

HAMPSHIRE COUNTY COUNCIL**Executive Decision Record**

Decision Maker:	Executive Member – Environment and Transport
Date:	6 September 2011
Title:	Whitehill Bordon Emerging Transport Strategy and Whitehill Bordon and Lindford Interim Town Access Plan
Reference:	3183
Report From:	Director of Economy, Transport and Environment

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1. The decision:

- 1.1. That the September 2011 Emerging Transport Strategy be adopted by Hampshire County Council as a statement of current transport policy to guide and support the development and regeneration of Whitehill Bordon.
- 1.2. That East Hampshire District Council be advised of the Emerging Transport Strategy for incorporation as part of the evidence base to support its Core Strategy allocation of major development at Whitehill Bordon.
- 1.3. That the Whitehill Bordon Interim Town Access Plan be adopted by Hampshire County Council as a statement for local transport policy in Whitehill, Bordon and Lindford for the period prior to finalisation of the future transport arrangements in support of the Whitehill Bordon Opportunity.
- 1.4. That the Director of Economy, Transport and Environment be given delegated authority to periodically update the specific projects in the Whitehill Bordon and Lindford Town Access Plan, in consultation with the Executive Member for Environment and Transport.

2. Reasons for the decision:

- 2.1. To enable the Interim Transport Strategy to be used as evidence to support the allocation of Whitehill Bordon for major development in the East Hampshire District Council (EHDC) Core Strategy.
- 2.2. To provide a clear and up to date statement of Hampshire County Council's current transport policy and strategy for Whitehill Bordon both in light of the recent Ministry of Defence (MoD) decision to withdraw from Bordon Garrison

and following the conclusion of a number of studies that update previous strategy work.

- 2.3. To enable the Interim Transport Strategy and the Interim Whitehill, Bordon and Lindford Town Access Plan (TAP) to be used as evidence to support the negotiation of developers contributions and transport delivery in the area, particularly in the short term.

3. Other options considered and rejected:

- 3.1. **Do Nothing** – Consideration was given to not providing a further statement of local transport strategy for Whitehill Bordon, which would leave the March 2010 Interim Transport Strategy as the current and only available transport strategy document. This option was rejected on the basis that following significant changes in the project, planning and transport policy, and following the completion of a number of transport studies for the Whitehill Bordon Opportunity Project, the March 2010 Interim Transport Strategy was considered to be outdated and did not reflect the latest position in terms of transport policy and strategy. Providing clear, current transport policy direction provides a benefit to the Whitehill Bordon Opportunity Project in bringing forward an acceptable re-development, sets out the County Council's expectations for the project and provides evidence to support the EHDC Core Strategy.
- 3.2. **To abandon the Whitehill Bordon Lindford TAP** – In light of the recent decision by the MoD confirming withdrawal from Bordon Garrison, consideration was given to abandoning work on the Whitehill Bordon and Lindford TAP. This option was rejected because the Interim TAP provides sound and credible guidance on local transport strategy for the interim period until the MoD withdraw from Bordon Garrison in 2014/15, and that the Interim TAP will support the securing of developers contributions in this interim period.
- 3.3. **To continue with the previously agreed approach to the Whitehill Bordon Lindford TAP (proposed public consultation, followed by adoption at the end of 2011)** – This option was rejected because to continue with significant additional work on the Interim TAP now that the MoD has provided certainty on its departure would result in unnecessary abortive costs and work and would delay the implementation of the Interim TAP, reducing its longevity and benefit.

4. Conflicts of interest:

- 4.1. Conflicts of interest declared by the decision-maker: None
- 4.2. Conflicts of interest declared by other Executive Members consulted: None

5. **Dispensation granted by the Standards Committee:** None
6. **Reason(s) for the matter being dealt with if urgent:** Not applicable
7. **Statement from the Decision Maker:**

Approved by:

Date:

6 September 2011

**Executive Member for Environment and Transport
Councillor M J Kendal**