

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	17 September 2019
Title:	Botley Bypass - Scheme Update (development of Land West of Woodhouse Lane)
Report From:	Director of Economy, Transport and Environment

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Purpose of this Report

1. The purpose of this report is to seek approval for an alternative, phased option for the implementation of the Botley Bypass to accommodate the off-site highway requirements of an adjacent residential and educational development.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approves an alternative option of phased implementation for the Botley Bypass, as set out in the supporting report, in order to accommodate the off-site elements being delivered as part of the Woodhouse Lane Development.
3. That to support these changes approval is given to progress all design and development work required for the amended implementation of the scheme including supporting surveys and enabling works.

Executive Summary

4. Executive Member for Environment and Transport decisions in November 2016 and January 2018 approved a preferred route and alignment for the Botley Bypass. This report seeks approval for an alternative, phased delivery option in order to incorporate the off-site requirements of a proposed Development to Land West of Woodhouse Lane.
5. A hybrid planning application has been submitted for a development to the west of Woodhouse Lane. If approved, the off-site highway works required to accommodate the development will implement sections of the approved Bypass, the planning permission for which was granted in November 2017.

6. The existing delivery proposal for Botley Bypass is illustrated in Appendix 1. This option will remain valid, but in order to provide the necessary flexibility should planning permission be granted to the Land West of Woodhouse Lane proposal, approval is sought for a second option which will likely consist of three phases. These are indicatively set out as follows (illustrated on Appendix 2):
 - i. Land West of Woodhouse Lane (First phase as shown in green on Appendix 2)
 - ii. Southern Woodhouse Lane (Second phase as show in blue on Appendix 2)
 - iii. Botley Bypass: eastern offline section (Third phase as shown in orange on Appendix 2)
7. Assuming that the hybrid planning application for the Land West of Woodhouse Lane obtains planning approval, it is intended that a minor amendment be sought to the November 2017 Bypass planning permission to allow for the phased implementation of the scheme. The existing approval requires the Bypass to be completed in accordance with the approved plans. The proposed minor amendment to the scheme will permit a phased delivery and support the implementation of those elements of the Bypass likely required to meet the Development's Section 106 obligations. Approval of the recommendations in this report will enable the County Council to make the necessary preparation and pursue this option as required.
8. The highway works required to accommodate the Development will supplement the previously approved proposals for the on-line Woodhouse Lane section of the Bypass and include a new priority access onto Woodhouse Lane opposite Hillier's Garden Centre and a widened entry and fourth arm at the new Woodhouse Lane/Bypass roundabout.
9. To ensure the viability of the offsite requirements, the planning permission is expected to require the developer to undertake adjoining elements of the approved Bypass works on both the central section of Woodhouse Lane and the new Bypass link between the Woodhouse Lane roundabout and its junction with Winchester Street (included within the green section of Appendix 2).
10. To complete the approved Bypass, it is intended for the residual elements of the route to be phased separately to the Development scheme, with the offline section of the route between Winchester Street and the A334 now forming a new reduced Bypass element (Orange section, Appendix 2). The remaining section of the southern Woodhouse Lane would be brought forward as a separate capital scheme should the required third-party land for this section be successfully secured through voluntary acquisition (Blue section, Appendix 2).
11. This revision will require a phased, sequential approach to the delivery of the route. However, it should be stressed that upon completion all three aspects of the route (comprising the southern Woodhouse Lane works, the Development scheme, and the new offline Bypass) will maintain the benefits,

capacity, routing, and alignment of the previously agreed Bypass, and as such will be consistent with the premise of the original Bypass proposals for diverting Botley Village traffic via an alternative northern route.

12. The existing November 2017 Bypass planning permission requires the Bypass to be completed in accordance with the approved plans. However, the off-site highway infrastructure required to serve the development will vary this position and therefore a minor variation will need to be sought to the Bypass consent at the junction with Winchester Street which will allow for the phased implementation of the scheme.

Contextual information

Approved Bypass

13. In November 2016 a report to the Executive Member for Environment and Transport regarding 'Botley Bypass Public Consultation and Preferred Route' recommended that the preferred route as outlined in the report be approved and that work should be progressed to finalise details of the scheme and enable the timely submission of a Planning Application. Further to this recommendation, preliminary and early detailed design work was progressed in relation to the layout for the Scheme, developed along the preferred route alignment approved in November 2016.
14. Planning Permission for the Botley Bypass was granted on 22 November 2017 (Application No: CS/17/81226) and was granted in respect of the plans and particulars put forward under the planning application and subject to 29 conditions.
15. In January 2018 the Executive Member for Environment and Transport gave permission to progress the detailed design and development work for the Bypass and confirmed the alignment of the scheme.
16. The approved route for the Bypass (Appendix 1) comprises an improvement of the C195 Woodhouse Lane, from the Maypole Roundabout, north eastwards to a new roundabout junction to be situated to the south west of the B3354 Winchester Road bridge crossing of the railway; and a new length of A334 classified road from that roundabout, generally south eastwards, terminating at a new roundabout junction of the Bypass with the A334 Station Hill / A334 Mill Hill / A3051 Botley Road. The Bypass route will be crossed by a new bridge over the River Hamble. Further details of the approved scheme are set out in the [January 2018 Executive Member for Environment and Transport Decision Day report](#).
17. Collectively, the highway improvement works and the new A334 highway provide the Bypass of Botley to its north.

Development Application - Land West of Woodhouse Lane

18. To the north west of Woodhouse Lane, a hybrid planning application is proposed by Hampshire County Council as developer, with accesses off Woodhouse Lane.
19. The hybrid planning application seeks outline permission for a proposed residential development and full permission for an education led site including associated supporting highway infrastructure.
20. The residential elements include up to 605 residential dwellings, a local centre, pedestrian and cycle links, drainage, public open space, landscaping, other supporting infrastructure, and mitigation measures (including noise attenuation) associated with the Development.
21. The educational elements include a 7 form entry secondary school with the potential to expand to 9 form entry and associated sports provision, primary access roads and points of access, pedestrian and cycle links, an underpass, drainage, landscaping, utilities, other supporting permanent and temporary infrastructure, and mitigation measures associated with the Development.
22. Should the Development proposal obtain planning permission, the Development's off-site highway improvement works will replace an element of the Botley Bypass. Slightly different highway improvement works to Woodhouse Lane would be undertaken from just south west of the Hillier Garden Centre site, to and including the roundabout proposed on Woodhouse Lane. The northern length of the offline route of the Botley Bypass, between Woodhouse Lane and the B3354 Winchester Street, would also be supplemented under this planning permission from the provisions of the Botley Bypass planning permission of 2017.

Alternative Bypass Implementation Option

23. To accommodate development proposals to the Land West of Woodhouse Lane in the event of their planning approval, it is proposed that approval be given for an alternative, phased option for the Bypass scheme, which would reduce the project in scope to include the remaining elements of the original route outside of the developer's obligation, including a new 4 way priority junction at Winchester Street and a new length of A334 Classified Road generally south eastwards from Winchester Street, terminating at a new roundabout junction at the A334 Station Hill/A334 Mill Hill/A3051 Botley Road.

Woodhouse Lane South

24. It is intended that if the timing of the voluntary land acquisition allows, works to complete the southern section of Woodhouse Lane between the Botley Road Maypole roundabout to just south west of the Hillier Garden Centre site will be progressed as a separate standalone capital scheme. Separating this scheme from the remainder of Bypass will better enable the scheme delivery to align with the timing of the Development works and

minimise the duration and impact of the works to the users and residents of Woodhouse Lane.

25. Should this prove possible, a separate project appraisal for this scheme will be reported to the Executive Member for Economy, Transport and Environment in early 2020.

Revised Bypass Planning Approval

26. It is intended that a minor amendment be sought to the November 2017 Bypass planning permission, to allow for the phased implementation of the scheme, as required. The existing approval requires the Bypass to be completed in accordance with the approved plans. The proposed minor amendment to the scheme will permit a phased delivery and support the implementation of those elements of the Bypass likely required to achieve the Development's Section 106 obligations.

Bypass Compulsory Purchase Order

27. In January 2018 the Executive Member for Environment and Transport made a recommendation to the Executive Member for Policy and Resources that a Compulsory Purchase Order (CPO) order be made to acquire the land to deliver the Bypass scheme, and this was subsequently approved.
28. In [November 2018](#) the Executive Member for Environment and Transport gave a recommendation that the Executive Member for Policy and Resources vary and extend the previously approved area of land required through a Compulsory Purchase Order to deliver the Botley Bypass scheme, and this was subsequently approved.
29. Should the developer led works progress, it is intended that the extent of the CPO land required be reduced accordingly and plot numbers 7, 8 and 9 be removed from the CPO land acquisition plan previously approved by the Executive Member for Policy and Resources in January 2018.
30. The developer led infrastructure works will be delivered on land owned and controlled by Hampshire County Council and will not pre-empt the outcome of a CPO application relating to the residual elements of the Bypass permission. The Development infrastructure works will function as a standalone scheme in the event that a CPO should not be approved.
31. Negotiations to acquire Plots 1 to 6 to the southern section of Woodhouse Lane are progressing well and it is hoped that these will be concluded voluntarily without the requirement for a CPO.

Enabling Works

32. In order to progress the scheme in the case of either option, design and development work is required, including enabling works to progress the site

preparation, supporting surveys, and diversion of utility services, all of which will be funded through existing resources allocated to the scheme.

Finance

33. The proposed amendments will require the detailed funding allocations across the Economy, Transport, and Environment and the Policy and Resources capital programmes to be reviewed in due course. The proposals in this report will not change the overall funding requirement which remains within the existing approvals.

34. An October 2017 Cabinet Report identified a Hampshire County Council local contribution of £6 million towards the delivery of Phase 1 of the Scheme on Woodhouse Lane.

Consultation and Equalities

31. Consultation was carried out in the development of the existing option, and as the new option proposed here maintains the objectives and alignment of the approved Bypass, no further consultation has been carried out in preparing this recommendation. However, full equalities impact assessments will be undertaken as the project progresses and will be further reported to the Executive Member.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	yes/no
People in Hampshire live safe, healthy and independent lives:	yes/no
People in Hampshire enjoy a rich and diverse environment:	yes/no
People in Hampshire enjoy being part of strong, inclusive communities:	yes/no
OR	
This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because:	

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents	
<p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

The proposals in this report have been assessed as neutral for impacts on groups with protected characteristics. The report is procedural and seeks authority to pursue an alternative option to deliver a Bypass, maintaining the objectives and alignment of the approved project. Any impacts arising from the detailed implementation of an alternative option would be identified and assessed as the project progresses.