

Kings Barton Residents' Association (KBRA)

Evidence

1. KBRA

1.1 KBRA is the independent body which represents residents of the dwellings in Kings Barton Estate.

2. Policy W1 Barton Farm Major Development Area (Kings Barton)

2.1 We refer to the Appendix A labelled SD07 Summary of Representations and to our own response as Appendix T.

History

2.2 Winchester City Council (WCC) advised, when asked by our Freedom of Information (FOI) request, that they were unable to provide any documentary evidence of the discussions and meetings that led to their decision to close Andover Road to through traffic. Our understanding is that at least 16 years ago some residents of Andover Road, led by a planning barrister, opposed the Kings Barton development (then known as Barton Farm). We understand that WCC, concerned that they might lose approval of the development in the then draft Local Plan and subsequent 2010 Planning Inquiry, offered to these residents to close Andover Road to through traffic and divert this traffic through the new development. This offer was accepted by the Andover Road residents and they then withdrew their objections to the development. Clearly no consideration was given to the likely views of the 4500 future residents of Kings Barton!

2.3 This decision to close Andover Road to through traffic was included in the plans submitted by CALA, the developer, at the 2011 Planning Inquiry into the development.

2.4 The Planning Inquiry Inspector accepted the development including this closure of Andover Road in her report to the Secretary of State (SoS) but he (the SoS) rejected the proposed development as he disagreed with the closure of Andover Road (his decision letter of 28th September 2011 as Appendix Y). We understand that as a result of subsequent representation by CALA, supported by Hampshire County Council and Winchester City Council, the SoS altered his decision in his letter of 2nd September 2012 and approved the development with Andover Road closed.

Recent Actions by KBRA and others

2.5 We surveyed Kings Barton residents in 2022 (and then again in 2024) and found that 96% of them wanted Andover Road kept open to through traffic. In July 2022 KBRA submitted a Petition of some 3000 Hampshire residents to Hampshire County Council (HCC) **asking for Andover Road to be kept open for through traffic**. We were then invited to describe the reasons for the Petition to a full meeting of HCC but received no further response from HCC. Our report is attached as Appendix R and comments from some petitioners on their views is included as Appendix M. We were not invited to discuss our Petition with WCC but were able to respond to the WCC Leader, Martin Tod, to correct some remarks that he had made about the implications of having both Winchester Avenue and Andover Road open resulting in increased traffic demand. (Appendix N).

2.6 Subsequently on March 9th 2023 HCC were debating whether to close Andover Road to through traffic. We were informed that the decision would be based on a WSP consultancy report but that we would not be able to see that report until later. We provided a report to that Committee meeting (Appendix G). We were informed after the meeting that the decision had been taken to confirm the closure of Andover Road to through traffic and the diversion of this traffic through the Kings Barton development. Later in June 2023 we were provided with a copy of the WSP report, dated May 2023 (Appendix B), and it is easily clear to us that the decision was unjustified.

2.7 Our Appendix J sets out how inappropriate the WSP Report is when deciding on whether to close Andover Road to through traffic or keeping it open with improvements to the southern Winchester Avenue/Andover Road junction. For example in para 2.3.1 the report states that HCC's Draft Fourth Local Transport Plan (LTP4) sets out the transport aspiration for the area up to 2050 and states its vision as: "A carbon neutral, resilient, and inclusive transport system designed around people, which: supports health, well-being, and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire's unique environment."

2.8 The criteria used for the Options Assessment in chapter 7 of the WSP Report (Appendix B) do not reflect this vision. In particular they do not include likely increased road casualties, noise and air pollution, severance and carbon emissions suffered by Kings Barton residents (see Appendix X for details) due to closing Andover Road to through traffic.

2.9 In addition the WSP Options Assessment ignores the Department for Transport's requirements set out in Manual for Streets MfS (2007) and Manual for Streets 2 MfS2 (2010) for an assessment of design for streets based on a Place and Movement matrix. MfS Figure 2.5 clearly shows that

design for residential streets, which is what Winchester Avenue is, should reflect their Place status more than their Movement status.

2.10 The Options Assessment is not therefore valid and so the conclusion it reached that closure of Andover Road is the best option is also not valid.

2.11 The WSP report also states in para 2.5 that...“the heart of the development, including a supermarket, retail unit(s) and a pub are viable. The level of usage of these uses would be very reliant on a sufficient level of passing trade generated from ‘through’ trips.”

2.12 The developer’s statement in para. 2.5 is incorrect when considering the best option.

Our own survey of customers in 2023 using the Waitrose store on nearby Stockbridge Road , over a full day’s opening, showed that only 6% of customers were passing trade.

Secretary of State

2.13 HCC, WCC and CALA also told us that only the Secretary of State could change the decision to close Andover Road to through traffic. We then approached the Secretary of State and he responded by letter on 24 November 2023 that :-

“While this issue is clearly causing concern to local residents, and while it was originally a ministerial decision, once made, enforcement and implementation of planning permission lies with the Local Planning Authority (Winchester City Council). Furthermore, responsibility for road safety and highway closure lies with the Local Highway Authority. It is open to the developer and the Highway Authority to seek to vary the terms of the permission in respect of the diversion of Andover Road by making an application to Winchester City Council. It is for them to decide whether to make that application, and the determination of any such application would be a matter for Winchester City Council.” See Appendix D and Appendix E for details of this correspondence.

LTP4

2.14 HCC’s Local Transport Plan LTP4 was published in February 2024 (Appendix C). Its Guiding Principle 2 (para. 5.4) is to “Provide a transport system that promotes high quality, prosperous places and puts people first “. HCC would have been preparing this new Local Transport Plan whilst WSP were undertaking their Options Assessment.

2.15 HCC must have known that the Options Assessment undertaken by

WSP was false as the assessment does not “Put People First” as it ignored the requirements of the residents of Kings Barton for a safe place to live with low severance and low air and noise pollution. HCC’s decision to close Andover Road to traffic was therefore invalid.

2.16 We have been challenged by local politicians that Kings Barton residents should have known that Andover Road would be closed to traffic before they started living in Kings Barton. There will be some 300 dwellings on Winchester Avenue and KBRA surveyed the residents of these dwellings. 63% did not know, before they started living in Kings Barton, that Andover Road would be closed to through traffic. This is not surprising as most of the housing on Winchester Avenue is social housing and so they were not informed. 37% did know and these were primarily house purchasers. But it was reported to us that many were told by CALA sales staff that it was in practice most unlikely that Andover Road would actually be closed to traffic.

Very Recent Actions

2.17 According to the planning requirement for the Kings Barton development, Winchester Avenue should have been fully opened to traffic and Andover Road closed to through traffic by the time 650 dwellings had been occupied. HCC has agreed to allow, in their statement of March 11th 2025 attached as Appendix F, for the completion of these roadworks to be delayed until 1000 dwellings have been occupied. At the current rate of building of dwellings, these roadworks will not be required to be complete until Summer 2028.

2.18 Interestingly (in the Appendix Z) HCC are requiring certain roadworks to be undertaken now to enable the Andover Road/Winchester Avenue southern junction to operate satisfactorily. We do not have full details of these new roadworks involving minor road widening at the junction, but they appear to be very similar to those of Option C in the WSP report and assessed in Appendix J. KBRA are recommending a minor road widening at this junction to avoid the need for Andover Road to be closed! The implication is that this road widening will provide sufficient capacity to make it unnecessary to close Andover Road to through traffic.

2.19 We have not received any statement from HCC or CALA on why they consider this road widening is required. We assume it is because the M3 Junction 9 construction works will require several closures of the A34 during the next two years which, if Andover Road was closed, would result in much of the A34 diverted traffic driving through Kings Barton estate with the resultant concerns over road casualties, severance, and increased air and noise pollution and carbon emissions.

2.20 There will still be occasions after Junction 9 works are completed when the A34 is closed. This is because we have experience over recent years of the A34 having to be closed for various reasons. So, unless Andover Road is kept open, A34 traffic will still divert then through the Kings Barton estate causing the same concerns after the M3 Junction 9 works are completed in 2-3 years time..

2.21 We are disappointed that at no time have residents been invited by WCC to put our case for keeping Andover Road open to through traffic to a WCC councillors' meeting.

Conclusion

2.25 There is no example in the UK of a main road being closed and its traffic diverted through the centre of a new major development. Standard national policy is to ensure that through traffic does not route through a new major development. CALA's plan to close Andover Road, if approved, will be a UK-first and bring great shame on the local authorities (WCC and HCC) and the planning system.

2.26 We request that the Local Plan Inspector requires that the Local Plan be amended so that Andover Road be kept open to through traffic to enable successful and appropriate completion of the Policy W1 housing development in line with LTP4 policies and DTp guidance.

3. Policy W2 Sir John Moore (SJM) Barracks

Keeping Andover Road Open to Through Traffic

3.1 We refer to the Appendix A labelled SD07 and to our own Response as Appendix T. We also refer to our response to the Local Plan Transport Assessment which we deem irrelevant to the decision off closing Andover Road (see Appendix L).

3.2 Clearly, if Andover Road is closed to through traffic, then traffic generated by the 800-1000 dwellings to be built in Sir John Moore Barracks, will pass through the centre of Kings Barton on Winchester Avenue. This will exacerbate the anticipated resulting increase in road casualties, severance, air and noise pollution and carbon emissions. Traffic levels on Winchester Avenue are then expected to be greater than 20,000 vehicles/day and so will exceed its capacity which is likely to be less than 15,000 vehicles/day (see Appendix Q).

3.3 As our first petition to Keep Andover Road Open was not accepted by HCC and WCC, KBRA decided to hold a second petition (see Appendix V). This received 3300 signatures of local residents and stated that:

We call on Winchester City Council and Hampshire County Council to RE-OPEN Andover Road as a requirement for the approval of the Sir John Moore Barracks redevelopment. Our Appendix K highlights some of the issues associated with the SJM development's impact. Of course as closure has now been delayed by HCC until 1000 dwellings are built, that is for another 3 years, the petition can be understood to read to **KEEP-OPEN rather than RE-OPEN.**

3.4 **In addition, our Petition has received the support of four parish councils.. Headbourne Worthy, Kings Worthy, Crawley and South Wonston.** These parish councils all support Kings Barton residents and additionally know that closing Andover Road to through traffic will cause significant travel delays for their own residents.

3.5 We can repeat what we have recorded about Policy W1, that is that closing Andover Road to through traffic will be a disaster for Kings Barton residents. For all the reasons given under Policy W1, Winchester Avenue, with its high density social/affordable and shared-ownership terraced housing, primary school, Community Centre and many side roads is an unsuitable, low-capacity road to take the traffic diverted from Andover Road and the result for Kings Barton residents will be:

- **Road casualties** - Traffic accidents are likely to increase as low numbers of people cross Andover Road whilst high numbers of people cross Winchester Avenue with dwellings on both sides of the road and a primary school and in 2-3 years time a pub, community centre and shopping centre
- **Community severance** - The volume of traffic along Winchester Avenue will make it harder to cross presenting a physical and psychological 'barrier' to movement and separating residents from one another and from children's play parks.
- **Noise and Air Pollution and Carbon Emissions** - Will dramatically increase, due to traffic queuing in the neighbourhood centre and at access roads and pedestrian crossings. We expect levels of noise and air pollution to exceed WHO standards. Carbon emissions are bound to increase as traffic will be diverted from Andover Road where there is smooth flow and relatively medium travel speed onto Winchester Avenue where, with many side roads and crossings, traffic will often be travelling at low speeds.

3.6 Traffic will try to avoid delays on the congested Winchester Avenue by diverting through Harestock and Weeke and Headbourne Worthy and Kings Worthy.

3.7 More generally, all Winchester residents will suffer from delays in reaching the A34 for travel northwards and residents of Littleton, South Wonston and Sutton Scotney will suffer from delays travelling to the City Centre with additional negative consequences for emergency services.

Park and Ride, Bus, Walk and Cycle

3.8 Another issue is that of Park and Ride. Kings Barton is due soon to have a 200-space Park and Ride site. This will encourage traffic entering Winchester on Andover Road, from locations north of Kings Barton, to park there and take a bus into the City Centre. Residents welcome this particularly as the bus is planned to be combined to **serve both the Park and Ride site and locations in Kings Barton** so that residents can travel by this bus to/from the City Centre and railway station. From an efficiency viewpoint this will be good as it will be financially possible to make this **combined bus service** more frequent and over a longer period of the day. This will help to encourage residents to travel by bus rather than by car thus meeting WCC objectives of reducing travel by car into the City Centre.

3.9 Now we learn from the draft Local Plan that WCC are requiring the SJM development to provide a **further 800 park-and-ride spaces** making a total of 1000 park and ride spaces. We asked HCC and WCC for the evidence for this need. HCC provided us with their report; see Appendix S, based on the long-term parking sites in Winchester used by vehicles arriving in Winchester on Andover Road. In Table 5.3 this shows that 187 vehicles are anticipated to use the park and ride service; clearly the Kings Barton P and R site will provide for this demand.

3.10 WCC have provided no evidence to us to support the additional 800 spaces other than to tell us that there are other car parks in Winchester. Clearly there are several car parks with short-term parking spaces but no long-term spaces suitable for vehicles arriving in Winchester on Andover Road.

3.11 We suspect that this position taken by HCC and WCC is an attempt to justify a plan to not only ban through traffic on Andover Road but also to convert the closed section of Andover Road adjacent to Kings Barton into a busway. In practice even if a case could be made for some park and ride spaces at SJM, these spaces could be served by extending the Kings Barton bus service to SJM. An added benefit of such an extension would be that SJM residents could also use the service. In any case, the current CALA/HCC design for the Harestock Road./Andover Road/Winchester Avenue junction does not include a busway.

3.12 Another HCC and WCC proposal is to convert the section of Andover Road adjacent to Kings Barton into a walk/cycleway. This is not necessary as there is sufficient space to create a walk/cycleway between the Andover Road carriageway and Kings Barton if there was a proven demand for this.

Conclusion

3.13 We consider that the need for a 800-space Park and Ride site at SJM is unproven and has not been justified by evidence..

3.14 We request that the Local Plan Inspector require that the Local Plan be amended so that Andover Road be kept open to through traffic as a condition, before any housing is provided at SJM, to enable successful and appropriate completion of the Policy W2 housing development in line with LTP4 policies.