

Meonstoke & Corhampton Parish Council

Winchester City Councillor Report

September 2019

1. South Downs National Park

As previously reported, the [South Downs Local Plan](#) was formally adopted by the South Downs National Park Authority on Tuesday 2 July 2019 and so is now in force.

The Local Plan is part of the statutory development plan for the whole National Park, along with the minerals and waste plans and 'made' (adopted) Neighbourhood Development Plans (NDP). It sets out how the Park will manage development over the period 2014 to 2033.

All Local Plan policies and [Neighbourhood Plan](#) policies should be viewed together and not in isolation.

The SDNPA will be holding a round of parish workshops in October 2019. This round of workshops will focus on the South Downs Local Plan, and give attendees an opportunity to learn more about the plan and some of its unique aspects, such as their ecosystem services and dark night sky policies. Parish Councillors are encouraged to attend.

The workshop for our area will be held on **Tuesday 29th October** at the Meon Hall, starting at 6.30. Please contact planning policy to book places.

The [South Downs Policies Map](#) illustrates how the policies in the adopted Local Plan will apply.

Listed below are some SDNPA officer contact details:

South Downs Local Plan and Neighbourhood Plans (Team Manager: Lucy Howard) Phone 01730 814810, or email planningpolicy@southdowns.gov.uk

Rural Exception Sites and community led housing (Link Officer: Hannah Chapman) Phone 01730 819270, or email hannah.chapman@southdowns.gov.uk

Cycle routes and buses (Access and Recreation Strategy Lead: Allison Thorpe) Phone 01730 819243, or email allison.thorpe@southdowns.gov.uk

Dark Night Skies (SDNP Lead Ranger: Dan Oakley) Phone 01730 819339, or email dan.oakley@southdowns.gov.uk

The SDNPA have also produced a list of further planning policy documents they will be producing to provide further detail on national park policies:

Technical Advice Notes (TANs) in place:

Ecosystem Services TAN Householder
Ecosystem Services TAN Non householder
Dark Night Skies TAN
Extensions and Replacement Dwellings TAN

Emerging:

Affordable Housing SPD (currently drafted and was due sign-off from Planning Committee on Thursday 11th July), Design SPD, Parking SPD, Sustainable Construction SPD, Trees SPD, Biodiversity Net Gain SPD, Habitats Regulations Assessment TAN, Viticulture TAN, Forestry Guidance Note on permitted development rights, Sustainable Tourism: Camping and Glamping TAN

2. Boomtown licensing

The Winchester City Council Licensing Sub Committee met on Tuesday 30 July 2019 at 10am. This hearing was to consider the application for a New Premises Licence – Boomtown Festival, Matterley Bowl, Alesford Road, Winchester.

The sub-committee approved the application for 2020 onwards, subject to various conditions. In particular, the licence authorised the relevant licensable activities for a maximum of 75,999 persons, which shall include all persons present at the premises in whatever capacity including ticket holders, performers, guests and staff. At least 6,000 of these must be staff, artists and their bona fide guests. 1000 additional tickets to the event may be provided to local residents on Sunday. The licence effectively has approved an additional 11,000 people over the existing licence.

3. EM3 Growth Hub Business Clinic

Winchester City Council has teamed up with The Enterprise M3 Local Enterprise Partnership (LEP) Growth Hub to provide a day of free business support sessions for businesses located in Winchester District. This event will be on **Wednesday 25 September** (8am-5pm) at Winchester City Council, Colebrook Street, Winchester, SO23 9LJ.

These confidential clinics are designed for established companies looking to grow their business in areas including exploration of new markets, workforce expansion and developing innovation.

The bespoke meetings provide access to a business mentor with detailed knowledge and experience of working with high-growth businesses.

Slots must be pre-booked. To book please email Enterprise M3 growth hub or call 01483 478098.

4. Hampshire Highways Maintenance update

Hampshire Highways' two new dragon patchers are now in action fixing potholes and road defects across the county. The County Council agreed to secure these two patchers exclusively for use on Hampshire roads by adding local funding to the extra money received from the Government's Pothole Fund, to maximise repair work on the network throughout the year.

The dragon patcher is used as part of a range of treatments by highways teams to ensure our roads are safe and well maintained. It is quick and efficient, with the ability to repair a defect five times faster than traditional methods. It is also effective in all weathers as its "flame" is able to heat and dry a frozen or wet road surface before repairing it. The whole operation, which is done by one person working from the cabin, takes just a few minutes and the road is ready for use by traffic immediately afterwards.

Set out below are some district wide statistics for June 2019:

- 54 emergencies were attended
- 3,583 square metres of carriageway resurfacing was carried out, much of this locally

- 761 gullies and other drainage was cleared
- 892 square metres of footway was repaired or resurfaced
- 170 potholes were repaired

5. M3 upgrade to Smart Motorway between Winchester and Southampton

Works will soon begin on the upgrade of the the M3 between junction 9 (Winchester / A34 interchange) and junction 14 (M27 Southampton interchange) to an all-lane running smart motorway. The scheme was announced in 2015 by the government, and will link to the smart motorway scheme on the M27.

As the design for the scheme progresses, a range of roadside surveys are taking place between junction 9-14 now and over the coming months. These surveys help Highways England gather information needed to convert this section of the M3 to a smart motorway. This includes data on drainage, environmental factors and the condition of the road surface amongst other things. This phase of survey work was due to be finished by the end of Summer 2019.

The next phase is planned to advanced works undertaken early next year. This will include site vegetation clearance and repairs to ensure the hard shoulder is fit for purpose and suitable for traffic when the main works start.

The key milestones are set out below:

- Summer 2019 - Complete design surveys
- Autumn 2019 - Hold public information events about driving on smart motorways and provide scheme update
- Winter/spring 2020 - Undertake site clearance and preparation works for construction
- 2020-22 - Construction of new smart motorway

The M3 motorway is a key part of the strategic road network and provides a vital economic link from the Midlands (via the A34) and London to the major ports of Southampton and Portsmouth on the south coast (via the M27). This route is heavily used by cars and freight, and faces congestion during peak travel hours caused by the volume of traffic using the network. In 2036, this section of the M3 (junction 9 to 14) is forecast to carry an average of between 63,000 and 86,000 vehicles per day, which is an increase of 20,000 vehicles compared 2015. Adding this additional infrastructure will enable forecast levels of traffic to flow freely on this section of the M3.

Through the use of CCTV, sensors and electronic signage, Highways England can manage the roads more effectively. By introducing this technology as well as additional safety features, the hard shoulder can be converted safely into a permanent running lane providing additional capacity in both directions. This adds additional capacity, helps to reduce congestion and improves journey times for road users.

Details of the scheme are as follows:

- Between junction 9 (Winchester) to 13 (Eastleigh), the M3 will operate four-lanes in each direction. This is known as 'all-lane running' and involves the existing hard shoulder being converted into an additional lane for vehicles.
- Road users driving northbound and joining the M3 at junction 14 where the roads converge from the M27 eastbound, westbound and from Southampton will see the M3 operate four lanes and a hard shoulder up to junction 13.
- For road users driving southbound from junction 13 (Eastleigh) towards junction 14 (Southampton), the road will transition from four lanes with no hard should shoulder and then split into two separate roads to link to the M27 East and West.

- The section of the M3 linking to the M27 eastbound will feature two lanes and a hard shoulder. The section of the M3 linking to the M27 westbound will comprise three lanes with no hard shoulder. The road layout into Southampton will remain as it is now.
- The section from after junction 13 (Eastleigh) to junction 14 (Southampton) is a variation of smart motorway known as a 'controlled motorway'.
- Road users will see enhanced signage, information and the deployment of variable speed limits from overhead gantries from junction 9 to junction 14.

Note that there is a separate consultation ongoing on improving the link between the A34 and the M3 to improve connectivity and reduce queuing.

Laurence Ruffell Hugh Lumby.