas. However, although there were no current plans for a signalised crossing outside the school (for example) the road would be designed so that this could be retrospectively added in the future if latterly considered necessary. Concern was raised that without a signalised crossing outside the primary school from the outset (and subsidised by the developer), there may be pressure for the County Council to instead fund a patrolled crossing.
- b) Mr Thorne advised that all traffic data was independently validated and would be submitted in due course for further scrutiny as part of the planning application. He noted the scepticism of a Member with regard to the accuracy of the assessment undertaken in Botley and agreed to provide further information on how these were calculated.

- c) Mr Tilbury and Mr Odgers confirmed that future management arrangements for the significant percentage of open space and greenways across the site were currently under discussion. Amenity open spaces (such as verges etc) were likely to be adopted by the local authority. More purposeful recreation space would normally be looked after by the parish council – as was usually the case across the Winchester district. Appropriately experienced organisations would manage habitat and countryside areas. Mr Tilbury advised that Winchester City Council did not favour the creation of management companies to look after areas of open space as these were unpopular with residents
- d) Mr Odgers confirmed that areas within the red line had been set aside with their use undefined at this time. For example, the scouts may utilise some space.
- e) The concerns of Whiteley Parish Council were acknowledged with regard to an apparent shortage of sports pitches in the area and that, accordingly, there should be provision made in the North Whiteley development area. The pitches should also be in public ownership as opposed to only being located at the schools.

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) Mr Thorne advised that an analysis of demand had been researched with regard to proposed bus routes. This work had been undertaken in partnership with the County Council and predictions of patronage and revenue, together with quantification of costs, had concluded that the routes likely to be proposed were viable propositions. Mr Jenkins added that the developer consortium would be expected to fund the services until such time as they became viable commercial propositions.
- b) A phasing plan for the construction of the MDA had not been finalised. This work would need to have regard to the fact that there were three different developers within the consortium. The detail of the phasing and timing of associated infrastructure would be contained within the detail of the outline planning application.
- c) Mr Thorne clarified that sufficient land had been acquired to achieve a variety of options for the routing of shared cycle/pedestrian route towards Botley from the MDA.
- d) Mr Thorne also advised that Transport Assessment work was nearing completion and was soon to be analysed by the Highways Agency and by the County Council. He would therefore be in position to meet with representatives of local authorities in the vicinity to discuss outcomes from this study.

- e) Mr Jenkins explained that whilst it was always desirable to design a highway network that was as safe as possible, a blanket 20mph speed limit may not be the best approach. A balance would need to be achieved with traffic flow across the area and also having regard to the overall design of the network.
- f) Mr Thorne explained how highway design could lower traffic speeds. For example, providing minimum space for two-way bus movements and by designing in features within verges to disrupt the forward vision of drivers making them maintain an acceptable speed. He reminded that all highway proposals would be subject to independent road safety audits. The use of underpasses for pedestrians would not be appropriate as significant evidence indicated that they were often under used and were also prohibitably expensive

6. **DATE OF NEXT MEETING**

The Chairman advised that the next meeting of the Forum would be arranged to be held in early 2014.

The meeting commenced at 6.30pm and concluded at 8.35pm.

Chairman