

NORTH WHITELEY DEVELOPMENT FORUM

3 July 2014

Attendance:

Councillors:

Winchester City Council

Ruffell (Chairman) (P)

Achwal
Evans

McLean (P)
Newman-McKie
Weston (P)

Councillor Pearson (P) as Deputy Member for Councillor Evans

Eastleigh Borough Council

Myerscough

Fareham Borough Council

Swanbrow

Hampshire County Council

Woodward (P)
Stallard

Whiteley Parish Council

Evans (P)

Curdridge Parish Council

Bundell (P)

Botley Parish Council

Mercer (P)

Officers in Attendance:

Mr S Tilbury – Corporate Director, Winchester City Council
Mr A Hickman – Head of Major Projects, Winchester City Council
Mr N Green – Major Development Project Leader, Winchester City Council
Mr S Jenkins – Hampshire County Council, Highways
Mr M Shefford- Hampshire County Council, Education

Others in attendance:

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

1. **CHAIRMAN'S WELCOME**

The meeting was held at the Meadowside Leisure Centre, Whiteley and the Chairman welcomed approximately 40 local residents and representatives of amenity groups etc.

2. **APPOINTMENT OF VICE-CHAIRMAN FOR THE 2014/15 MUNICIPAL YEAR**

RESOLVED:

That Councillor McLean be appointed Vice-Chairman for the 2014/15 Municipal Year.

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.

A member of the public asked whether the question of Sixth Form provision had been resolved and whether Sixth Form provision would be included within the new secondary school to be built.

Martin Shefford, Hampshire County Council, responded that there were no plans to provide Sixth Form provision within North Whiteley as the area was deemed to be too small to support a Sixth Form College and students would access other colleges in the area, including a possible Sixth Form provision at Cams Hill School in the future. It would be a decision for the Department of Education, but there was no discussion with the development consortium for this provision to be made. The public speaker commented that there should be a formal assessment and statistics to support this decision.

Mr K Slack requested that a Doctors surgery should be provided within the development to reduce waiting times. Mr Tilbury replied that the inclusion of a Doctors surgery would be at the request of the National Health Service through the planning system, but this had not been requested at the present time. If they were concerned, then local people were encouraged to write to the Secretary of State for Health, Mr Hunt, to canvass for this provision, as it could not be resolved by the local Council.

Mrs Hatch asked whether the proposed roads would be wide enough to meet traffic flows and if adequate parking would be provided. Mr Tilbury advised that plans were progressing to cover this provision.

A member of the public asked whether the success of the new retail development in Whiteley had influenced the plans for highway provision. Mr Jenkins replied that this would be taken into consideration.

A member of the public enquired about the financing of the Secondary School through Section 106 contributions for completed housing between 2015 and

2021 and when pupils would be available to go to the Secondary School. Mr Tilbury replied that a great deal of consideration was given to the phasing of the two Primary Schools and the Secondary School in cooperation with the consortium to ensure that the timing was correct. Martin Shefford, Hampshire County Council, added that this was a cornerstone of planning and that linked schools at Henry Cort Community College, Brookfield Community School and Cams Hill School would also be utilised.

4. **MINUTES**

RESOLVED:

That the minutes of the previous meeting held 13 November 2013 be agreed as a correct record.

5. **NORTH WHITELEY MAJOR DEVELOPMENT AREA**
(Report NWDF006 refers)

Mr Green introduced the report and stated that the time taken for the preparation of the outline planning application had been extended due to the complexity of the proposals, and the need to ensure a robust evidence base, for example in respect of transport, design and access. It was now anticipated that an outline application could be ready by the end of September 2014, which would be the subject of wide ranging public consultation and exhibitions.

The Forum received presentations from representatives of the consortium.

Phasing

Mr A Barker, Terence O'Rourke Limited, outlined the proposed phasing of development over the next 12 to 15 years:

Year one (2016) – construction of the spur road and Bluebell Way. Access would be provided to Hampshire County Council to construct the first Primary School. 100 units of housing accommodation would be provided and also the first allotments.

Year two – Construction of Bluebell Way to Botley Road and linked to the south. The first primary school to be opened. Development to take place around three nodes, with construction of 205 units of accommodation and provision of a green corridor.

Year three – The secondary school site to be made available to Hampshire County Council north of the green corridor. All weather pitches to be provided and 300 dwellings to be constructed.

Year four – Whiteley North and Curdrige Way to be constructed. The Secondary School is still being built. 350 dwellings to be provided.

Year five – A small number of retail units together with nursery provision to be provided. The Secondary School opens.

Year six –Curdrige Way and Barn Farm access land could be added to the school.

Year seven – Curdrige Way to link to Botley Road to the north. Second allotment site provided and the second Primary School opens.

Year eight – Further allotment provision and football pitches. Works continue on the southern development and northern neighbourhood.

Year nine – More dwellings provided off Botley Road.

Year ten – Larger northern centre and small retail development provided together with a nursery and community provision and possibly extra care provision.

Year eleven – Development continues to the east.

Year twelve –Completion of the scheme together with provision for senior football pitches and associated development.

Master Planning

Mr C Odgers - Terence O'Rourke Limited, provided an outline of the Master Plan.

In summary, the proposed development would be organic vernacular to the north and more formal to the south. There would be around 2,000 houses to the north and 1,500 houses to the south with each area given its own character and identity as dictated in the Design Code, the eventual split between the two neighbourhoods will be determined through the masterplan and parameters plans. The Design Code would consider items such as building form, street layout, open spaces and design.

The approach had been to study the topography of the area and also to pick out tree belts and hedgerows to frame the new development. Eight different identity areas would be used for the 3,500 dwellings. The north and south neighbourhoods would be provided with a rolling sense of transition from rural to urban to utilise the large amount of space available. The Design Code would be a reference document for both the Council and the developers.

Architectural principles had also been considered. These included considering transitions between developments to create unity and harmony between house types, for example by considering vistas at the end of roads. Traditional materials would be used in a contemporary way, including the use of pastel renders.

There would be vitality in the development by the provision of cafes, shops and services, in a new local centre to the north. A mix of traditional and contemporary construction and quality materials would be used and consideration was also given to pedestrians and public transport.

Workshops had been held with key stakeholders and local people in development of the Design Codes.

Green infrastructure

Nicola French, Terrance O'Rourke, stated that a layered approach had been taken to integrate existing green spaces into the development and utilise them for differing roles, for example using Sites of Importance for Nature Conservation (SINCs) as open spaces.

The Hamble Special Protection Area and Whiteley Pastures SSSI and existing tree belts provided both constraints and in the case of Whiteley Pastures opportunities for managed recreation and there needed to be a balance between preserving and protecting existing landscapes and providing areas in which to play, including playing fields and Local Areas for Play (LEAPs).

Appropriate linkages would be provided for cycling through paths and tracks, and the provision of allotments was also part of green infrastructure.

Green infrastructure would link to the Master Plan, including phasing of each year's development and recognition would be made of long term management considerations, including complying with habitat regulations. The proposals would be part of on-going consultation.

Transport

Neil Thorne, Peter Brett Associates, stated that meetings had been held with key stakeholders so that the transport works would be to a standard that was adoptable by the County Council. Hampshire County Council had indicated its approval in principle to street locations and dialogue was continuing to consider drainage, lighting and landscape etc.

The main thoroughfares would be Whiteley Way, Bluebell Way and Curdridge Way. There was now detail of neighbourhood streets and their integration with cycle ways, footways and bus routes. Main routes would be designed to keep traffic free-flowing with measures to decrease traffic speeds at schools and community uses. Street corridors would be designed to be wide enough to accommodate cycle ways and footways.

The junction to the development leading off Botley Road from the station direction could be signalled controlled and the road itself would be moved north to front playing fields and larger houses. It was the intention to have 30 miles per hour speed limits on main roads, which would lead to a change of speed limits on Botley Road. A cycle route would be created from Botley Station to Segensworth via the new development.

The existing roundabout by the Whiteley retail development would be moved to accommodate the improved footpath and cycle route and works would also be carried out on junction 9 of the M27 to provide a signalled junction with wider slip roads.

In answer to Councillors' questions, the representatives on behalf of the consortium replied as follows:

The projected numbers of house completions each year were: Y1 to 4 353; Y5 360; Y6 355; Y7 364; Y8 356; Y9 361; Y10 358; Y11 300; Y12 93 and residual.

Shared space had been considered as a means of adapting Whiteley Way in the vicinity of the Solent Business Park but the route was an important distributor road at this point and hence and traffic lights were a preferred option in order to deal with the volumes of traffic.

It was recognised that existing traffic congestion in the Botley Station area was an issue and the intention of the design was to create the capacity in the south of development to reduce the demand for traffic to the north. The proposals for traffic light control and a public transport strategy were being discussed with Hampshire County Council.

A bid had been submitted to the Government via the Local Economic Partnership (LEP) to an Infrastructure Programme for £14m of infrastructure funding for Whiteley Way for delivery in 2015/16 and 2016/17. In response to a query about the programme for delivery, Mr Jenkins stated that the terms of a successful award would need to be studied, which may lend itself to a phased implementation. However, if it was for a more immediate implementation, the County Council would work with the development consortium to agree a way of providing the infrastructure in line with the terms of the funding if the bid was successful.

In terms of protecting the strategic gap between Curdridge and North Whiteley, the proposals outlined to the Forum were illustrative and the detail would be considered at the reserved matters stage, but distinction of the communities would be maintained.

The "R2" roundabout and Marjoram Way would have minor rerouting but it was not considered that Marjoram Way would be opened to two way traffic.

The traffic modelling had taken into account related developments in neighbouring council areas and also their phasing.

Waste recycling would take place in existing facilities and the development would contribute towards the cost of required enhancements to these.

Affordable homes would be included within every phase of development but the percentage may vary slightly between phases. They would not all be included in one or two phases.

In reply to questions from members of the public, representatives of the consortium and Council Officers responded as follows:

The traffic modelling had taken into consideration wider developments in Welborne and Boorly Green and a traffic assessment would also be required. This included consideration of present traffic congestion, for example at the Kingsway junction.

The beauty of the area surrounding the Horse and Jockey at Hamble was recognised and would be protected as a gap.

The first primary school to be completed would be three form entry and the second primary school two form entries.

Consideration was being given to providing housing for the elderly within the development within the selection of house types for construction.

Winchester City Council's policy on affordable housing was 40% provision but through the planning process the development consortium may put forward a viability study to make a case for a lower figure. The submission of the economic viability study would be scrutinised by the relevant Council committee.

A local supermarket would be located in the north of the development to supplement the large Tesco supermarket within the Whiteley retail development.

Alternative routes for vehicular access to the business park had not been considered, as this was not considered feasible.

RESOLVED:

That the report be noted.

6. **TERMS OF REFERENCE**

It was agreed that public participation procedures were satisfactory but could be reviewed further in the light of experience.

RESOLVED:

That the comments be noted.

7. **DATE OF NEXT MEETING**

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

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

Chairman