

NORTH WHITELEY UPDATE AND PROGRESS REPORT

JULY 2020

PURPOSE:

The purpose of the report is to provide an update on the North Whiteley Major Development Area.

1 Background

- 1.1 The North Whiteley Development will eventually consist of 3,500 dwellings, two primary schools, a secondary school and other supporting infrastructure, including major highway works. It will integrate with the existing residential, commercial and employment development at Whiteley which has now been established for many years. It is wholly contained in the Winchester City council area. A resolution to grant planning permission for the development was made by the City Council's Planning Committee on 12th October 2015 with final planning consent issued on 30th July 2018. The Section 106 agreement was completed on the same day.

2 Issues raised at Forum Meeting 19 February 2020

- 2.1 Road Safety on the A3051. Queries were raised about the speed limit proposed for this road:-

The speed limit on A3051 has already been reduced to 40mph for much of its length. This is in order to accommodate the Western and Northern access junctions and in light of changes to traffic flow.

- 2.2 The road appeared to be breaking up at the edges and was reducing the width of the road: -

Any issues with road conditions/pot holes should be reported to Hampshire County Council via
<https://www.hants.gov.uk/transport/roadmaintenance/roadproblems>

- 2.3 Footpath/cycle way – was there an intention to provide these to the local pub:-

The provision of a footway/cycleway to the pub was not included within the outline planning permission for the North Whiteley Site and subsequently was not secured as part of the development proposals.

- 2.4 Bus transport. Questions were asked about the provision of buses and timetable for delivery of extra services:-

A summary of the proposed provision is provided at Appendix 1.

2.5 If the Travel Plan Co-ordinator was in place:-

The Consortium has appointed Hampshire County Council to act as Travel Plan Coordinator which is to be secured via a contract.

2.6 Plans by other developers to support local wildlife:-

Taylor Wimpey confirmed that they would be providing bat boxes, two types of bird box and hedgehog permeability plates in their development in addition to adding some swift bricks and urban bee nesters. These will be positioned on the advice of their Ecological Consultant. Images of the types of provision are shown below:

Description	Picture
1bstock integrated bat tube in gable ends	
1SP Schwegler Sparrow Terrace	
25mm circle fronted bird box	
Eco Hedgehog Hole Fence Plate	

3 General Update

3.1 Work on the construction of houses stopped in early April 2020 and recommenced mid June in line with Government advice. The physical distancing required to comply with the advice does restrict the progress of the build and the Consortium sought Winchester City Council's approval to extend the operating hours on site. In line with Government Guidance this approval was agreed. The extended working hours are until 9pm Monday to Saturday.

3.2 There are currently 8 houses occupied in the northern part of the site.

- 3.3 Plans to hold a public exhibition on the works to M27 Junction 9 were cancelled due to the Covid situation. Works have commenced on the junction improvements and into Whiteley Way. Night time closures on Whiteley Way on 5 and 12 July are required to install traffic management measures and a temporary safety barrier.
- 3.4 A planning application was made to Fareham Borough Council to extend the car park at the Surgery at Whiteley. This is currently under consideration. Further information can be obtained on the Fareham Planning Application website for application P/20/0003/FP.

4 Key Infrastructure Update

4.1 **A3051 Botley Road – Western Access Junction**

- 4.2 Works to construct the junction were let in Spring 2019. The junction works are now completed.

4.3 **A3051 Botley Road – Northern Access Junction**

- 4.4 Works to construct the junction were let in early spring 2019. The main works at the junction are complete but require the streetlights, traffic signals and traffic signals. Completion of these works was tied to the delivery of the beams for Bridge 1 which took place on 1 and 2 July 2020. The works to complete the northern access junction are due to be finished at the end of July 2020.

4.5 **On site Bluebell Way – Package 2.**

- 4.6 The construction of the through road connecting the Western Access Junction to Bluebell Way were proceeding as fast as weather conditions allowed prior to lockdown and although some work was able to continue, it has caused further delays. All highway construction works are subject to approvals from Hampshire County Council which can only be sought once construction works are complete and any issues which are identified always have to be addressed before a new road can open. Work is progressing for completion by end of August 2020.

4.7 **Off Site Bluebell Way**

- 4.8 Formal consultation for the Traffic Regulation Order to restrict parking on the existing Bluebell Way is planned for August 2020.
- 4.9 Bridge 3 beam lifts were completed on 23 October. The deck and wingwalls are now nearing completion.



- 4.10 Bridge 1 – beams were delivered on 1 and 2 July. The lorries required to transport the beams did cause traffic congestion in the area. The beams are now in place.





4.11 **On Site Whiteley Way (South)**

- 4.12 Works let to commence construction of the first stage of the Whiteley Way extension into the site from Roundabout R3. Culvert 4 has been constructed and works are continuing towards the site of bridge 2.



4.13 **Off Site Whiteley Way**

- 4.14 The removal of trees was successfully undertaken along Whiteley Way to facilitate the widening of the road. This was completed prior to nesting season.

5 **Planning and Housing Update**

5.1 **Outline Consent**

5.2 The outline consent for the North Whiteley development (ref 15/00485/OUT) which included outline planning application for provision of up to 3500 residential units, including schools, children's nurseries, an extra care facility, 2 local centres, a community building, sports facilities, allotments, landscaping, extensive recreation and play provision, link roads, highways works, cycleway and footpath networks was consented on 30 July 2018. The development was commenced on 28/01/2019 and first occupation occurred on 23/12/2019 at the northern Bovis site.

5.3 **S106 Obligations Discharged from Outline Consent**

5.4 There are numerous obligations included with the s106 attached to the outline consent and of these WCC have so far approved details of allotments, some of the open space areas and the Affordable Housing Masterplan Strategy (AHMS).

5.5 **Reserved Matters**

5.6 Since the outline consent was granted Bovis, Taylor Wimpey and Crest Nicholson have all received reserved matters consent for housing parcels:

5.7 The following paragraphs provide an update on the reserved matters applications that are approved and pending approval. A map showing the areas approved or under consideration is provided as Appendix B (separate document).

5.8 Application 18/02170/REM – 69 Dwellings approved to be developed by Crest. 21 dwellings have been started with 1 complete.

5.9 Application 18/02606/REM – 168 Dwellings approved to be developed by Bovis Homes. 98 dwellings have started with 17 complete and 8 occupied.



- 5.10 Application 18/02607/REM – 160 Dwellings approved to be developed by Bovis Homes. 160 have been started.



- 5.11 Application 19/00419/REM – 91 Dwellings approved to be developed by Taylor Wimpey. 63 dwellings have been started.
- 5.12 Application 19/1142/REM – 182 Dwellings approved to be developed by Taylor Wimpey. 15 dwellings have been started.
- 5.13 Application 19/02539/REM - Crest has made an application for 59 dwellings which is currently under consideration.
- 5.14 Application 20/00108/REM – Taylor Wimpey has made an application for 81 dwellings which is currently under consideration.
- 5.15 Application 20/00572 – Vestal Development has made an application for 184 dwellings which is currently under consideration.
- 5.16 Application 20/00754 – Bovis (now Vistry) has made an application for 455 dwellings which is currently under consideration.
- 5.17 **School Development**
- 5.18 The planning consent for the replacement **Cornerstone Primary school** was permitted in April 2019. The land was transferred to Hampshire County Council and work commenced on site in June 2020 and the foundations have been laid. It is planned that the school will be completed to open September 2021.



Appendix 1

BRIEFING NOTE



NORTH WHITELEY BUS SERVICE PROPOSALS

The consented North Whiteley development will be supported by a bus service strategy designed to meet the needs of residents in a cost-effective manner that promotes commercial viability into the longer term.

The strategy was originally set out in a PBA technical note (PT003 rev A) dated 14 July 2015. Since that time, the developer consortium and Hampshire County Council have agreed some amendments to the strategy to reflect a number of changed circumstances. This is in line with the Section 106 Agreement which requires any changes to the strategy proposed by the consortium to be agreed with the County Council (see “Travel Plan” definition).

This briefing note summarises the circumstances that have changed in relation to the development and the consequent amendments to the bus service strategy.

Changed Circumstances

The following factors have led to the review of the strategy:

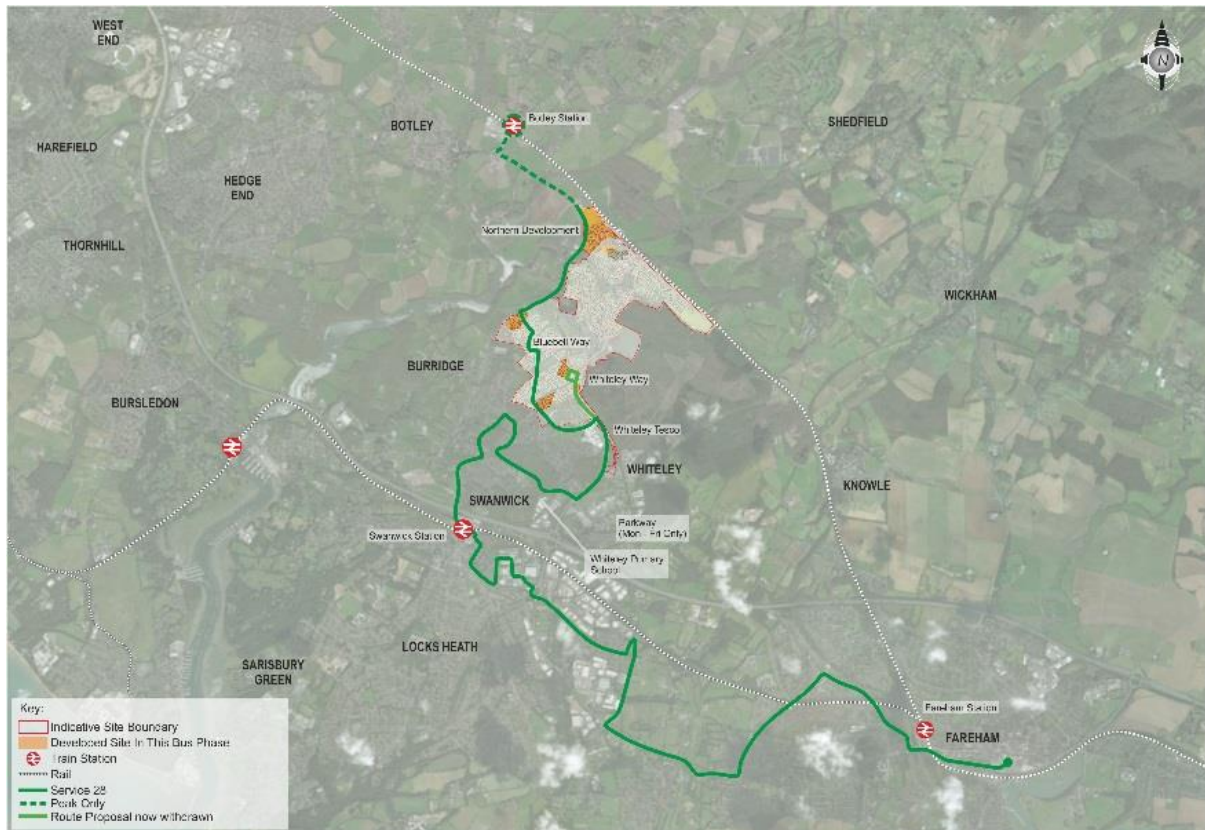
- earlier delivery of highways infrastructure on site, meaning that new route structures can be delivered sooner than previously planned
- an accelerated programme for development build-out, meaning that demand for bus services will grow faster than previously expected
- detailed discussions with local bus operators on the best route options to avoid delays and improve journey times
- results of the procurement process, which produced tender prices higher than budgeted, partly due to increased congestion on local roads requiring more resources to deliver the specified services.

In the light of these factors, some amendments have been made to the strategy, to ensure that it will still meet the needs of residents cost-effectively. These are described below.

Appendix 1

BRIEFING NOTE

Phase 1



Service to be provided by extending and enhancing the existing First service 28 (Fareham to Whiteley). The revised service will operate hourly on Monday to Saturday daytimes, with peak commuter journeys to and from Botley station. The cost of a standalone service, as previously proposed, would be disproportionately expensive at a time when demand is low.

Between Botley and Whiteley the service will operate via Bluebell Way, giving a more direct route with quicker journey times.

To take advantage of the early delivery of key infrastructure, the trigger point for the service will be linked to the opening of Bluebell Way rather than first occupation (provided this is within three months of first occupation).

Appendix 1

BRIEFING NOTE



Phase 2

The extension to service 28 will be replaced by the new red service operating every 30 minutes on Monday to Saturday daytimes between Hedge End, North Whiteley and Fareham. This means the North Whiteley to Hedge End section will be improved from the previously proposed 60-minute service.

The route will be amended to omit Parkway in Whiteley and to operate via Cartwright Drive in Titchfield, and via Botley Road and Tollbar Way in Hedge End to reduce the impact of congestion and improve running times.

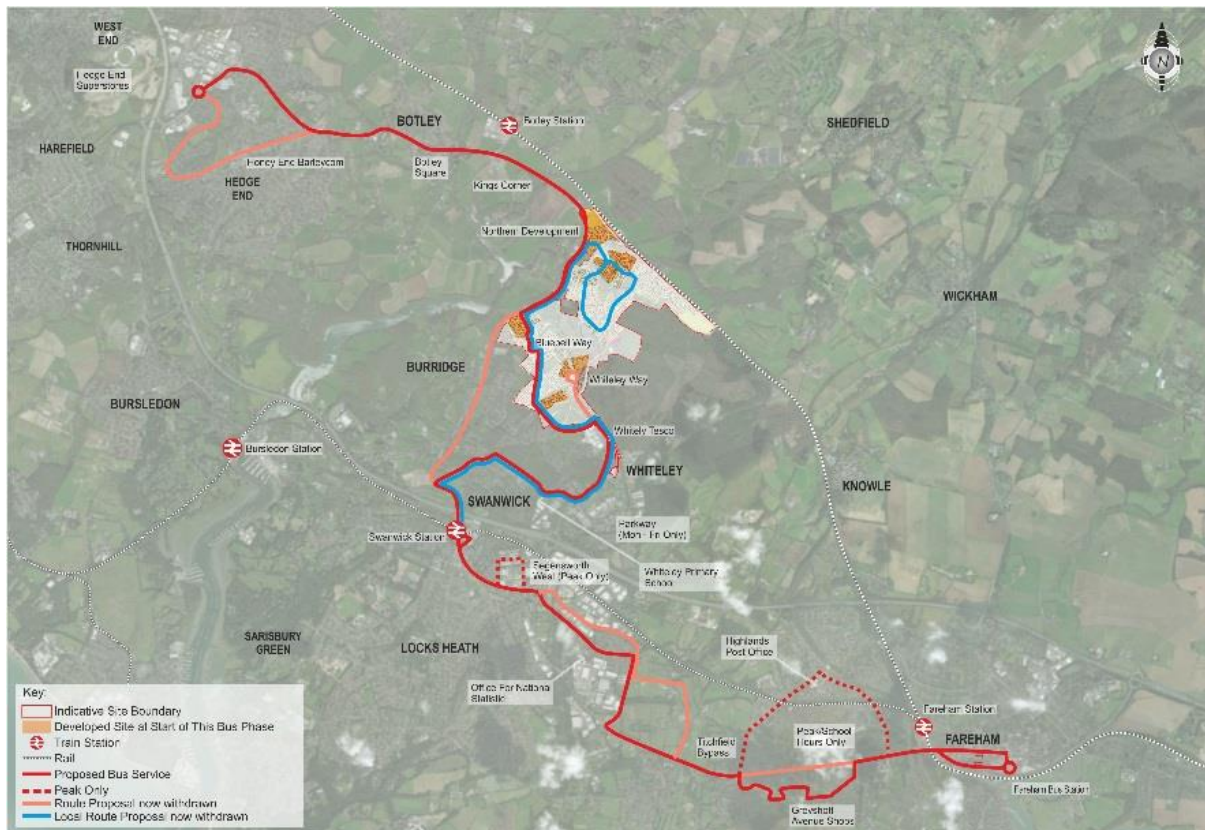
It is no longer proposed to operate the new local service in Phase 2. The early opening of Bluebell Way means that it would largely duplicate the first service before demand is sufficient to support two services.

The trigger point for Phase 2 will be 800 occupations, rather than 500 as previously proposed, to provide better value for money.

Appendix 1

BRIEFING NOTE

Phase 3



As previously proposed, a 60-minute evening & Sunday timetable will be introduced on the red service.

The local service will commence in Phase 3, with a 60-minute Mon-Sat daytime frequency. The early opening of Bluebell Way means a two-way service can be provided between Whiteley and Swanwick, instead of the one-way loop previously envisaged. The route will also be amended in the north of the development.

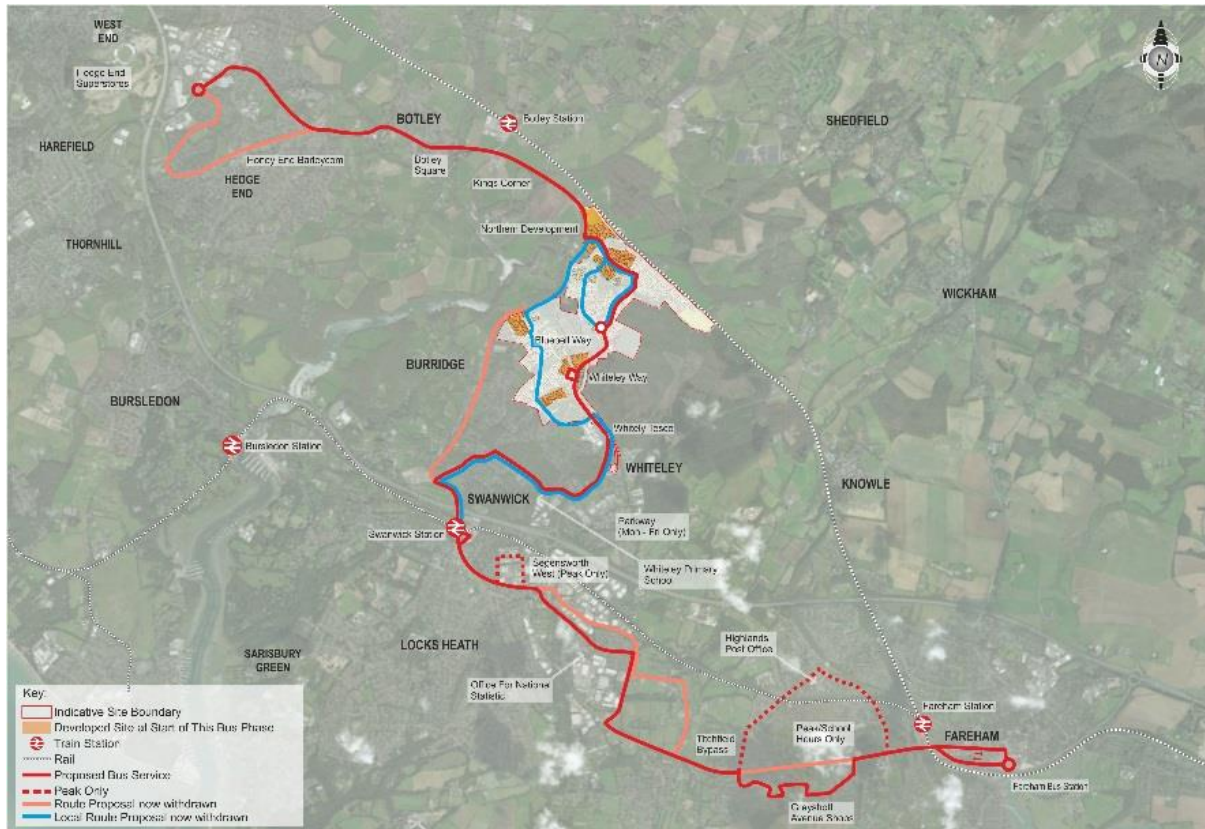
The overall impact of these amendments will be to give a more attractive service for development residents with more consistent journey times.

The trigger point for Phase 3 will be amended to 1,300 occupations (instead of 1,000), to provide better value for money.

Appendix 1

BRIEFING NOTE

Phase 4



The previously proposed daytime frequency increases are unaffordable in the light of tender prices received. The Phase 4 services will therefore replicate Phase 3, except that the red service will be diverted via Whiteley Way instead of Bluebell Way.

The trigger point for this change will be the opening of Whiteley Way as a through route between Tesco and Botley Road.

Appendix 1

BRIEFING NOTE



Summary

The table below summarises the revised bus service strategy.

Phase	Trigger point	Service	Frequency
1	Opening of Bluebell Way, or 1 st occupation if >3 months earlier	SERVICE 28 Botley Stn, North Whiteley, Bluebell Way, Whiteley, Swanwick, Segensworth, Fareham	60 mins Mon-Sat daytime
2	800 occupations	RED Hedge End, Botley Stn, North Whiteley, Bluebell Way, Whiteley, Swanwick, Segensworth, Fareham	30 mins Mon-Sat daytime
3	1,300 occupations	RED Hedge End Botley Stn, North Whiteley, Bluebell Way, Whiteley, Swanwick, Segensworth, Fareham	30 mins Mon-Sat daytime; 60 mins eve/Sun
		BLUE North Whiteley, Bluebell Way, Whiteley, Swanwick	60 mins Mon-Sat daytime
4	Opening of Whiteley Way as a through route between Tesco and Botley Road	RED Hedge End Botley Stn, North Whiteley, Whiteley Way, Whiteley, Swanwick, Segensworth, Fareham	30 mins Mon-Sat daytime; 60 mins eve/Sun eve/Sun
		BLUE North Whiteley, Bluebell Way, Whiteley, Swanwick	60 mins Mon-Sat daytime