

Winchester District Local Plan 2020-2040: Regulation 19 Consultation

Development Allocations – Policy W5 – Bushfield Camp Strategic Policy T1

Otterbourne Parish Council objects to the proposed development of the Bushfield Camp site on the basis that it will create significant additional vehicle movements, causing traffic congestion and increased risk of road safety issues on the main route through Otterbourne. This and the resulting increase of CO2 and other vehicle pollutants contravenes the following WCC planning policies:

Strategic Policy T1 - Sustainable and Active Transport:

- v Integrating sustainable and active travel routes into the layout with connections to the wider network and where appropriate integrated with the green / blue infrastructure networks, which must be made available and usable at all stages of development particularly on large or phased sites;
- vi. The continued safe and efficient operation of the strategic and local road networks;
- vii. New accesses and intensified use of existing accesses onto the road network that can demonstrate that they will not result in reduced highway safety or significant congestion/delays.

Although the (Bushfield) developer has (at the time of writing) failed to provide a detailed assessment of transport requirements an additional 4,500 daily vehicle movements is anticipated as a result of the proposed development. Otterbourne already suffers from heavy traffic flows through the village. This includes:

- Lengthy, high sided waste HGVs with numerous daily vehicle movements to and from the waste management site on Poles Lane
- HGV's and other site vehicles from the Four Dell industrial site on Poles Lane
- Traffic generated from Southern House associated with Southern Water and South Central Ambulance Service
- Main Road being used as a "rat run" for the many daily commuters travelling to/from the IBM facility at Hursley from Colden Common and other locations on that side of our village
- Double and single decker buses routinely transiting through the village in both directions every day of the week
- Daily school drop off visits early morning and mid-afternoon through term time, often causing blockages on Cranbourne Drive and backing onto Main Road
- Diverted traffic whenever an issue occurs on M3 motorway between junctions 11 and 12

As a result of the density of traffic, it is common to see long queues forming at either end of the road through the village with the St Cross (Bushfield) roundabout at one end and the roundabout on top of Otterbourne Hill that connects to Eastleigh, Chandlers Ford and Junction 12 of the M3 motorway. Queues often stretching over a quarter of a mile form on a daily basis at peak travel times in the morning and evening. Congestion is further exacerbated whenever there is an accident or other obstruction on the M3 motorway between junction 11 and 12, when diverted traffic is directed through the village resulting slow moving traffic queues that can stretch the entire length of the village. In such conditions local residents often struggle to get out of the village to work or local shops, either having to wait long periods or even giving up due to the density of the traffic. With the road from Otterbourne forming a main connection at the St Cross (Bushfield) roundabout we can expect a major portion of the 4,500 daily vehicle movements to travel through Otterbourne, exacerbating the already congested route through the village - counter to Strategic Policies T1 vi and vii. We also envisage regular travellers to the new site would choose to travel through the village

instead of risking running into hold-ups at motorway exit junction 11 that are likely to occur at peak travel times adding further to the risk of congestion and reduced road safety in the village.

In addition to the increased traffic congestion this development would cause there will also be a significant increase in CO2 and other vehicle pollution. The CO2 footprint of queues already endured in the village must be horrendous! Further adding to this the proposed development runs counter to the aim of "Integrating sustainable and active travel routes into the layout with connections to the wider network"

We need developments that reduce congestion and pollution levels or at least result in a net zero CO2 increase, not those that would increase them as this proposal certainly would!