

14/06/2016

Rosemary Morton
Programme Officer
Winchester District LPP2
c/o Strategic Planning
Winchester City Council
Colebrook Street
Winchester
SO23 9LJ

Dear Rosemary

Unique reference Number: 51617

**Examination of Winchester District Local Plan Part 2:
Development Management and Site Allocations**

Tangier Lane, Bishop's Waltham

My statement is on the reasonableness of the proposal for Tangier Lane to be used as an access road for the development: Bishop's Waltham 3.

(1) The lane is too narrow for access traffic

Tangier Lane is a narrow country lane. It is unreasonable for increased traffic to use it.

It continues to be used by large agricultural vehicles e.g. combine harvesters and other large trailers.



The agricultural vehicle in the photograph above is smaller than many other agricultural vehicles such as combine harvesters that travel to and from Tangier Farm throughout the day.

The photograph was taken at the junction of Park Road and Tangier Lane.



This close-up shows how the tractor and trailer take up the width of the lane.

The lower half of Tangier Lane (below Park Road) is much narrower than Tangier Lane above Park Road. The residential traffic in the lower part (below Park Road) is relatively small (access to Tangier Lane Farm, one house in Tangier Lane and houses in Ambleside), but would increase considerably with the new development (BW3).

There is already considerable pressure on the junction of Tangier Lane with Winchester Road. There is traffic from The Avenue, Leopold Avenue, Park Road, Siskin Close, Kestrel Close, Mallard Close and people, who use the shop on the corner of The Avenue and Winchester Road, who proceed along The Avenue, Park Road and up Tangier Lane.

Taken as a whole, Tangier Lane would be too narrow for construction traffic. It would be even worse for construction traffic, large farm vehicles and other vehicles.

(2) Pollution due to increased traffic queuing at the junction of the B2177 and Tangier Lane

Hampshire County Council has a policy on reducing pollution at 'hotspots'.

Policy Objective 10: Contribute to achieving local targets for improving air quality and national carbon targets through transport measures, where possible and affordable;

Taken together, many of the priorities identified in this chapter will play an important part in helping to de-carbonise transport, and to address those 'hotspots' of poor air quality that are traffic-related. Measures to reduce the need to travel, widen travel choice and reduce dependence on the private car, alongside investment in low-carbon vehicle technologies, as described earlier, are an important part of helping to meet local and national targets for carbon and air quality. Measures such as quiet surfacing can be considered in noise hotspots. Cleaner, greener travel will help improve quality of life and health for residents near busy roads and for the people travelling.

Hampshire Local Transport Plan 2011-31, Page 18, Chapter 2 Transport Priorities

As noted above, there is already queuing at the junction of Tangier Lane and Winchester Road (particularly at peak periods in the mornings).

This can be accentuated by heavy traffic on Winchester Road. While Hampshire County Council may state, that the volume of traffic is not a problem, residents are clearly aware of existing problems in the area concerning volume of traffic.

There can already be long waits for drivers on the B2177 in Bishop's Waltham between its junction with Albany Road and the Sainsbury's fuel station. This can be particularly heavy, when there is an accident or other reasons for delay on the M3 and M27. Traffic comes through Bishop's Waltham from Hockley in Winchester or Wickham. If a vehicle stops on the B2177 e.g. an ambulance or grocery delivery van this causes long tail backs.

Were there to be access for the developments of BW3 through Tangier Lane, this would worsen an already bad 'hotspot'.

(3) The developments Bishop's Waltham 3, Bishop's Waltham 4 and Bishop's Waltham 5 must be treated as a whole and not in isolation from each other.

At an open meeting at which the developers of Bishop's Waltham 3 (BW3) displayed information on the proposed site, it was apparent that the developer was solely concentrating on BW3.

It is unreasonable for BW3 to be treated in isolation from BW4 and BW5.

Were BW3, BW4 and BW5 to be treated a whole, there would be the opportunity to have a much more overall plan for the three sites.

A relief road joining BW3 to BW4 and BW5 would enable a number of objectives:

1. Enable construction traffic to more easily access the three sites (BW3, BW4 and BW5)
2. Enable infrastructure to be more easily installed
3. Avoid the unnecessary proposals that Tangier and Albany Road should be considered as access roads
4. Provide traffic management measures at the junction of Wintershill and the B2177 to be in place and remove the need for traffic management measures in a short length of road from Albany Road to St. Martin's Street
5. Alleviate the increased pollution from traffic queuing to access the B2177

A relief road for the Newtown area would enable the avoidance of problems that are not only currently present but will be worsened by this development.

An officer stated that a relief road would put pressure on natural habitat. The two BW3 developments are already putting pressure on natural habitat.

The area of 'open space' between the two developments appears to be treated with conjecture. We are told, that it is an open space for people to use and it could be a play area. We are also told that there could be a second cricket ground. The latter is highly dubious, when a member of the parish council states, that the current cricket club below Albany Road may not have its lease extended in case the land is sold for further housing development.

It is unreasonable, that a much more coherent view of the area (BW3, BW4 and BW5) has not been taken into consideration.

A more joined-up approach to the combined developments of BW3, BW4 and BW5 would enable a more cohesive development avoiding the need for Tangier Lane and Albany Road, being considered access roads.

Were an inspector to visit Tangier Lane, it would quickly become apparent, that the lane is completely unreasonable due to its unsuitability to be considered as an access route from BW3 to the B2177.

Yours sincerely
Peter Daniels
Unique Reference Number: 51617