

Delivery Board Meeting

to be held on Wednesday 14th September 2011
from 10:am to 12:00pm
Main Hall, Forest Community Centre, Bordon

A G E N D A

1. Welcome and introductions - Chairman (verbal)
(5 mins)
2. Minutes of previous meeting and matters arising (attached) page 4 -
(5 mins) 14
3. Public Questions
- to respond to any questions received in writing from the
public
(15 mins)
4. Verbal update from Ministry of Defence (MoD) in the light
of the Minister's Defence Technical Training Change
Programme (DTTCP)
(5 mins)
5. Whitehill Bordon Updated Viability Assessment page 15 -
(paper attached) 22
(5 mins)
6. Transport Assessment Tranche 2 - Junction Mitigation page 23 -
Options Report - final draft (paper attached) 32
(10 mins)
7. Revisiting the Eco-town vision (paper attached) page 33 -
(10 mins) 43

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| 8. | Appointment of Commercial Advice (paper attached)
(20 mins) | page 44 -
47 |
| 9. | Landowners' update (paper attached)
(5 mins) | page 48 -
53 |
| 10. | Quebec Barracks high level objectives (paper attached)
(10 mins) | page 54 -
63 |
| 11. | Proposals for the long term management and maintenance of
community assets (paper attached)
(10 mins) | page 64 -
69 |
| 12. | Outcomes from Specialist Groups and Chairman/ Vice
Chairman/ Lead Officers meetings (paper attached)
(15 mins) | page 70 -
73 |
| 13. | Project progress report
- Paper from Eco-town Project Manager (attached)
(10 mins) | page 74 -
84 |
| 14. | Forward Programme
- Dates of future Standing Conference meetings
(At least two weeks prior to the Delivery Board meetings)
Thursday 1 st December - 2:30pm -
Forest Community Centre

- Dates of future Delivery Board meetings
Thursday 15 th December - 2:30pm -
Forest Community Centre

- Agree dates for future meetings for 2012
Proposed dates for Standing Conference would be:
Thursday 1 st March (evening)
Thursday 31 st May (morning)
Thursday 30 th August (afternoon)
Thursday 29 th November (evening)

Proposed dates for Delivery Board meeting would be:
Thursday 15 th March (evening)
Thursday 14 th June (morning) | |

Thursday 13th September (afternoon)
Thursday 13th December (evening)

- Items for future meetings
To discuss items for future meetings (attached)
(5 mins)

page 85

Total time - 2 hours 10 mins

Exempt Items

1. To discuss a more detailed financial and project update report
(to be circulated to Delivery Board members)
2. Risk Register report
(previously circulated to Delivery Board members)

	<p>Further updates from the previous meeting are:</p> <p><u>Additional Delivery Board representation (minute no. 4.1 of Dec 2010 Delivery Board meeting):</u> The Chairman wrote a letter to the district council Leader requesting an additional representative from Whitehill Bordon to be nominated onto the Delivery Board. The additional representative is Cllr Philip Drury.</p> <p><u>Year 2 funding (minute no. 10 of Dec 2010 Delivery Board meeting):</u> The use of Year 2 funding is not fully understood within the community. Year 2 funding is not for additional quick win projects within the community. The Year 2 funding has been ring fenced for funding an early demonstration project. This project will need to be mixed use, probably on land to be released by Ministry of Defence (MoD).</p> <p>A request was made that a briefing note is written to explain what the Year 1 money has been used for so far.</p> <p><u>Arrangements for recruiting the permanent chairman for the Delivery Board (minute no. 6 of Mar 2011 Delivery Board meeting):</u> After the agreement by Delivery Board members that the interim Chairman's contract needs to be extended, the project director initiated the appropriate EHDC procurement procedures to follow up with this request. This process has now been completed, and EHDC Cabinet has agreed that the interim Chairman's contract will be extended on the basis that the contract is kept to a maximum value of £49,999 (<u>inclusive</u> of the cost of the work he has done to date) and to time limit it to end at 30th September 2012 (subject to appropriate notice on either side). Whilst the Council does not anticipate needing this amount of time or budget, because of the uncertainty over the MoD announcement and the future of the project, this extension gives the maximum flexibility over Mr Walker's contract.</p>	WS
3.	<p>Public Questions</p> <p>Questions were received from two members of the public. The Chairman read out the questions and answers.</p> <p>The questions and answers are appended to these notes. (Appendix 1.)</p>	
4.	<p>Verbal update from Ministry of Defence (MoD)</p> <p>It is anticipated that the Defence Technical Training Change Programme announcement will be made in July before the summer recess. Therefore, it is important to plan so that all concerned are ready when the announcement is made.</p> <p>A suggestion was made that a press statement is drafted and circulated to Delivery board members for their agreement. This press statement should be as inclusive as possible and be accompanied by a publicity pack with questions and answers. Preparation of this can be</p>	LFM

	done by email.	
5.	<p>Neighbourhood engagement programme to revise the Whitehill Bordon Draft Framework Masterplan.</p> <p>The planning and urban design theme lead introduced the report. The feedback from the Standing Conference was positive. All feedback has now been incorporated into the report.</p> <p>It was highlighted that there is still work to consider such as the various studies that are taking place at present. Also that there must be an opportunity for a strategic overview.</p> <p>A concern was raised about the timeframe of work for the masterplan engagement period. The masterplan revisions need to be completed before any referendum which may be held to allow the community to give an informed view. Masterplan engagement starts in September with events running until November. Responses will then be collated with a revised masterplan available in March 2012.</p> <p>Delivery Board members gave their approval to the neighbourhood engagement proposals contained in this report.</p>	MP
6a.	<p>Delivery Board project plan and forward programme of work</p> <p>The project director introduced her report. This report accompanies a more detailed report written by the consultancy company, Turner & Townsend (T&T).</p> <p>The report written by T&T includes a high level project plan. The contents of the report were derived from the Delivery Board and Project Team workshop that took place in April, and the workshop notes generated by Advisory Team for Large Applications (ATLAS) who facilitated the workshop. Because of the timescale, this report was not ready in time to present to the Standing Conference. Therefore, it was suggested that this report and work plan is referred to the next Standing Conference for feedback.</p> <p>The report written by the project director makes several recommendations. These need to be reviewed along with the recommendations made in the report written by T&T.</p> <p>The Board and the project team need to be in a position to resource the plan, so the work proposed in the high level project plan needs to be looked at in line with the work of the Specialist Groups so that all work is prioritised accordingly and is focused in the same direction. The project director will liaise with Delivery Board members.</p> <p>Work that had not been included in the high level project plan included development of the masterplan. In addition to this is other additional work that will need to be included is the Year 2 funded exemplar project. These will be added.</p> <p>The project director thanked ATLAS for facilitating the April Delivery</p>	DG

6b.	<p>Board workshop with such professionalism and free of charge. She also highlighted that T&T have a wealth of experience across the country, and the Chairman, John Walker also comes with his own set of relevant skills and experience.</p> <p>The Chairman gave clarity to particular bullet points in the recommendations of the T&T report (page 1).</p> <p>The second bullet point is important as this helps to cement the understanding with Defence Infrastructure Organisation (DIO). The third bullet point refers to the planning application process. This needs to start sooner rather than later as the process for an application for a large scale development/ regeneration is at least a two-year process.</p> <p>He clarified that the reference in the fourth bullet point is not to a developer, but a partner with expertise and financial resources needed to help to take the project forward in the correct way.</p> <p>The sixth bullet point is referring to identifying gaps in funding. With this information, we will understand what funding options we will need to explore.</p> <p>An additional comment for the seventh bullet point is there will be a need to check what skills are needed within the project team.</p> <p>A concern was raised regarding the timescale for the Core Strategy and the work required in completing the masterplan. The masterplan work needs to be completed by the end of March 2012.</p> <p>The project director assured the Delivery Board that despite working towards a fixed timescale, the project team believe this timescale is workable. To achieve this, the Delivery Board will need to hold additional informal meetings as this timescale cannot rely on the schedule of the formal Delivery Board meetings. The planning and urban design theme lead would set these meetings in advance.</p> <p>Page four of the T&T report makes reference to the need to refresh the vision. It was highlighted that this work is urgently needed, and it was agreed that this would be an item for the September Board meeting.</p> <p>Page eight of the T&T report refers to the work needed in creating a Special Purpose Vehicle (SPV) which includes EHDC, MoD DIO and a partner or partners. Whitehill Town Council (WTC) and the Whitehill Bordon Town Partnership (WTP) are concerned that they have not been mentioned. It was reiterated that local members need to be key stakeholders.</p> <p>It was concluded that the T&T report is a really important basis to work from, recognising that we can adjust and amend the document accordingly.</p> <p>Procurement of Commercial Advice</p> <p>This report is the result of a request made during the April project planning workshop to MoD DIO to find out about procurement advice.</p> <p>A series of meetings are being set up with various organisations. These organisations are being asked to write proposals to come back to the Delivery Board at the September meeting.</p>	<p>MP</p> <p>DG/ CS</p> <p>ALL</p> <p>RN</p>
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	<p>The procurement process can take a long time; therefore, there is a need to get this process moving.</p> <p>It was noted that if the Delivery Board does not like any of the proposals, the Delivery Board does not have to take them.</p>	
7.	<p>Update from the Landowners' Group</p> <p>Richard Nelson introduced his report and gave a brief summary of it.</p> <p>A concern was raised that the landowners meetings are private meetings and not fully inclusive. However, it was pointed out that their meetings are reported to the board and that it is important that they meet and seek a basis for collaboration in delivering the masterplan. A Memorandum of Understanding (MoU) had already been signed by the principal landowners. The town council requests that there is something in the public domain that shows all landowners are signed up to the Eco-town.</p> <p>The initial idea behind the MoU was to ensure the major public sector landowners with land available for development document how they will work together. Anyone who would like to see a copy of the MoU can be given a copy on request.</p> <p>A request for clarification about the difference between an Eco-town boundary and an Eco-town policy zone was made. Wendy Shillam and Mandar Puranik will provide this.</p>	WS/ MP
8.	<p>Viability update</p> <p>Ian Parker explained that the viability work that is being carried out presently is part of any normal process for a development project of this size. The purpose is to keep a check to ensure the project is still a viable option.</p> <p>A viability assessment by GVA Grimley was completed in 2009. This assessment is being revisited using GVA Grimley who is looking at market changes, costs and the future prospects. Although still waiting for final results, early indications are that there has been an increase in the residential market and a decrease in the commercial market, and the project is still looking viable.</p>	
9.	<p>Economic Development and Employment Strategy</p> <p>The project manager introduced her report.</p> <p>She explained the recent Standing Conference gave constructive comments. The main changes made to the strategy are outlined in the executive summary. Delivery Board members have also been consulted as well as a public consultation.</p> <p>Once the Economic Development and Employment Strategy is agreed,</p>	

	<p>we will have a better understanding of what approach is needed and what line of business we will want to attract into the town. This information can then be inputted into a marketing and inward investment strategy.</p> <p>This strategy is focussing on seven key priority areas (page 7-17 of strategy), with tourism being one of those areas. In addition, a lot more work is needed towards regeneration of the High Street and Chalet Hill area. The town needs to be sustainable within itself.</p> <p>It was requested that a note about the need for executive homes should be added to the text. (It can now be found in the final document at 4.02)</p> <p>A query was raised regarding one job per household. It was felt that the number of jobs per household should be higher as there is more than one person within a home working. The project manager explained the policy is expected to be one job per new household plus 1,500 jobs to replace the loss of jobs from the MoD. Yes, there are households with more than one person working, but there are also homes where household members are retired and therefore not working. The aim of one job per household is actually much more ambitious than other Eco-towns. It is important to remain ambitious and balance the creation of jobs and the loss of approximately 1,500 MoD jobs if the garrison is to relocate.</p> <p>The Delivery Board members agreed to adopt this strategy as a working basis subject to comments made. The strategy will be regularly reviewed and its implementation overseen by the Economic Development Specialist Group.</p>	
10.	<p>Outcome of the meetings and revised programme of work of the Specialist Groups</p> <p>The chairman introduced this report, drawing attention to the recommendations on page 68 of the collated papers, and the suggestions which resulted from the meeting with Chairman/ Vice Chairman and Lead Officers that took place on 23rd May 2011 (page 69).</p> <p>It was felt that a lot of good work has been done by the Specialist Groups, and the work programmes are in much better shape. The work programmes of the Specialist Groups will be compared with the T&T high level project plan and this project plan will be used to guide the work of the Specialist Groups. Initial assessments are showing that there are no discrepancies at the moment, but this is a work in progress. There may be problems with resourcing some of the work, but the Project Team will assess this. The Theme Leads will then feed back to the Specialist Groups with the T&T project plan.</p> <p>The Sustainable Environment Specialist Group has already put together financial resourcing needs along with justification of these figures. These will also be looked at, along with other resourcing needs, by the project team. The funding manager can then use this information to seek additional funding.</p>	Project Manager & Theme Leads

	<p>The Chairman of the Infrastructure, Education and Transport Specialist Group and Delivery Board representative of that group used this opportunity to feedback on the questions that were raised to the group by the late John Illett. The Specialist Group chairman had received an email from Tim Wall, transport theme lead, explaining that clarification has been requested from the consultants writing the transport report before an answer can be given. He was hoping that this response would be available before the end of the week.</p> <p>Now that the Economic Development and Employment Strategy has been agreed in principle, the Economic Development Specialist Group will need to look at how to implement this. The Strategy will direct the work of this group.</p> <p>The Board then reviewed the recommendations on page 69.</p> <p>Bullet point a) Standing Conference format – It was confirmed that the Delivery Board agreed with this suggestion at the recent Standing Conference.</p> <p>Bullet point b) Specialist Group cross cutting issues – There is every intention that the cross cutting issues will be addressed. The theme lead officers will take responsibility for this. The Eco-coordinator will ensure they are included as part of the Specialist Group meeting agendas.</p> <p>Bullet point c) operation and membership of Specialist Groups – This is being addressed by the Eco-coordinator. The MoD announcement may also have an impact.</p> <p>Bullet point d) Shipwrights Way – A query was raised regarding whether the Delivery Board need to have a view. Presently, the Shipwrights Way steering group is encouraging the public to cross a protected site, therefore an alternative route is needed. It was agreed that the Delivery Board Chairman will write to the Steering Group. The EHDC Councillor representing Whitehill Bordon is attending the Steering Group meetings and can assist with encouraging the path redirection. The EHDC Councillor representing Whitehill Bordon and the project director will draft a letter to be circulated to the Delivery Board for comments prior to being sent.</p> <p>The town council gave feedback on the recent Standing Conference. They felt that this meeting was a lot more productive. A request was made regarding the membership of the Standing Conference. Membership has changed slightly as a result of the recent parish and district council elections. It was also suggested that report authors should be part of the Standing Conference.</p> <p>Clarification on how the Delivery Board can feedback to the Specialist Groups was made. The high level project plan will need to be included into the work of the Specialist Groups’ action plans. If any of the Delivery Board members have comments on the Specialist Groups’ action plans, then these would be welcome.</p> <p>Appendix A of this report has drawn together actions rather than recommendations. It was clarified that actions are what the Specialist Group are hoping to do. If the Specialist Groups would like a steer on these actions, then they should be written as recommendations.</p> <p>The Specialist Groups must also feel that they can draw on other skills</p>	<p>WS</p> <p>CS</p> <p>Theme Leads & CY</p> <p>CY</p> <p>PD & DG</p> <p>ALL</p>
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	and resources which they feel are lacking or don't have detailed specialist knowledge.	
11.	<p>Project progress report</p> <p>The project manager introduced her report.</p> <p>A very useful discussion had taken place at the recent Standing Conference. All comments raised have been incorporated into this report, including updating on the energy feasibility study.</p> <p>A query was raised regarding the 4 Eco homes that will be built at the fire station, and the level of local involvement in light of the fact that this is an international design competition. The Delivery Board was assured that the Project Initiation Document (PID) is being developed and will include a lot of community involvement. The drafted terms of reference are still going through internal processes so won't come to the Delivery Board, but informal discussions with board members can be held.</p> <p>It was highlighted that the energy feasibility consultation period occurred during the recent elections. This inhibited some board members from attending all the meetings. Therefore a request was made for further opportunity for consultations. It was agreed that there would be a briefing on the outcome of all the studies for councillors at all levels, so that they are fully aware of what is being proposed. Energy feasibility work is at an early stage. There is little need for a final decision regarding an energy strategy immediately, except for safeguarding sufficient land in the masterplan for larger energy installations like a biomass plant. There will be further opportunities for consultations later.</p> <p>As some of the studies have a lot of technical detail, they will also be published with an executive summary, providing a précis of the salient points.</p>	
12.	<p>Forward Programme</p> <p>Dates and times of future Standing Conference and Delivery Board meetings were confirmed. Venues will be confirmed at a later date.</p> <p>A paper which identified items that will need to be considered during future Delivery Board meetings was presented and discussed (page 108). Delivery Board members are welcome to add additional items at any stage. It was suggested that an additional item to be added to this forward programme of work is revisiting the Eco-town vision by the Delivery Board as agreed at the project planning day. This will be added to the agenda for the September meeting of the Board.</p> <p>A request was made for more updates on when quick-win projects are completed and by whom. Key up-and-coming reports are for Viking Park and the Wi-Fi project. Once completed, the Viking Park report will be in the public domain. It was also clarified that the Wi-Fi project will only provide free Wi-Fi access at the Forest Community Centre outside</p>	<p>CS</p> <p>CS</p>

	<p>space and internally at this stage. This has always been the case despite some people believing that it will be extended. This extension will occur, but at a much later date.</p> <p>The project officer will maintain a rolling forward programme of items for future meetings.</p>	CS
	Exempt items	
13.	<p>Audit and review summary</p> <p>The Board members reviewed the annual audit report.</p> <p>The Board members then sought clarity and discussed various project budget lines in more detail.</p> <p>Terminology used in the report was explained. This is: Initiation stage – the process of developing a Project Initiation Document. Delivery stage – process by which a project is delivered i.e. work in progress. Completion stage – the stage that a project is signed off as complete.</p>	
14.	<p>Risk register report</p> <p>The Board members reviewed the risk register report.</p> <p>It is recognised that the risk register is a work in progress and is a working document.</p>	
15.	<p>Viking Park</p> <p>The project team had received an update on the Viking Park design and feasibility study. This information was shared with the Delivery Board members. The Delivery Board does need to consider the full report when it is finished.</p> <p>Once the Delivery Board has had a chance to review the full report, they need to decide:</p> <ul style="list-style-type: none"> - what they think of it, and provide feedback - how we take this forward. <p>The planning and urban design theme lead will set up a meeting to brief Delivery Board members.</p>	MP

Appendix 1: Public Questions

N Metcalf

<p>1. Has the final draft economic and employment report been considered by the Economic Specialist Group and if so when did this take place and what observations did they make in relation to the report?</p> <p>1.1 If not, should they not be asked for their considered specialist observations? I had understood that the whole purpose of the Specialist groups was to consider and comment upon proposals within their specialist expertise!</p> <p>This report was timetabled to be considered by the Delivery Board at their September Meeting and accordingly there is no urgency for it.</p>	<p>1. The Specialist Group considered the consultation copy of the report in February this year. Action notes are included in the Specialist Group report that went to the Standing Conference and are going to this Delivery Board meeting. These papers are available on the whitehillbordon.com website.</p> <p>1.1 The report has been updated to take account of the group’s comments, comments from the Standing Conference and others. The process is that it now goes forward for Delivery Board comments.</p> <p>1.2 We expect the MoD to be making an announcement in July. The generation of new jobs for the town is urgent.</p> <p>1.3 The report is due for update once a year. There is nothing to prevent further advice being given by the Economic Development Specialist Group at any time.</p> <p>Chairman’s comments: He hopes that the MoD announcement is made soon. The Delivery Board and Project Team must be as prepared as possible. The Eco-town project is a living strategy that needs to evolve.</p>
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Public questions – Peter Parkinson

<p>In the Project Progress Report Executive Summary, Wendy Shillam states that –</p> <p>"None of the studies are highlighting any issue which might be a barrier to the levels of development envisaged. But they do recommend a number of changes and modifications which we anticipate can now be adopted in the revised masterplan."</p> <p>1) How can she be sure since several studies are yet to report?</p> <p>2) What are the level envisaged?</p> <p>3) What are the changes and modifications she anticipates?</p>	<p>We are in touch with all the consultants and they are discussing their draft findings with officers at the moment. Final versions are due for publication at the end of June, so with many of the studies, draft copies are already available to officers.</p> <p>All the studies are testing the Draft Framework Masterplan June 2010. Levels of all types of development including draft housing numbers, employment, retail and schools are detailed in that document, which is available on the website.</p> <p>Proposed changes and modifications will be published later in the year for discussion during the neighbourhood engagement.</p> <p>The views expressed above stand as of today's day, but clearly there is further work to do before any firm conclusions are drawn.</p>
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Whitehill Bordon Opportunity Delivery Board

Date of meeting: 14 September 2011
Title of report: Whitehill Bordon Updated Viability Assessment
Author: Ian Parker, Head of County Development Taskforce,
Hampshire County Council
Reference no: WBPD031-2011

Executive Summary:
(Not more than 2 small paragraphs)

The report describes the outcome of the project viability assessment prepared by consultants GVA, which was commissioned to provide an updated assessment of the viability of the Whitehill Bordon project.

The report illustrates that despite the downturn in the development market, there continues to be a projected positive return from the development proposals identified in the Whitehill Bordon framework masterplan. In addition, it highlights the sensitivity of the project to changes in costs and income and of the need to manage the project effectively to produce positive land values whilst securing the desired economic, social and environmental improvements for the town.

Date: 24 August 2011
Version: v1.1

Status of Report: Public

Purpose of report:

1. To inform the Delivery Board of the outcome of the updated viability assessment of the proposed redevelopment of Whitehill Bordon and;
2. For its findings to be used as part of the evidence base for the East Hampshire Local Development Framework (LDF) and in the future management of the project.

Recommendations requiring Board considerations:

It is recommended that the Delivery Board:

1. Notes the findings of the updated viability assessment prepared by GVA;
2. Authorises its use as part of the evidence base for the East Hampshire Local Development Framework and the future management of the regeneration of Whitehill Bordon, and;
3. Acknowledges the importance of maintaining overall viability in order to secure the successful regeneration of the town.

Consultation and comments received:

The report has been considered by the principal landowners of the Whitehill Bordon project and accepted as the basis for further negotiations on planning, site assembly and the implementation of the Eco-town proposals.

Community engagement proposals:

The overall findings of the viability assessment will be discussed at the proposed neighbourhood engagement events.

2 Background

- 2.3 The following provides a summary of the full GVA report, details of which will be made available on the Whitehill Bordon website. GVA was commissioned by East Hampshire District Council (EHDC), Hampshire County Council (HCC) and the Defence Infrastructure Organisation (DIO)- formerly Defence Estates to provide development viability and delivery advice in respect of the proposed Eco-town at Whitehill Bordon. These parties comprise the Whitehill Bordon Landowners' Group which has recently instructed GVA to provide an update of previous development viability work in respect of the preferred masterplan option for Whitehill Bordon Eco-town. This work will form part of the evidence base of the East Hampshire Core Strategy being prepared as part of the LDF process.
- 2.4 The report takes forward the earlier work on development viability undertaken by GVA in 2008 to support the Whitehill Bordon Opportunity Executive Group's submissions to the Department of Communities and Local Government (DCLG) in respect of the Eco-town.
- 2.5 In the latter stages of 2008 and throughout 2009, AECOM was appointed to prepare a masterplan and a preferred option for the Eco-town was formulated. GVA appraised the development viability of the emerging options in 2009, culminating in a more detailed appraisal of the preferred option in early 2010. In view of changing market conditions in the intervening period GVA was commissioned to reassess its viability assessment to ensure that the evidence base underpinning the Core Strategy is as up-to-date as possible.

3 Whitehill Bordon Updated Viability Assessment

- 3.3 In line with the previous viability assessments, a Discounted Cash-Flow (DCF) development appraisal has been undertaken to provide a broad indication of the potential viability of the Eco-town proposals.
- 3.4 The masterplan prepared by AECOM provides for up to 4,000 dwellings and a new mixed use town centre, supported by a wide range of employment, education, health, leisure, transport and related open space and community facilities. Table 1 sets out the floorspace assumptions provided by AECOM for the preferred option comprising residential and associated commercial/employment uses. These floorspace assumptions relate to the value-generating uses and have provided the basis for the viability testing since 2009. The appraisals assume four phases of development spread over a 22-year development period.

the masterplan in late 2009, having regard for market research and prevailing market conditions.

2.6 Build costs, infrastructure, potential Section 106 costs, fees and finance (and their timing/phasing) were provided by Gardiner and Theobald (G&T) and have been updated to Q4 2010. Hampshire County Council (HCC) has provided revised transportation costs as of July 2011, which are based upon the emerging Transport Assessment and Travel Plan.

2.7 Viability Assessment

2.7.1 The following cost/value assumptions were used in relation to residential uses which are potentially the most valuable part of the overall development.

- Residential Development Revenues – A blended capital value across all owner occupied residential elements of the appraisal equating to £2,956 sq m (£275 per sq ft) as at Q4 2010 has been applied, having regard for the mix of development and unit sizes proposed;
- Residential Build Costs – Blended build costs (including preliminaries, externals, utilities and plot works) provided by G&T have been applied and updated to reflect build costs as at Q4 2010 in line with BCIS (Building Cost Information Service) tender price data, equating to £1,250 per sq m (£116.13 per sq ft) for apartments and £1,060 per sq m (£98.48 per sq ft) for houses. Build costs assume Code Level 3 of the Code for Sustainable Homes. An allowance for Code Level 6 has been separately allowed for;
- Residential Build/Sale Period – Residential build costs and sales values are recorded annually in the appraisal, with a time lag between build and sale. A 16-year build period for 4,000 dwellings has been assumed, with no year of development exceeding a delivery rate of 300 dwellings per annum;
- Affordable Housing – A split between market and affordable housing of 65:35 has been allowed for in accordance with East Hampshire District Council (EHDC);
- Affordable Housing Grant – It was assumed that no affordable housing grant is likely to be available from the Homes and Communities Agency (HCA). This is based on discussions with the HCA, following the Coalition Government's Comprehensive Spending Review (CSR) and subsequent budget cuts in expenditure.

2.8 Residual Land Value and Net Present Value (NPV)

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Partners:

EAST HAMPSHIRE DISTRICT COUNCIL, HAMPSHIRE COUNTY COUNCIL, WHITEHILL TOWN COUNCIL,
WHITEHILL TOWN PARTNERSHIP, MINISTRY OF DEFENCE, HOMES & COMMUNITIES AGENCY

developer would pay for the entire site at today's date. The undiscounted figure (a simple subtraction of total development costs from total development value), which is significantly higher than the discounted figure, does not take into account these factors and as such does not represent a true picture of the development's viability, taking into account the assumptions adopted above.

- 2.9.3 The above findings indicate that the baseline scenario generates a positive NPV/residual land value of circa £35million, based upon the assumptions adopted (set out in the previous section).

However, it should be noted that the development viability will continue to be sensitive to future changes in costs and values.

Further consideration should be given to the timing of infrastructure and other development costs, many of which occur in the initial stages and so adversely affect development viability. Altered timing of these payments, such as infrastructure or Section 106 payments, could enhance the development viability significantly.

3 Conclusions

- 3.1 The baseline scenario assumes that 4,000 dwellings are delivered at Whitehill Bordon, alongside a new town centre and a range of facilities and supporting activities encompassing employment, education, health, leisure, retail and commercial uses. Other key assumptions made which are critical to the assessment of viability include the following in respect of public funding support:

- No Affordable Housing Grant (AHG) is currently available from the HCA;
- There will be a need for funding subsidy to refurbish or redevelop the existing secondary school which caters for existing local residents. The source of this funding has yet to be identified;
- The retrofitting of existing homes as a public sector cost. No allowance for retrofitting has been incorporated within developmental appraisals; and
- No allowance has been made to reflect the cost of any rail infrastructure associated with linking Whitehill Bordon to the national rail network.

- 3.2 Adopting the above assumptions, (and those set out in the previous sections) the development appraisal of the baseline scenario shows that the current masterplan proposals have the potential to be viable, generating a positive Net Present Value (NPV) or residual land value in the order of £35 million. This is encouraging in light of the current

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Partners:

EAST HAMPSHIRE DISTRICT COUNCIL, HAMPSHIRE COUNTY COUNCIL, WHITEHILL TOWN COUNCIL,
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market conditions and uncertainty regarding the recovery of the property market in general.

- 3.3 This figure assumes current day estimates of both cost and values. Whilst no allowance has been made for the inflation of future costs and values, the baseline scenario assumes a 1% per annum uplift in residential sales values due to the increased attractiveness of Whitehill Bordon as a place to live, as its redevelopment progresses, new facilities and employment opportunities are provided and the area becomes more attractive to potential purchasers.
- 3.4 In conclusion, the development appraisals of the Baseline Scenario and the various sensitivity tests undertaken show a positive NPV/Residual Land Value and as such the current masterplan proposals have the potential to be viable. However, as with a scheme of this magnitude there are opportunities for improving the viability and hence deliverability of the scheme which needs to be examined in more detail as the detailed planning and implementation progresses. Potentially these measures include the financial return to landowners, phasing/timing of infrastructure and Section 106 costs, as well as potential public sector and new funding sources.
- 3.5 A key issue will be whether the baseline scenario tested provides sufficient land value (and therefore incentive) for all the land to be brought forward and released for development. Whilst this is a subjective issue and not easily quantified, it is critical to the delivery of the masterplan proposals at Whitehill Bordon. The three major landowners are public sector organisations and as such are required to achieve best value for their land in line with HM Treasury Guidelines. The three major landowners are continuing to work together to refine the masterplan and delivery assumptions to ensure that values are enhanced where possible and that land values can be optimised. There is an intention amongst the major landowners to enter into a land equalisation agreement, work on which is progressing and when in place it will provide greater certainty over land assembly and availability as the project progresses. This and the reduction of other uncertainties will be an important factor in securing enabling funding for the project.

Whitehill Bordon Opportunity Delivery Board

Date of meeting: 14 September 2011
Title of report: Transport Assessment Tranche 2 – Junction Mitigation
Options Report – final draft
Author: Tim Wall, Team Leader Highways Development Planning,
Hampshire County council
Reference no: WBPD025-2011

Executive Summary:

The report describes the findings of the Junction Mitigation Options Report, which was produced to identify potential engineering options at a series of key network locations that are modelled to operate at or above capacity should the Whitehill Bordon development be implemented.

The report identifies potential mitigation options at each of the key junctions which would be sufficient to mitigate the 'worst-case' traffic impact of the proposed development.

The report demonstrates that there are no identified traffic reasons why the potential transport impact of the development of up to 4,000 dwellings cannot be adequately mitigated, and so there are no identified 'showstoppers' to the development on traffic grounds.

Date: 01/09/2011
Version: V1.2

Status of Report: Public

Purpose of report:

To apprise the Delivery Board of the findings of the recently completed work to consider potential mitigation options at a number of key network locations in and around Whitehill Bordon, that may be impacted by future development at Whitehill Bordon

Recommendations requiring Board considerations:

1. It is recommended that the Delivery Board notes the contents / findings of the final draft report, and agrees that these findings should be used to inform the Emerging Transport Strategy.
2. It is recommended that the Delivery Board agrees that the feasibility of the options assessed is further considered in advance of any major planning application, in consultation with key stakeholders.
3. It is recommended that the Infrastructure, Education and Transport Specialist Group considers the detail of this final draft report at a future meeting, and in advance of its completion and sign-off.

Consultation and comments received:

This final draft report has been sent to Surrey County Council, Hampshire County Council and the Highways Agency for their comments. Stakeholder consultation with these authorities is planned shortly and the findings of this will be reported through the Specialist Group.

It is intended that the Infrastructure, Education and Transport Specialist Group considers the final draft report at a future meeting (planned for the October Specialist Group), and any comments or recommendations be reported to a future Delivery Board meeting.

A presentation on the Junction Mitigation Options Report (final draft) was given to the Standing Conference on 31 August 2011. The following comments were made;

- Concern about the length of time taken to publish the reports for public consideration
- Concern was raised about the ability to cross the A325, and the pedestrian severance caused by traffic flow. Concern that this would continue in the future town, even with the inner relief road.

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(This does not relate to this study specifically - this issue is picked up within the Walking and Cycling Strategy work currently being commissioned, and the Inner Relief Road Design Work)

- The impact of the opening of the Hindhead Tunnel needed to be factored into the future work to measure what impact the tunnel has had – concern about east-west movements.

(The Assessment work includes projections to consider the impact of the Hindhead Tunnel. Further work will be carried out to test the proposed development before any application is made, and this will include additional survey work to ensure the actual impact of the Tunnel is captured)

- A question was raised on the alignment of the inner relief road and the benefit this would provide to Whitehill Bordon residents.

(The design of the Inner Relief Road is not determined and remains indicative. The alignment and design of the link will be considered within future work.)

- A question was raised on the linkage between the transport work and the environmental assessment work, particularly in relation to the air quality issues experienced at Chalet Hill

(The Transport Assessment work has been closely linked with the Environmental Assessment Work and the outputs of the traffic work have fed directly into the Habitats Regulation Assessment to ensure each study is aligned, and that the issues are considered holistically)

- The need for a fully integrated transport strategy was raised, that considered the strategic and local transport issues

(The County Council is bringing forward 'District Statements' which are intended to provide the medium level transport policy to fill the gap between local policy (Town Access Plan and Emerging Transport Strategy) and the Strategic Policy provided in the Hampshire Local Transport Plan.

The District Statement for East Hampshire is likely to be prioritised by the County Council. It is expected that the District Statement will be undertaken through late 2011 and 2012 and completed in autumn 2012)

- A comment was made that any funding from development should be used within the town first, and not in Surrey

Community engagement proposals:

The Infrastructure, Education and Transport Specialist Group will consider this final draft report in detail at a future meeting in October.

Additionally, the content and findings of the final draft report will be discussed at the proposed neighbourhood engagement events planned for September / October.

1 Background

- 1.1 The report is provided to apprise the Delivery Board of the findings of the Tranche 2 Transport Evidence Base work which has considered potential engineering options on the local transport network which may be required to mitigate the transport impact of the proposed development at Whitehill Bordon.
- 1.2 The Junction Mitigation Options Report has now been completed to a final draft format, and will inform the Emerging Transport Strategy.

2 Subject of report / options and considerations

2.1 *Transport Assessment Findings*

- 2.1.1 The Delivery Board was apprised of the initial findings of the Transport Evidence base in March 2011. The Transport Assessment identified that;
 - Of the 20 key junctions assessed, seven junctions would operate over capacity during future year peak periods, even if the Whitehill Bordon Eco-town development is not implemented. This is as a result of general background traffic growth and committed development within the surrounding area.
 - Of these seven junctions, six would also operate over or near to full capacity if the proposed development scenario of 4,000 dwellings is also implemented and any of the mode share and trip containment iterations were achieved.
 - These six junctions may require some level of appropriate mitigation to increase capacity to accommodate future traffic levels irrespective of whether the proposed development is implemented or not. These six junctions are:
 - A31/B3001 Hickleys Corner
 - A31/A325 Coxbridge Roundabout
 - A325/School Hill Mini-roundabout

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- B3004/Paper Mill Lane Junction
 - A325/Tesco Access/Woolmer Way Junction
 - A3/B3006 Roundabout
- In addition to the six junctions listed above which are predicted to operate over capacity with development, a further four junctions would also operate over or near to full capacity in either or both peak highway periods in 2026 if the proposed development scenario of 4,000 dwellings is implemented.
 - These four junctions, which would not operate over capacity within the 2026 baseline scenario, may require appropriate mitigation to increase capacity to accommodate the additional traffic generated by the development proposals if the Whitehill Bordon Eco-town development is implemented. These four junctions are:
 - A325/B3004 Junction
 - A325/Liphook Road/Firgrove Road Roundabout
 - A325/Petersfield Road Roundabout
 - A325/A3 (Eastbound) Slips
 - Of the remaining 10 key junctions, which would potentially operate within capacity in 2026 if the proposed development scenario of 4,000 dwellings is implemented; seven of the 10 junctions would operate within capacity even if the ‘*worst case*’ mode share and trip containment iterations were achieved; and would therefore operate within capacity if **any** of the mode share and trip containment iterations were achieved. No mitigation is likely to be required to these junctions. These seven junctions are:
 - A31/Weydon Lane Junction
 - A325/B3384 Junction
 - B3004/B3002 Junction
 - A325/B3002 Budds Lane Junction
 - A325/Chalet Hill Junction
 - A325/Conde Way/Woolmer Way Junction
 - A3 (Westbound) Slips/B2171
 - The remaining three junctions, which would potentially operate within capacity in 2026 if the proposed development scenario of 4,000 dwellings were implemented, would require a minimum of the 50% car mode share and 50% trip containment scenario iteration to be achieved for the junctions to operate within capacity.
 - If the Whitehill Bordon Eco-town development was implemented and these mode share and trip containment targets were not achieved, the junctions may require a level of appropriate mitigation to increase capacity to accommodate additional traffic generated by the development. These three junctions are:

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- B3004/Oakhanger Road Junction
- A325/B3002 Station Road Junction
- B3006 Petersfield Road

2.1.2 The Transport Assessment recommended, among other things, that;

“Junction Mitigation studies are recommended to be undertaken on the key junctions, which are shown to operate at or over capacity in 2026 if the proposed Eco-town is implemented. This should be progressed as a priority to support the Core Strategy.”

2.2 **Junction Mitigation Options Report – Final Draft**

2.2.1 As a result of the findings of the Transport Assessment (TA), and in line with its recommendations, work was commissioned to consider possible improvement options at the network locations shown to operate at or over capacity in the future if the development was to be implemented.

2.2.2 The proposed measures at each junction have been developed in order to consider mitigation of two alternative development scenarios, based on assumed levels of car mode share and trip containment;

- *2026 Development Scenario 1 – 50% car mode share / 50% trip containment / A325 Traffic Management (as recommended within the TA)*
- *2026 Development Scenario 2 – 75% car mode share / 30% trip containment / A325 Traffic Management (‘worst case’)*

2.2.3 Both scenarios incorporate the same quantum of development (4,000 dwellings), as established within the Transport Assessment, and the implementation of an inner relief road and traffic management measures on the existing A325 in the town centre.

2.2.4 For the identified junctions under the authority of Hampshire County Council the proposed measures are designed to fully mitigate the junction for the forecast year 2026 against background traffic growth, committed development traffic and the predicted ‘worst case’ traffic impacts of the Eco-town proposals.

2.2.5 For the identified junctions under the authority of Surrey County Council (SCC) and the Highways Agency (HA) the proposed measures are intended to mitigate against the ‘worst case’ traffic impacts of the Eco-town development only, and do not seek to fully mitigate traffic conditions in the future year (particularly the impacts of wider traffic growth on SCC and HA Network).

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- 2.2.6 Each identified junction has been investigated individually and appropriate mitigation measures identified.
- 2.2.7 Feasibility stage engineering drawings have been prepared for each engineering option.
- 2.2.8 Revised junction capacity assessments indicating the likely operation of the proposed measures have been undertaken.
- 2.2.9 Cost estimates for the preferred mitigation option at each junction have been prepared.
- 2.2.10 Appropriate mitigation measures have been identified for each of the 13 junctions in order that the 'worst case' impact of the proposed Eco-town can be adequately ameliorated.
- 2.2.11 The table below provides a summary of the proposed measures and associated costs in order to appropriately mitigate the impact of the Whitehill Bordon Eco-town proposals.

Junction Location	Proposed Works	Works Cost
A31/B3001 Hickleys Corner (SCC)	Signal junction improvement including provision of pedestrian footbridge	£322,000
A31/A325 Coxbridge Roundabout (SCC)	Roundabout improvement	£174,000
A325/School Hill Mini-roundabout (SCC)	Replacement with traffic signals	£127,000
A325/B3004 Junction (HCC)	Signal junction improvement	£100,000
B3004/Paper Mill Lane Junction (HCC)	Replacement with double mini-roundabout	£26,000
A325/Tesco Access/Woolmer Way Junction (HCC)	Implement MOVA-(vehicle actualisation system)	£38,000
A325/Liphook Road/Firgrove Road Roundabout (HCC)	Roundabout improvement	£126,000
A325/Petersfield Road Roundabout (HCC)	Roundabout improvement	£20,000
B3004/Oakhanger Road Junction (HCC)	Replacement with traffic signals	£86,000
A325/B3002 Station Road (HCC)	Replacement with roundabout	£108,000
B3006/Petersfield Road Junction (HCC)	Priority junction improvement	£18,000
A325/A3 (Eastbound) Slips (HA)	Roundabout improvement	£24,000
A3/B3006 Roundabout (HA)	Roundabout improvement	£98,000

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2.2.12 The report identifies that there are no significant traffic issues or 'showstoppers', at this stage, associated with the mitigation of the identified junctions, to prevent the allocation of the Whitehill Bordon Eco-town proposals within the Local Development Framework Core Strategy.

2.2.13 The study has not considered the potential funding or priority of the proposed measures, but has aimed to identify that there are no physical barriers to the potential mitigation of the junctions in engineering terms

3 Risk assessment

3.1 The report identifies the Feasibility Level Design of the junction options only at this stage. Whilst work undertaken so far suggests each option is deliverable, until preliminary and detailed design is carried out, the construction constraints associated with delivery of each of these options cannot be fully assessed.

3.2 The identified options for junction mitigation considers what measures may be required to mitigate the 'worst case' impact of the development. Should the Transport Strategy not be successful in reducing the level of car trips and achieving high levels of containment, the funding of the full schedule of improvements may be required. Funding to implement these measures will need to be secured from the development.

3.3 At this stage the cost estimates prepared for each mitigation option are indicative only. There is therefore a risk that the costs of these measures increases above the levels identified in the report. As a result, the cost estimates should be considered as indicative only, and appropriate contingencies should be worked into the project financing.

4 Contributions to Delivery Board Priorities

4.1 The Junction Mitigation Options Report forms part of the suite of evidence produced to consider the potential impact of the development at Whitehill Bordon, and to support the future allocation of the land for major development.

4.2 The findings of the report identifies mitigation options for a number of key junctions which would otherwise operate at or above capacity should the Whitehill Bordon development proceed, and so concludes that there are no 'showstoppers' on traffic grounds as to why the development cannot proceed.

5 Resource implications

- 5.1 The study has been carried out by specialist transport consultants, Amey Consulting, procured through the improvement and Efficiency South East Framework (IESE) by Hampshire County Council.
- 5.2 The study has been managed through the Whitehill Bordon Eco-town Project Team.

6 Cost implications

- 6.1 The final draft report has been completed within the initial budget agreed for the work. There is adequate budget remaining for the sign-off and printing of the report when finalised.
- 6.2 It is not anticipated that there will be any significant changes required to the report before completion and sign-off. Should any significant changes be required, this would have a cost implication for the Whitehill Bordon project, and additional consultants' fees would be incurred.
- 6.3 Future work to develop the mitigation options in the future will require additional funding to be identified, to take the mitigation options through from feasibility design to detailed design.
- 6.4 The mitigation measures identified have been costed at a total of some £1.3m. This is a pure construction cost, includes no allowance for fees and does not include any contingency or Optimism Bias at this stage. As such these cost estimates should be treated as indicative. It is expected that the total cost of delivering these works would therefore be some £2.5 - 3m.
- 6.5 The cost of these mitigation measures will need to be funded from the Eco-town development itself.

7 Conclusion

- 7.1 In accordance with the findings of the Transport Assessment, a Junction Mitigation Options Report has been produced to a final draft stage, which considers potential engineering options on the local transport network required to mitigate the 'worst case' traffic impact of the development – 4,000 dwellings.
- 7.2 The report identifies potential mitigation options at each of the key junctions forecast to operate at or above capacity in the future, should development at Whitehill Bordon proceed.
- 7.3 The report demonstrates that there are no identified traffic reasons why the potential transport impact of the development of up to 4,000 dwellings cannot be adequately mitigated, and so there are no identified 'showstoppers' to the development on traffic grounds.

8 Appendix

Appendix A – Junction Mitigation Option Report (final draft) – copies to be made available on the website or on request.

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Whitehill Bordon Opportunity Delivery Board

Date of meeting: 14th September 2011
Title of report: ECO-TOWN VISION AND TARGETS
Author: Daphne Gardner, Project Director
Reference no: WBPD030-2011

Executive Summary:
(Not more than 2 small paragraphs)

This report asks the Delivery Board to consider and agree the Eco-town vision set out in Appendix 3. This vision updates and refreshes the original Green Town Vision agreed in 2006, and the Eco-town targets which were developed to support the Eco-town bid in 2007/08. The vision and targets will be reflected in the District Council's Core Strategy, and the emerging masterplan. They will be used to guide the future regeneration of the town.

Date: 01 September 2011
Version: 2

Status of Report:
(Exempt or Public) Public

Purpose of report:

The purpose of this report is to ask the Delivery Board to consider and agree an updated Eco-town vision as set out in Appendix 3.

Recommendations requiring Board considerations:

The Board is asked to agree the Eco-town vision and targets set out in Appendix 3.

Consultation and comments received:

This paper was the subject of a workshop discussion at the Standing Conference during which participants made the following points:-

- there was discussion as to whether this should be the “Green Town” or “Eco-town” vision – on balance it was felt “Eco-town” vision would be most beneficial
- we will need to explain the vision to local people and explain what it means to them. (e.g. what will “water neutrality” mean for people?)
- there is room for improvement of the ‘plain English’ e.g. biodiversity would read better as “wildlife biodiversity”
- we need to include specific detail where possible, e.g. what community facilities or leisure facilities will be provided; what the new higher education and training facilities will be; how many new schools will be provided;
- we need to engage young people with the vision;
- we will need to define what some of the targets mean e.g. carbon neutral;
- if possible, we need to promote allotments and “grow your own”.

Community engagement proposals:

No further specific community engagement proposals are envisaged; however, this updated vision will be incorporated into the neighbourhood consultation events this autumn, which will provide a further opportunity for local communities to comment.

1 Background (reason for report)

- 1.1 When it became apparent in 2003 that the army might be vacating Bordon Garrison, the District and Town Council began consultations and discussion with the local community. We asked local people what was important to them and what they would like to happen if the garrison was vacated. They said they would like to see better facilities, a new town centre with more shops, job opportunities and a balanced mix of housing. People also identified the importance of the environment which they valued highly and did not want development to destroy.
- 1.2 As a result of the consultations and discussions, the District Council developed a Green Town Vision for the town. This was launched by Councillor Carew at a public meeting in December 2005, and was agreed by the Councils in 2006.
- 1.3 A copy of the original Green Town Vision is attached as Appendix 1.
- 1.4 This vision has continued to guide our work on the regeneration of Whitehill Bordon.
- 1.5 In 2007 the District Council led a bid for Eco-town status and Eco-town funding. As part of this work, we were required to identify a series of “eco-targets”, or high-level objectives, to support the bid. These targets were around carbon neutrality, biodiversity, water neutrality, transport and employment. They were expected to be very stretching and exemplar in order for us to qualify for Eco-town status. The original targets developed at that time are set out in Appendix 2.
- 1.6 The Green Town Vision and Eco-town targets were discussed at the Delivery Board’s project planning workshop in April this year. It was felt at that workshop that it was timely to refresh and update the vision, and reconfirm it. This report seeks to do just that.

2 Subject of report / options and considerations

- 2.1 The original Green Town Vision has stood the test of time well. It is reasonably well-known and well-understood, and remains valid and meaningful. We do not see any need to amend the vision significantly. However, some of the wording could be improved and refreshed and, bearing in mind our Eco-town status, we feel the vision should now be known as the Eco-town Vision.
- 2.2 More comprehensive changes are needed to the Eco-town targets. These targets were developed hurriedly in response to the then government’s Eco-town planning policy standards. They are narrow in scope and very aspirational; and key targets are missing.

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- 2.3 I have therefore revised some of the original targets and added new targets in relation to homes and facilities. We believe these new or revised targets are stretching but achievable.
- 2.4 A copy of the proposed Eco-town Vision and targets are attached as Appendix 3. Delivery Board members are asked to approve the Vision and targets set out in Appendix 3.
- 2.5 Amendments to the vision and targets have been done in conjunction with District Council staff working on the Core Strategy to ensure the Core Strategy and the Vision are consistent with each other.
- 2.6 Further work will need to be done to be clear about exactly what we mean in respect of some of the targets. For example, definitions of carbon neutrality appear to be changing in an evolving policy context. If Board members agree with these objectives in principle, the project team will do further work to clarify some of these definitions and work out how we will measure performance against the targets.

3 Risk assessment

- 3.1 It is important that all partners, investors, stakeholders, local people and communities are clear about what we are trying to achieve through the regeneration of Whitehill Bordon.
- 3.2 We believe the Vision and objectives set out in Appendix 3 will help us to achieve a balanced and sustainable community which meets the needs of local people and businesses whilst safeguarding the environment and limiting the carbon footprint of the town. We believe the vision is clear and easy-to-understand for everyone.

4 Contributions to Delivery Board Priorities

- 4.1 Delivery Board members asked that the Vision and targets were revisited and agreed at the September Board in order to guide the Board's future work.

5 Resource implications

- 5.1 Any resource implications of publicising or promoting the Vision can be met from existing staffing resources.

6 Cost implications

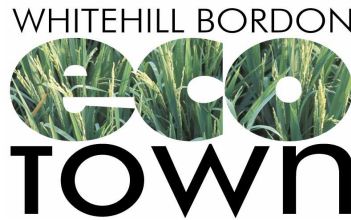
- 6.1 Any costs associated with publicising or promoting the Vision can be met from existing budgets.

7 Appendix

Appendix 1 – Green Town Vision

Appendix 2 – Original Eco-town targets

Appendix 3 – Proposed Eco-town vision and targets



Whitehill Bordon High Level Objectives

THE GREEN TOWN VISION

Our vision for Whitehill Bordon will put the outstanding natural environment and landscape surrounds the town at the centre of the masterplan. The “Green Town Vision” means that new infrastructure, housing, employment, education and leisure opportunities will be developed to complement this unique area and develop a model sustainable community, that is recognised locally, regionally and nationally. Our Vision is as follows:

We want to develop and improve the built environment in the town so that it complements the superb landscape that surrounds us.

- We will create an attractive built environment where people want to live, work, shop and play and with a balanced mix of housing, community facilities, leisure and employment opportunities.
- We will use innovative, modern, environmentally friendly design, incorporating eco homes and modern methods of construction.
- We will ensure that our town develops in a way that encourages us to live and work in ways that do not damage the natural resources upon which our society and economy depends.
- We will develop a town where individuals are important and development is designed with people and nature in mind.
- We will develop a town centre that is pedestrian friendly and is interconnected with residential and commercial areas.
- We will create quality civic and public open space.
- We will encourage investment by businesses and industries that share our vision of a sustainable, environmentally-friendly community.

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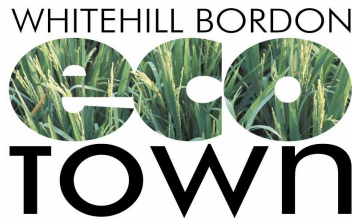
**APPENDIX 1 to
Report WBP030-2011**

- We will promote the development and use of public transport to provide communication links both within our town and to other destinations in order to encourage alternatives to the car.

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Original Eco-town Targets

Carbon Neutrality

By 2036 the whole town should be carbon neutral. This means that the carbon footprint of the new, larger town will not exceed the carbon footprint of the existing town.

Biodiversity

We plan to safeguard all protected areas and provide the town with publicly accessible green space, including an urban network of natural landscape and water gardens as well as better protection and management of safeguarded sites. The target is a net increase in biodiversity.

Water Neutrality

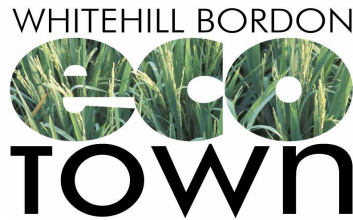
By using existing boreholes and wells and by reducing water usage and wastage we plan a completely water neutral development. This means that the new town will not exceed current water usage.

Transportation

Our key target is to reduce car trips to 25% by 2036 in the entire town. This is linked to year-on-year targets for improving walking, cycling, public transport and access to facilities.

Employment

To create one new job per new household together with providing 1,500 new jobs to replace those lost by the withdrawal of the MoD Defence Training Establishment



Proposed Eco-town vision and Targets

Eco-town Vision

Our vision for Whitehill Bordon Eco-town will put the outstanding natural environment at the heart of the regeneration.

The 'Eco-town Vision' means that new facilities, leisure opportunities, jobs, education, infrastructure and housing will be provided to enhance this unique area and create a model sustainable community that is recognised locally, regionally and nationally.

Our Vision is as follows:

- We will create an attractive town where people want to live, work, shop and play with excellent facilities, leisure opportunities, jobs, training opportunities and a balanced mix of housing.
- We will regenerate and improve the built environment in the town so that it complements the superb surrounding landscape.
- We will use innovative, modern, environmentally-friendly design, incorporating eco homes and modern methods of construction.
- We will ensure that the town is regenerated in a way that encourages and enable us to live and work in ways that does not damage the natural resources upon which our society and economy depends.
- We will create a town centre that is pedestrian friendly and is well-connected to residential, employment and leisure areas
- We will ensure there is accessible green space and attractive town squares

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- We will encourage investment by businesses and industries, and will particularly seek out those that share our vision of a sustainable, prosperous, environmentally-friendly community.
- We will enhance and promote public transport so that it is easier to travel around the town and to other towns and cities
- We will create a town where regeneration and ongoing management is designed with people and nature as our priority

Supporting Targets

Biodiversity

We aim to achieve a net increase in biodiversity and to safeguard protected sites. We will provide natural “green” spaces and corridors throughout the town for people and wildlife.

Carbon Neutrality

We will create a low carbon community. We will work with others to clarify and strengthen the definition and understanding of this concept. We will monitor and reduce the carbon footprint of the whole town by encouraging environmentally sustainable design and living. If possible, we will aim for the whole town to be “carbon neutral” by 2036. This will mean that the whole of the town, including the new development, will not exceed the current carbon footprint.

Employment and Jobs

We will increase local jobs and encourage new and existing businesses and industries; in particular those which share our vision of a sustainable and environmentally-friendly community. We will create at least one new job per new household and will provide an additional 1,500 jobs to replace those lost by the withdrawal of the army from Whitehill Bordon. We will provide training opportunities for residents to maximise their employment prospects with the new businesses.

Facilities

We will seek to improve the facilities available in the town, including:-

- Providing a new attractive and thriving town centre with a mix of uses (including community facilities);
- New higher education and training facilities and schools;
- New leisure facilities;

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- New and enhanced community facilities;
- Health facilities;

We will also improve access to these facilities from within the town and the wider community.

Homes

We will encourage a range of good quality, well-designed, low carbon homes built to the highest standards in well-planned neighbourhoods where people want to live. The new homes will be of different sizes, types and tenures to meet the needs of local people, and will be in walking distance of shops and facilities.

Traffic and Transport

We aim to improve public transport and provide better opportunities for walking and cycling, both within the town, and the surrounding area. We aim to reduce the use of the car within the town. Our target is for not more than 50% of journeys within the town to be undertaken by car. In the long-term we hope to achieve the highest levels of “sustainable” travel (eg by train, bicycle or foot) through a variety of transport measures. We will seek to restore a rail link for the town.

Water Neutrality

By using the existing water supply carefully and by reducing demand and wastage, we plan for the town to be “water neutral”. This means that the water used in the whole of the town, including new development, will not exceed current levels of water use.

Whitehill Bordon Opportunity Delivery Board

Date of meeting: 14 September 2011

Title of report: Appointment of Commercial Advice

Author: Richard Nelson MoD Defence Infrastructure Organisation

Reference no: WBPD021-2011

Executive Summary:

It was requested at the Delivery Board workshop in April that Richard Nelson, of Defence Infrastructure Organisation, advise the Delivery Board of, and appoints, an appropriate commercial advisor in order to procure a development partner for the project.

Potential advisors (all from the approved Office of Government Commerce, contract list) were invited to attend individual briefing meetings and then to present and provide a written draft proposal. The organisations invited to present include KPMG LLP, Deloitte and PricewaterhouseCoopers LLP.

Following the presentations John Walker (who chaired the presentations) advised that key stakeholders who attended take until Monday 5 September to consider who they believe would be most appropriate. This will help to guide the Chairman to make a recommendation. Therefore at the time this report went to print no conclusion or appointment had been made. The matter of the appointment will be further discussed amongst Delivery Board members at the meeting on the 14 September. It is anticipated that a decision regarding the appointment of a commercial advisor will be reached at this point.

Date: 01 September 2011
Version: One

Status of Report:
Public

Purpose of report:

To brief the Delivery Board on the proposals received from appropriate commercial advisors and make a recommendation to the Board as to the appointment of an advisor.

Recommendations requiring Board considerations:

That the Delivery Board endorses the appointment of a commercial advisor as set out in its report.

Consultation and comments received:

Not applicable

Community engagement proposals:

Not applicable

1 Background (reason for report)

- 1.1 It was requested at the Delivery Board workshop in April that Richard Nelson, of Defence Infrastructure Organisation, advise the Delivery Board of, and appoints, an appropriate commercial advisor in order to procure a development partner for the project.
- 1.2 This report briefs the Delivery Board on the proposals received and makes a recommendation to the Board.

2 Subject of report / options and considerations

- 2.1 At the Delivery Board workshop it was requested that Richard Nelson seeks proposals from nominated organisations in order to recommend to the Delivery Board an appropriate commercial advisor.
- 2.2 Potential advisors from the approved Office of Government Commerce (an independent office of H M Treasury) (<http://www.ogc.gov.uk/>)

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contract list were invited to attend individual briefing meetings. The organisations invited include KPMG LLP, Deloitte and PricewaterhouseCoopers LLP.

- 2.3 Each organisation was briefed on the background of the Eco-town project and provided with two "Green Town Vision" leaflets to show where we had come from prior to the Eco-town bid, and the "Eco-town" A4 booklet to show where we are now and what accompanied the bid.
- 2.4 The strategic objectives of the project and which were briefed to the advisors are outlined below:
- To facilitate the regeneration of the town incorporating sustainable development.
 - The proposed development will include 4,000 new homes, new schools, new employment opportunities and a new town centre.
 - The viability of a rail link is currently being explored. At the current stage of testing it has been found to be viable.
 - Development must be holistic. The landowners have agreed on this approach and will not go forward with piecemeal development, unless otherwise agreed by all parties.
 - The project is predominantly on public sector land – this unusual point can and should be considered an advantage.
 - When MoD vacates, land will be made available for development. Employment levels in the town will also reduce as a consequence of this. The Longmoor training estate will be retained.
 - The governance structure includes a Landowners' Group, a Delivery Board, a Standing Conference and Specialist Groups.
 - The project will require external investment.
 - The project must be commercially viable.
- 2.5 In order to move forward towards delivering the project the organisations were asked to provide a draft proposal advising the Delivery Board on developing a commercial strategy to determine a solution that meets the strategic objectives for Whitehill Bordon Eco-town regeneration. Following this each organisation was invited to present their proposal to John Walker (Delivery Board Chairman) and other key stakeholders.
- 2.6 Following the presentations John Walker (who chaired the presentations) advised that key stakeholders who attended take until Monday 5 September to consider who they believe would be most appropriate. This will help to guide the Chairman to make a recommendation. Therefore at the time this report went to print no conclusion or appointment had been made. The matter of the appointment will be further discussed amongst Delivery Board members at the meeting on the 14 September. It is anticipated that a decision regarding the appointment of a commercial advisor will be reached at this point.

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3 Risk assessment

(must include consideration of the environmental, financial, health and safety and equalities impact assessment)

- 3.1 The appointment of a suitable commercial advisor will provide necessary advice to the Delivery Board to ensure that the project is commercially viable.

4 Contributions to Delivery Board Priorities

- 4.1 This piece of work will provide a commercially robust strategy to take the project forward.

5 Resource implications

- 5.1 It is anticipated that the cost of this work will be covered by some of the Department of Communities and Local Government (DCLG) grant.

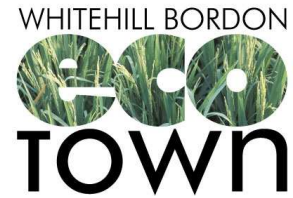
6 Cost implications

- 6.1 The cost implications of this piece of work will be further investigated and evaluated following the appointment of a commercial advisor.

7 Conclusion

- 7.1 This report identifies the procurement process of appointing a commercial advisor to the Delivery Board as well as demonstrating the need for such advice in order to mitigate risk and help deliver the Eco-town project.

Whitehill Bordon Opportunity Delivery Board



Date of meeting: 14 September 2011

Title of report: Landowners' update

Author: Richard Nelson MoD Defence Infrastructure Organisation

Reference no: WBPD022-2011

Executive Summary:

This report has been produced to update the Delivery Board on the ongoing discussions undertaken by some of the principal landowners affected by the Eco-town, i.e. those likely to be selling their landholdings for development and redevelopment in and around the "Whitehill Bordon Eco-town boundary".

On 18 July Secretary of State for Defence, Dr. Liam Fox, announced '*RAF Lyneham is the preferred location for future Defence Technical Training. This confirms that the Department will withdraw from Arborfield, in Berkshire and Bordon, in Hampshire, releasing the sites for sale by 2014-15 at the latest.*' This reconfirmation of the release of land at Bordon Garrison generates land to enable the desired development to proceed.

The principal landowners have discussed a range of issues, including the objectives and role of the Landowners' Forum. More recent discussions have included the proposed demonstration project outlined by Department of Communities and Local Government (DCLG) and the initial high level objectives and vision for the project, a strategy to deliver the development and the need for a Landowners' Equalisation Agreement and the appointment of a planning consultant.

Date: 18 August 2011
Version: One

Status of Report:
Public

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Purpose of report:

To provide the Delivery Board with an update on the work of the principal landowners to date, and identify further work to be undertaken.

Recommendations requiring Board considerations:

That the Delivery Board notes the work being undertaken.

Consultation and comments received:

Not applicable

Community engagement proposals:

Not applicable

1 Background (reason for report)

- 1.1 To provide the Delivery Board with an update on the purpose of and the actions of the Landowners' Forum since the last Delivery Board meeting on 15 June 2011.

2 Subject of report / options and considerations

- 2.1 The principal landowners, i.e. those likely to be selling their landholdings for development and redevelopment in and around the "Whitehill Bordon Eco-town boundary", have continued to meet informally since the last Delivery Board meeting on the 15 June 2011.
- 2.2 The core attendees at these meetings have been:
- Ministry of Defence (MoD) - Richard Nelson
 - Hampshire County Council (HCC) - Ian Parker
 - East Hampshire District Council (EHDC) – Chris Fairhead / Jo Barden Hernandez - Appointment to be confirmed

Other attendees, by invitation have included:

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- Janet Green representing Annington Property Ltd;
- Daphne Gardner the Director of the Eco-town project;
- Chris Youngs representing Whitehill Town Council;
- Chris Murray from EHDC Planning team
- Mandar Puranik from EHDC Eco-town team
- Martin Lloyd - MoD

Other landowners in the vicinity of the Eco-town development will also have the opportunity to attend the formal landowners' meetings by invitation. These include representatives from:

- Viking Park Industrial Estate - Mike Christmas, of Earl Estates who represents Viking Properties, was invited to attend a meeting in July. Unfortunately he was unable to attend. He has been invited to the meeting scheduled in September.

2.3 Those present at the meetings have discussed a number of issues.

- Land availability and release of land
- The creation of a formal Landowners' Forum, including membership and chairmanship of said forum as well as the roles and objectives of that group.
- Data collection and information management
- Viability work, an initial report has been produced by GVA Grimley
- The appointment of a property/planning consultant
- The need for a Land Value Equalisation Agreement
- The need for disposal processes and programmes
- The need for a strategy to deliver the development
- The appointment of a Development Partner
- Funding and resources required
- The development of a demonstration project as requested by DCLG.

2.4 On the 18 July Secretary of State for Defence, Dr Liam Fox, announced that *'RAF Lyneham is the preferred location for future Defence Technical Training. This confirms that the Department will withdraw from Arborfield, in Berkshire and Bordon, in Hampshire, releasing the sites for sale by 2014-15 at the latest.'* This statement reconfirms the release of land at Bordon Garrison for development. Following this announcement, David Olney, Deputy Chief Executive of Defence Infrastructure

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Organisation, wrote to Cllr Patrick Burridge. (A copy of the letter attached)

- 2.5 Members of the Landowners' Group are working together to provide a strategic project plan to build out a demonstration development as requested by DCLG in order to secure further 'Eco-town' funding. This would involve part of the proposed development land coming forward earlier than initially planned. Following the announcement from the Secretary of State reconfirming the vacation and subsequent disposal of the garrison, MoD has been approached regarding the early release of Quebec Barracks. An initial vision statement incorporating high level objectives has been set out. It is anticipated that these will be incorporated into the demonstration project. Project team meetings have been scheduled in order to discuss a project plan and a development brief. A few sites have been highlighted as possibilities. Discussions are ongoing and all those involved are working collaboratively.
- 2.6 As Chairman of the Landowners' Group Richard Nelson was asked by the Delivery Board to advise the Delivery Board of, and appoint, an appropriate commercial advisor (in order to procure a development partner for the project). Deloitte, KPMG and PricewaterhouseCooper were invited to submit proposals. Following individual briefing meetings each organisation submitted a draft proposal. They then presented their proposals to key stakeholders. Those who attended were better informed to present their preferred choice to the Delivery Board.
- 2.7 What we are intending to do going forward
- To schedule the first formal meeting of the Landowners' Forum.
 - Invites to join the forum to other landowners to be issued in advance of the first formal meeting.
 - The Delivery Board is considering the potential procurement of a delivery partner. The Landowners' Group is awaiting that advice.
 - Develop a Land Equalisation Agreement

3 Risk assessment

(must include consideration of the environmental, financial, health and safety and equalities impact assessment)

- 3.1 The principal landowners have identified the risk of potential serious financial loss if they cannot agree how to work together to achieve the Eco-town objectives. The Landowners' Forum will seek to minimise the risk by developing clear terms of reference, a Memorandum of Understanding between partners and land equalisation agreements as appropriate. If the landowners are unable to agree, the delivery of the Eco-town could be at serious risk.

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4 Contributions to Delivery Board Priorities

- 4.1 The availability of land is crucial to the regeneration of Whitehill Bordon. The way that land assets are dealt with is critical to achievement of the Eco-town, and hence the Delivery Board's objectives.

5 Resource implications

- 5.1 Resource implications at present involve staff time.

6 Cost implications

- 6.1 The cost implications of the work identified by landowners will be further investigated and evaluated.

7 Conclusion

- 7.1 This report identifies work to be undertaken by the Landowners' Forum which will be crucial to the successful delivery of the Eco-town.



MINISTRY OF DEFENCE

DCE DIO 074/2011

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21 July 2011

Dear Patrick,

Following our meeting earlier this year I am writing to confirm the release of land at Bordon Garrison as outlined by the Secretary of State for Defence, Dr Liam Fox on Monday 18 July 2011.

The cancellation of Defence Training Review (Package 1) in October 2010 led to the implementation of the Defence Technical Training Change Programme (DTTCP). Work carried out by the DTTCP team has led to RAF Lyneham being selected as the preferred option for future Defence Technical training. This allows us to confirm that the Department will withdraw from Bordon Garrison, releasing the site for sale by 2014-15 at the latest.

As you are aware team members from Defence Infrastructure Organisation (DIO) have been working closely with the Eco-town team and representatives from other public sector landowners to help deliver East Hampshire District Council's Eco-town development. The governance structure that has been put in place will ensure that this work continues into the future.

Should you have any questions please do not hesitate to contact myself or Richard Nelson (Disposal Project Lead).

Yours sincerely,

David Olney
Deputy Chief Executive

Whitehill Bordon Opportunity Delivery Board

Date of meeting: 14 September 2011
Title of report: Quebec Barracks high level objectives
Author: Susan Robbins, Economic Development Theme Lead
Reference no: WBPD023-2011

Executive Summary:
(Not more than 2 small paragraphs)

This report provides the high level objectives for the development of Quebec Barracks. The site is recognised as an early / first phase site within the Eco-town masterplan and with the confirmation of MoD's withdrawal from Whitehill Bordon, work now needs to progress on bringing it to the market.

It is important that a clear set of objectives provides the framework under which a project team can lead and co-ordinate the work needed to secure development. Within the objectives an approach is proposed that will ensure in seeking to achieve the objectives the scheme remains viable, integrated with the wider Eco-town projects, opportunities and the masterplan and is supported by the community. The membership of the project team is also proposed.

Date: 01 September 2011
Version: 2

Status of Report: Public
(Exempt or Public)

Purpose of report:

In the Eco-town masterplan it has been acknowledged that the Quebec Barracks could come forward as an early development site with the potential to demonstrate the Eco-town Vision principles through its delivery. With the timeframe for the MoD withdrawal now announced it is important to clearly state what objectives should be achieved through the development and the approach that needs to be taken to ensure the site is viable, is integrated with the town and the rest of the masterplan and has community support.

Therefore a set of high level objectives are proposed as given in Appendix1 to this report.

Recommendations requiring Board considerations:

The Board is asked to agree the high level objectives, including the project team structure and to note the draft project plan which will be reviewed and revised at the first project team meeting.

Consultation and comments received:

The high level objectives have been drafted following their discussion at the Landowners' Group, Programme Board and the Standing Conference workshop. The discussion notes of the workshop are given in Appendix 2 to this report. As a result of the workshop three new objectives have been added to Appendix 1 and are shown in italics. The remaining comments about the type of development sought will be considered as the development brief for the site is written.

Community engagement proposals:

Community engagement will be included in the development and delivery programme for the site.

1 Background (reason for report)

- 1.1 Quebec Barracks is identified within the draft Eco-town masterplan as a site that could be released early and developed as a first phase site, with the potential to deliver employment uses as part of a mixed use scheme.

- 1.2 With the clarity around the timeframe for the withdrawal of the MoD, there is now a need to clearly state what should be achieved through the development of the site. Therefore a set of high level objectives has been drafted (see the Appendix 1) which will be used by the project team as the framework under which they will bring the site forward for development.

2 Subject of report / options and considerations

- 2.1 The high level objectives have been created to provide the framework and principles under which the site will be brought forward for development and the benefits that will be demonstrated through its delivery.
- 2.2 The objectives have been developed following discussion with the key stakeholders; MoD, Hampshire County Council, Homes and Communities Agency (HCA) and have been considered at the Landowners' Group, the Programme Board and a workshop at the Standing Conference.
- 2.3 A project team is proposed to lead and co-ordinate the work needed to bring the site to market and secure its development. This includes providing a delivery programme to monitor progress; a design / development brief to present to the market; and co-ordination of the studies, investigations and approvals needed to support planning permission.

3 Risk assessment

(must include consideration of the environmental, financial, health and safety and equalities impact assessment)

- 3.1 The high level objectives recognise there will be a number of risks, issues and constraints associated with bringing the site forward for development including for example timescales, findings of surveys and viability. The project team will address all these risks, issues and constraints as part of its project plan and programme of work.

4 Contributions to Delivery Board Priorities

- 4.1 The Quebec Barracks development directly contributes to the priorities for housing, employment and an early demonstration development.

5 Resource implications

- 5.1 The project team will be led by the Eco-town Economic Development Theme Lead, but will require the participation of its members as proposed in the objectives. Over the coming year there will be a requirement for frequent and sometimes intensive support for the project

from across the range of team members to ensure its delivery within the timescale.

6 Cost implications

- 6.1 The delivery of an early demonstration scheme for the Eco-town attracted £2m of additional capital project funding for Whitehill Bordon. As a prerequisite of this funding East Hampshire District Council as the promoter of the Eco-town has been required to formally commit to promoting the development of the Quebec Barracks site as a mixed use demonstration scheme.
- 6.2 The Project Team itself does not have a cost implication, however it will co-ordinate work that does, and this will be funded by individual partners, or it may commission work for which it will seek or request funds for these specific activities.

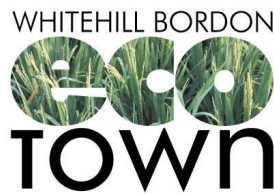
7 Conclusion

- 7.1 The high level objectives are important in setting the framework under which the project team will bring the Quebec Barracks forward for development. It gives a clear message as to what should be achieved through this early demonstration site. A design / development brief will be written to provide more detailed information on what should be achieved and the standards to be met.

8 Appendix

Appendix 1 Quebec Barracks high level objectives
Appendix 2 Standing Conference Workshop B Notes

Appendix 1



Quebec Barracks - High Level Objectives

The Quebec Barracks site, on the A325, is identified as a mixed use site, including housing and employment, for development within the first phase (now until 2015) in the Eco-town masterplan.

Now certainty round the withdrawal of the MoD has been provided, it is appropriate to determine what the Quebec Barracks site should achieve when it comes forward for development. This paper sets out those high level objectives. The draft development brief contains more detail about the site and the context for its development.

The site is 3.26ha including access roads to the kerb, which the masterplan breaks down to: 1.69ha for housing; 1.26ha for employment uses and 0.31ha for a green loop to link to the suitable alternative natural green space (SANGS). The site could accommodate 80 homes and 80 jobs.

A Objectives

Development on Quebec Barracks should:

- *Create a statement development with high visual impact that demonstrates the Eco-town vision*
- Deliver exceptionally good design and set the standard for further Eco-town development
- Meet exemplar Eco-town aspirations in one or more areas
- Build market confidence in development and investment potential by acting as a marketing tool for the wider opportunities
- Contain housing with some employment
- Link into, and integrate with, the existing and future town and work with the rest of the masterplan
- *Link to the Eco-town Vision and to the neighbourhood quality charter*
- Make a proportionate and appropriate contribution to the wider infrastructure requirement of the Eco-town
- *Commence the creation of the A325 Green Corridor*

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B Approach

The project team will need to ensure the site is:

- Delivered within agreed timescales
- Commercially viable and will deliver early financial returns
- Progressed in conjunction with the potential for Louisburg Barracks to offer employment uses
- Developed with the support of the community

C Issues

As with any site there are a number of issues relating to its development that can be seen as constraints and/or opportunities:

- Timescales – release date and sale
- Access rights
- Reuse of existing buildings
- Difference in levels across the site
- Green links to Bordon Inclosure

Further issues may become apparent when more information about the site is available, following the completion of a number of studies, including:

- Exact boundary of site
- Contamination and ground conditions
- Survey of existing buildings
- Access to services – e.g. energy / new drainage / sustainable urban drainage system (SUDS) provision

During the project planning and management other constraints will also affect the ability to progress the scheme:

- Timing and availability of studies to provide missing information
- Development viability study
- Town planning requirements including affordable housing requirement
- Time limitation on funding (Department of Communities and Local Government - DCLG)

D Eco-town funding

The delivery of an early demonstration scheme for the Eco-town attracted £2m of additional capital project funding for Whitehill Bordon. As a prerequisite of this funding East Hampshire District Council as the promoter of the Eco-town has been required to formally commit to promoting the development of the Quebec Barracks site as a mixed use demonstration scheme by the end of March 2012.

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Appendix 2

Whitehill Bordon Eco-town Standing Conference
31 August 2011

Workshop B Report: Quebec Barracks High Level Objectives

The workshop discussed a number of aspects relating to the future development of the Quebec Barracks site; the high level objectives and the sort of development group wished to see there. These are grouped into four broad themes; Access, Uses, Housing and Impact.

From this range of topics three new objectives have been formulated and are given at the end of this report. The remaining comments on the type of development sought will be considered as the development brief for the site is written.

Access

Access and links need to be considered in the widest context

Links to the sites from Chase Road and Alexandra Park

Extension of Budds Lane

Access across the A325 should be considered in

- the short term (for Quebec Barracks development) and long term solutions (for the whole Eco-town development)
- the wider context of other crossings, green route

Link to local shops to support their use

Uses

Check that the masterplan consultation comments haven't changed the proposed uses on the site

Employment should be considered on the site, but will need to be small scale – offices, home working – that does not conflict with residential or other uses on the site

Should be a place where people walk to work

Needs to have use that gives the development life and interest during the day - work or social uses

Re-use of former facilities, building or landscape

Housing

Large homes and luxury flats

Low density

Space to allow for extensions and conservatories etc. to enable expansion and flexible use of the property – increasing the time someone stays there

Type of housing should link to findings of the neighbourhood quality charter

Long term sustainable residents with involvement in the community

Eco housing

Gardens – space for grow your own

Allotments

Social housing for local people

Impact

First impression people will get of the town

Prime frontage site need to make a statement about the town

High visual impact that sends a message

Needs to be led by the overall vision

New objectives

- Commence the creation of the A325 green corridor
- Link to the Eco-town Vision and to the neighbourhood quality charter
- Create a statement development with high visual impact that demonstrates the Eco-town vision

Whitehill Bordon Opportunity Delivery Board

Date of meeting: 14th September 2011
Title of report: Proposals for long-term management and maintenance of community assets
Author: Bruce Collinson – Environmental Sustainability Theme Lead
Reference no: WBPD024-2011

Executive Summary:
(Not more than 2 small paragraphs)

This report prompts the Delivery Board to give early consideration to the management and maintenance of community assets, including green infrastructure, associated with new and existing communities in Whitehill Bordon.

The report has done this by summarising a range of management models and evaluating their appropriateness against the delivery of the draft masterplan. It concludes that the Land Trust Management Model would be the most appropriate one to explore further with the Specialist Groups and seeks the Delivery Board's support in taking this work forward as an early priority.

Date: 01st September 2011
Version: Final

Status of Report: Public

5 Resource implications

5.1 All the projects are funded from the Communities and Local Government funding received in March 2010 and March 2011. There is no change to resource implications or requirements.

5.2 The current project programme is enclosed.

6 Expenditure

6.1 The table (enclosed) provides an outline of the expected expenditure for each area of the overall project. It does not cover all the management costs incurred by each of the partners in running their own offices and providing support services to the team. Though the bulk of the grant is from the Department of Communities and Local Government (DCLG), there are smaller funds from the Department of Energy and Climate Change (DECC), capital funds from Hampshire County Council, (HCC) and the Homes and Communities Agency (HCA), who also supply technical support.

6.2 We anticipate that the funding will be spent over three years.

6.3 The figures will be reported in a separate table provided at the meeting.

