

1.A.1. Traffic generation, access and highway safety

1.A.2. The proposed development incorporates some 2000 dwellings, the occupants of which would clearly need to travel outside the site, and whose visitors would travel in. (There is some employment and retail provision proposed, but it is small in context of the number of dwellings and it is naive to assume that the employers will hire staff only from within the site, or that residents will only ever shop there.)

1.A.3. Evaluation of the site from a transport perspective must consider

- the trip generation (including visitors and deliveries),
- the direction of the trips,
- the mode of those trips,
- the state of existing supporting infrastructure,
- established trends in local traffic loading,
- the impact of the additional trips,
- mitigation strategies and their likely success.

1.A.4. Trip Generation

1.A.5. A development of the size of that proposed is big enough to have a significant impact on the trip level of Winchester as a whole. To give some perspective, this is 2000 houses added to a Winchester town area total of around 15 000.¹ⁱ Adding that proportion (13%) to a city in any way will give cause for concern in terms of traffic generation. Adding so many in one quarter of a city as compact and ancient as Winchester, with its narrow central streets having been built around the requirements of the horse and cart rather than the car and truck deserves very careful consideration if gridlock is to be avoided and the precious historical fabric of the city centre is not to suffer irreversible damage through the implementation of highway schemes.

1.A.6. The total trip generation for the site has been estimated at 15 000 trips per day of which 10 000 will use the local highways.ⁱⁱ

1.A.7. Modes of Transport

1.A.8. Cala Homes have set the expectation that 70% of the trips generated by the residential element of the development would be by car, with a total of 15% being by foot or bicycle.ⁱⁱⁱ The exact proportion is of course open to debate, and it can be reasonably expected that a higher

¹ 2001 census shows 43000 households in Winchester district (includes Alresford, Bishops Waltham, Colden Common, Denmead, Wickham and Whiteley. etc) and that 35% of the district population live in the "Winchester Town Area". Taking these figures together suggests 15000 households for Winchester.

proportion of those trips that leave the site will be by car, since walking and cycling are more commonly chosen for shorter trips. The Structure plan review identifies the proportion of trips made by car for a potential MDA at Winchester City North to be 80%.^{iv} It is clear that even if the measures to encourage non-car transport outlined in the local plan (review) and the environmental statement are successful, the great majority of trips to and from the proposed development are expected to be by car. Accordingly only car trips are considered further in this proof of evidence.

1.A.9. Direction

- 1.A.10. Traffic from the site will all emerge on either Well House Lane or Andover Road, working its way from there to the trunk road network, or to local destinations.
- 1.A.11. Considering the longer distance traffic making for the trunk road network first, the major routes in the vicinity are the A34 and the M3. Traffic aiming for the A34, or the M3 southbound would likely travel via Andover Road and Andover Road North to join the A34 from the Three Maids Hill roundabout. Traffic aiming for the M3 northbound will likely avoid the A34/M3 route due to congestion and instead travel along Well House Lane, through Headbourne Worthy and Kings Worthy then on to join the A33 northbound.
- 1.A.12. Of the local traffic, it is reasonable to assume that the majority will be travelling towards the centre of Winchester (including the Railway Station), with Andover Road being the main route.

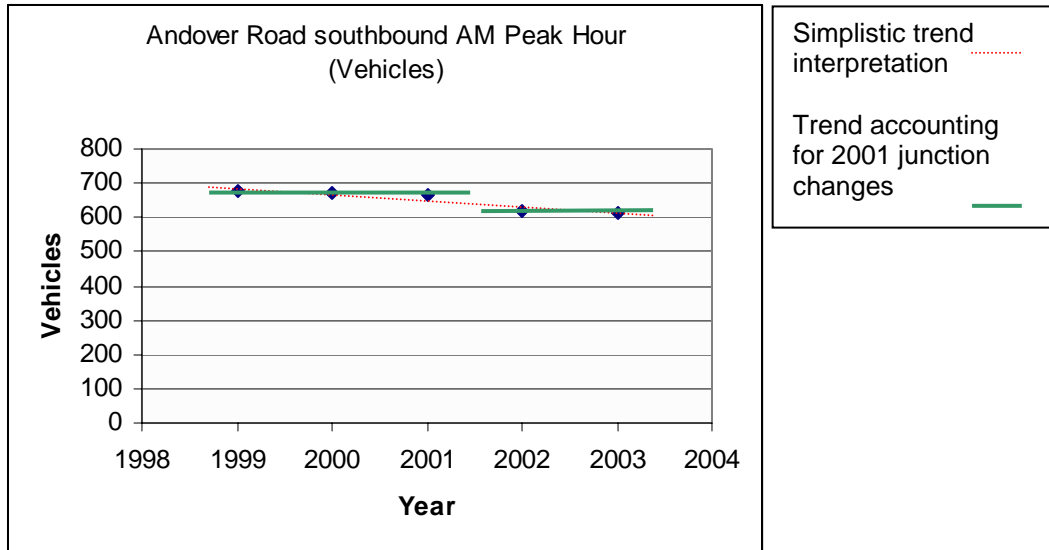
1.A.13. State of existing infrastructure.

- 1.A.14. It is clear that the capacity of Andover Road is key to the viability of a large potential development at Barton Farm. SBFG have made observations of the level of congestion on Andover Road during the a.m. peak hour (0800 to 0900 hours) in the months leading up to the start of the Winchester District Local Plan Inquiry in 2004.
- 1.A.15. The complete 2004 observations are presented in the appendix, some key conclusions are presented below.
- 1.A.16. On over 25% of the survey days, southbound traffic on Andover Road queued back beyond Stoney Lane (the location of the Bus Only Egress from the proposed development).
- 1.A.17. On 20% of the survey days, southbound traffic queued back beyond Henry Beaufort School (the main access from the development)
- 1.A.18. The average queue length back from Berewecke Road was 32 cars.

- 1.A.19. The Cala Homes Environmental Statement provides analysis of projected traffic flows for year 2011 in baseline and 'with development' variants.
- 1.A.20. Having compared the projected baseline queue statistics presented in the Environmental Statement for year 2011 with real observations from the a.m. peak hour in the appendix to this document we found that the observed queues are, on average, 45% greater than the 2011 projection (queues Andover Road southbound to Bereweeke Rd).^v The 2011 projections are based upon traffic survey data from June 2003, so it may be that lighter seasonal traffic lowered the base traffic flows thus providing the discrepancy from commonly observed traffic levels.

**1.A.21. Established
trends in local traffic loading**

- 1.A.22. It is important when assessing the impact of additional traffic emanating from the proposed development to understand the trends in the level of traffic already using the road network in the region of the site.
- 1.A.23. The Winchester Movement And Access Plan (WMAP) targets a 20% reduction in traffic by 2020 for the Winchester Area. Study of the available data does not however demonstrate that this is being achieved in practice for the Andover Road corridor.
- 1.A.24. The key indicator for peak traffic loading in relation to the site is the Andover Road Southbound vehicle loading during the a.m. peak hour. (This is chosen as it is the highest loading in the sharpest peak period.) Turning count data from the Mott MacDonald report^{vi} demonstrates that this loading rose by 5.6% over the years 1997 to 2000.
- 1.A.25. Automatic Vehicle Count data for the later period 1999-2003^{vii} has been interpreted by some as showing a slightly declining trend. This is based on a simplistic attempt at matching the data to a linear function of time. This does not take into account an important real change to circumstances on the ground however. In 2001, the road layout of the Andover Road/City Road/Sussex Street/ Stockbridge Road junction was changed, and significant signalisation changes were incorporated at the same time. This junction dominates the traffic flow in to Winchester from the northern quarter (influencing as it does flows from Andover Road, Worthy Lane and Stockbridge Road and is therefore a key influence on the traffic loading on Andover Road. With this in mind, the data from the Automatic Traffic Counts (reproduced below) is more readily interpreted as showing a predominantly flat characteristic over the 1999-2003 period, with a one-off step fall of around 9% in the year in which the junction was changed.



1.A.26.

1.A.27. To summarise, the key southbound a.m. peak traffic loading for Andover road appears to be static, at a level around 9% lower than its year 2000 peak.

1.A.28. The Mott MacDonald Report also analyses traffic generation from the proposed development and concludes that there would be a 70% increase in traffic towards Winchester in the a.m. peak.

1.A.29. Impact of additional trips on the local road network, and mitigation of same

1.A.30. The Cala Homes Environmental Statement seeks to propose mitigation strategies to redress the negative impact on traffic flow in the surrounding highways which would be brought about by the proposed development.

1.A.31. As the Environmental Statement seeks to persuade the planning authorities that the development should be permitted it can be assumed that the mitigation strategies represent the developers' best proposal for mitigation. Even this best case proposal leaves certain junctions (e.g. Berewecke Road^{viii}) over saturation capacity during the a.m. peak, and others (Andover Road, Stoney Lane) at over 90% capacity. Even the (lower, broader) p.m. traffic peak is acknowledged to push 4 of the 5 arms of the Andover Road/City Road/Station Hill junction over saturation^{ix} with attendant queuing. Combining this with the underestimate of recent (2004) baseline congestion identified above it can be seen that the proposed development would, if built, cause over-saturation of the local road network with catastrophic effects on the permeability of the local transport network.

1.A.32. Traffic from the site seeking to join the M3 northbound is likely to route via Wellhouse Lane and then Bedfield Lane to the A33 in order to avoid congestion on the A34. The Highways Agency has identified this as the

expected route^x. This route runs under a narrow (single lane) railway bridge and along roads with existing congestion problems as identified by Headbourne Worthy Parish Council in their response^{xi} to the application.

1.A.33. Hampshire County Council^{xii} have raised the same concerns as the Highways Agency.

1.A.34. Traffic from the site seeking to join the M3 southbound must either traverse the centre of Winchester exacerbating the local traffic problems noted above, or (more likely) travel north to the A34 and then east to meet the M3 at Junction 9. The Highways Agency says the A34 would be impacted by the proposed development with queuing increased at peak times, but that addressing this by highway improvement is not useful as the M3 itself is already at or beyond capacity^{xiii}.

1.A.35.

Conclusions

Traffic -

1.A.36. Siting a development as large as that proposed at Barton Farm would generate enormous road traffic problems for Winchester. The additional traffic load cannot be mitigated within the constraints imposed by a historic city with road infrastructure not designed with such gross expansion in mind.

1.A.37. The site has been promoted for development on the basis of close proximity to existing transport links. This neglects to address the issue that those links cannot sustain the additional load entailed by developing it. The proposals must therefore be regarded as fundamentally flawed and unsustainable in this setting.

2. Appendix – Traffic Survey

Save Barton Farm Group - Congestion Survey 2004

One sample taken per day for 43 week days over period 2/2/04-27/4/04.

Sample taken during a.m. peak

hour

Position of end of the Winchester bound queue on Andover Road was recorded.

Southerly limit of observation was Berewecke Road so queues have been assumed to start there.

This will lead to an underestimate of queue length as on some occasions the limit of the queue is not Berewecke Road but City Road or beyond.

Raw Data

Date	Time	Stoney Lane	Barton Farm Bldgs	Mountbatten Court	Henry Beaufort School	Dual Carriageway	Wellhouse Lane
02/02/2004	08:05		1				
03/02/2004	08:15	1	1				
05/02/2004	08:15						
06/02/2004	08:15						
09/02/2004	08:15						
10/02/2004	08:30	1	1	1	1	1	
11/02/2004	08:10	1	1	1			
23/02/2004	08:00						
24/02/2004	08:00						
25/02/2004	08:15	1	1	1	1		
26/02/2004	08:15						
27/02/2004	08:20						
01/03/2004	08:15	1					
03/03/2004	08:10						
04/03/2004	08:15						

10/03/2004	08:20	1	1	1	1	
11/03/2004	08:10					
12/03/2004	08:15					
15/03/2004	08:15					
16/03/2004	08:20	1	1	1	1	
19/03/2004	08:20		1	1	1	
22/03/2004	08:10					
23/03/2004	08:15	1	1	1	1	
29/03/2004	08:10					
30/03/2004	08:10					
31/03/2004	08:10	1	1	1	1	
01/04/2004	08:25					
02/04/2004	08:25					
05/04/2004	08:20					
06/04/2004	08:20					
07/04/2004	08:20					
08/04/2004	08:20					
13/04/2004	08:05					
14/04/2004	08:15					
15/04/2004	08:15					
16/04/2004	08:25					
19/04/2004	08:20					
20/04/2004	08:05					
21/04/2004	08:20	1	1	1	1	1
22/04/2004	08:25	1	1			
23/04/2004	08:20					
26/04/2004	08:10					
27/04/2004	08:20	1	1	1	1	

Notes

'1' in the table indicates queue passed this point.

On 2/2/04 and 19/3/04 the queue did not originate at Berewecke, but at the Stoney Lane junction.

Incremental distances from Bereweke Road junction.

	Stoney Lane	Barton Farm Bldgs	Mountbatten Court	Henry Beaufort School	Dual Carriageway	Wellhouse Lane
Distance (Miles)	0.3	0.1	0.1	0.1	0.2	0.3
Distance (Km)	0.48	0.16	0.16	0.16	0.32	0.48
Conversion factor: Mikes to Km			1.609			

Queue Distances

Date	Time	Stoney Lane	Barton Farm Bldgs	Mountbatten Court	Henry Beaufort School	Dual Carriageway	Wellhouse Lane	Total distance	Equivalent Cars
02/02/2004	08:05	0.00	0.16	0.00	0.16	0.00	0.00	0.32	46
03/02/2004	08:15	0.48	0.16	0.00	0.16	0.00	0.00	0.80	115
05/02/2004	08:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
06/02/2004	08:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
09/02/2004	08:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
10/02/2004	08:30	0.48	0.16	0.16	0.16	0.32	0.00	1.29	184
11/02/2004	08:10	0.48	0.16	0.16	0.16	0.00	0.00	0.97	138
23/02/2004	08:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
24/02/2004	08:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
25/02/2004	08:15	0.48	0.16	0.16	0.16	0.00	0.00	0.97	138
26/02/2004	08:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
27/02/2004	08:20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
01/03/2004	08:15	0.48	0.00	0.00	0.00	0.00	0.00	0.48	69
03/03/2004	08:10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
04/03/2004	08:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
10/03/2004	08:20	0.48	0.16	0.16	0.16	0.00	0.00	0.97	138

11/03/2004	08:10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
12/03/2004	08:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
15/03/2004	08:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
16/03/2004	08:20	0.48	0.16	0.16	0.16	0.00	0.00	0.97	138
19/03/2004	08:20	0.00	0.16	0.16	0.16	0.00	0.00	0.48	69
22/03/2004	08:10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
23/03/2004	08:15	0.48	0.16	0.16	0.16	0.00	0.00	0.97	138
29/03/2004	08:10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
30/03/2004	08:10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
31/03/2004	08:10	0.48	0.16	0.16	0.16	0.00	0.00	0.97	138
01/04/2004	08:25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
02/04/2004	08:25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
05/04/2004	08:20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
06/04/2004	08:20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
07/04/2004	08:20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
08/04/2004	08:20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
13/04/2004	08:05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
14/04/2004	08:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
15/04/2004	08:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
16/04/2004	08:25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
19/04/2004	08:20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
20/04/2004	08:05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
21/04/2004	08:20	0.48	0.16	0.16	0.16	0.32	0.00	1.29	184
22/04/2004	08:25	0.48	0.16	0.00	0.16	0.00	0.00	0.80	115
23/04/2004	08:20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
26/04/2004	08:10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
27/04/2004	08:20	0.48	0.16	0.16	0.16	0.00	0.00	0.97	138
Average									32

Notes

Queues assumed to originate from Bereweek Road junction.

In some cases this will lead to an underestimate as the queue may have originated beyond Bereweek.

Conversion factor: Km to Cars 142.86 - assumes each car takes up 7m of road space in a

queue.

3. Reference Documents for Save Barton Farm Group's Case

These need incorporating properly in the text as endnotes (use menu Insert/Reference/Footnote *Endnote)

- [1] RPG9 Revised Regional Planning Guidance for the South East (March 2001)
Planning Policy Guidance Notes:
- [2] PPG3: Housing DETR (March 2000)
- [3] PPG7: Sustainable Development in Urban Areas
- [4] PPG9: Nature Conservation
- [5] PPG13: Transport
- [6] PPG15: Planning and the Historic Environment
- [7] PPG25: Development and Flood Risk, 2001
- [8] The Winchester District Local Plan (1998)
- [9] Winchester District Local Plan Inquiry Inspector's Report. 1997
- [10] Winchester District Local Plan Review
- [11] The Hampshire County Structure Plan 1996-2011 Review (2000)
 - a. Policies:
 - b. H1: County Housing Requirement
 - c. H2: District Housing allocations
 - d. C1: Definitions of Countryside
 - e. C2: Development permitted within Countryside Areas
 - f. C3: Agricultural Land Quality
 - g. E1: Protection of groundwater and surface water
 - h. E2: Flood protection
 - i. E6: Landscape character
 - j. E8: Avoiding impact on trees, woodland and hedgerows
 - k. E10:
 - l. E13: Creation/Improvement of habitat
 - m. E19: Development affecting the setting of Winchester
 - n. T6: Access requirements
 - o. T12: Provision for pedestrians/cycling

Policy H4 Monitoring Paper 2004. (HCC)

Policy H4 Monitoring Paper 2005. (HCC)

- [12] WDLP Housing Monitoring Report No.2 (WCC, Jan.2004)
- [12] WDLP Housing Monitoring Report No.3 (WCC, Feb? 2005)
- [13] Strategic Planning Joint Advisory Panel (HCC, 2003-5) – Selected Reports
- [14] Winchester District Urban Capacity Study (Oct 2001)
- [15] Winchester District Adopted Local Plan: Policies: C1, 8, 14, EN 4,5,7,10,13,14,16,H3, FS3, T4,5,8,9,10,11,W1,29
- [16] WDLP Review: DP3,4,5,9,11,12,13,C1,2,8,RD04.18, 04.27,H1,4RT8,T1,2,6,8,W1,NC3
- [17] Hampshire Local Transport Plan 2001-2006
- [18] Hampshire Water Strategy and Action Plan. 2003-6 Environment Agency, HCC, Southern Water et al.
- [19] Managing Flood risk in Parishes, 2nd Edition, WCC, HCC, Env.Agency,2002

- [20] Planning for a Sustainable Future Southern Water, 2003/4
- [21] Groundwater and Fluvial Flooding in Hampshire. Halcrow Water. Oct. 2001
- [22] Study into the Environmental Impacts of Increasing the Supply of Housing in the UK DEFRA , Entec, Hodkinson, eftec April 2004
- [23] Winchester City North MDA Consultation – Comments/Objections PDC422, Appendix 2, May 2004
- [24] Environmental Statement in support of planning application W18760, Cala Homes, February 2004 Hampshire County Structure Plan (Review) 1996-2011 Major Development Areas Matrix Examination Vol III Transport Evaluation Appendix E,
- [25] Winchester District Local Plan Members Panel, Winchester City North Major Development Area: Proposed Area of Search and Local Plan Proposal, 22 June 2002, PTP141
- [26] Winchester and Its Setting WCC, 1998
- [27] The Future of Winchester Study, WCC, 1999
- [28] Reports selected from JAP meetings, March; July 2005
- [29] The Hampshire Landscape, HCC, 2000
- [30] Winchester District Landscape Character Assessment, WCC, HCC,
- [31] River Itchen Sustainability Study, Study Summary, Environment Agency, WCC, English Nature et al, 2005
- [32] WDLP R, Topic Paper 2: The Housing Strategy. Public Inquiry, WCC, 2004
- [33] WDLPR I. Topic Paper 3: Housing Requirements and Supply. 2004
- [34] WDLPR.I. Topic Paper 7: Winchester City (north) M.D.A. 2004
- [35] WDLPR I. Response Note: 12.03(A) ii; ii; iii; vi Ch. 12: Proposal NC.3 Winchester City (north) MDA
- [36] WDLPR I. Response Note 12.03(A)v; (E)ii: Transport
- [37] WDLPR I. Response Note 12.03(E) I Planning (E)iii Landscape
- [38] Policy EN11 of the Winchester District Local Plan and Policies C8
- [39] RD04.17 of the emerging Winchester District Local Plan Review
- [40] Winchester MDA Strategic Flood Defence and Drainage Issues Environment Agency 5th February 2002
- [41] The State of England’s Chalk Rivers, English Nature, 2004?
- [42] Policies within the Adopted Local Plan: EN13, EN14, EN16
- [43] DP9 - Groundwater protection Policies in revision of the adopted Local Plan
- [44] DP10 - Flood risk areas
- [45] Policies in Regional Spatial Strategy: INF1 - Flood risk areas
INF2 - Location and implementation of development to allow for protection of water services
- [46] CD 21.7 WDLP Topic Paper 7 Winchester City (North) Major Development Area 2004
- [47] CD 11.63 WDLP 19 Winchester City (North) MDA Identification of Reserve Sites

SBFG reserves the right to amend this list as relevant material emerges.

ⁱ 2001 census

ⁱⁱ Winchester City North MDA Consultation – Comments/Objections PDC422 Appendix 2, section 14, Comments from Hampshire County Council Highways

ⁱⁱⁱ Cala Homes Environmental Statement in support of planning application W18760, February 2004

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- ^{iv} Hampshire County Structure Plan (Review) 1996-2011 Major Development Areas Matrix Examination Vol III Transport Evaluation Appendix E, **CD5.6**
- ^v Cala Homes Environmental Statement in support of planning application W18760, February 2004, Table 8.17
- ^{vi} Mott MacDonald North Winchester MDA Transport Assessment June 2000. Page 8 southbound traffic on Andover Road from 1997 and 2000 is 692 and 731 respectively.
- ^{vii} Winchester City Council supplementary Note to Winchester District Local Plan in response to Save Barton Farm Group, 2004.
- ^{viii} Cala Homes Environmental Statement in support of planning application W18760, February 2004, Table 8.14
- ^{ix} Cala Homes Environmental Statement in support of planning application W18760, February 2004, Table 8.20
- ^x Cala Homes Supplementary Environmental Statement in support of planning application W18760, appendix A, page 3 first full para.
- ^{xi} PDC464 Report on Outline Application For Development of Reserve MDA (North Winchester) 22 September 2004 appendix 3 sect 2
- ^{xii} PDC464 Report on Outline Application For Development of Reserve MDA (North Winchester) 22 September 2004 appendix 2 sect 14
- ^{xiii} PDC464 appendix 2 sect 15