

Dear Sir/Madam,

Having received an informative leaflet re “preserving our, past, protecting our future” from the Bedhampton Heritage Alliance, I am not surprised, yet again, to here that another planning application (APP/19/00427) has been submitted, to build 50 “Bargate Homes” dwellings on land South of Lower Road, Bedhampton. (This time there is no right to appeal, IF Havant Borough Council (HBC) give planning permission to Bargate). Over the past many years, there has been the obvious pattern of the people protesting against building on any free land we have, only for the developers to persistently submit new plans, and so it continues until the Council succumb to the property developers, and so another crucial piece of land is sold, planners given permission to build on it, as many properties as they can get away with, and nothing given to sustain the infrastructure, let alone improve it. Most developers in our area, surely recognise the “no, no, no, yes” protracted approach, that exists between the Council, developers and residents.

Firstly, as GP surgeries are becoming busier due to the additional properties being built already. GPs are being overloaded and this is just one example of our borough overload on the infrastructure:

More houses, mean more people,

More people means more cars, more traffic. To drive into Havant from Bedhampton, there is always a road queue and forget being able to move in your car at tea time. The entire area is stymied at this time of the day and the morning traffic equally so. Is there anyone on the Council/Government who lives in our home town, and is experiencing the impact of the excess building already?

And the biggest anomaly is: most of the properties built, are NOT “affordable” housing!

More people and over-crowding, potentially more opportunity to commit crime, but no extra allowance for policing...

The sums of the present drive to build, build, build, short termly gives the Council instant cash, but once sold, that is it. The builders, who buy the land, make financially from this agreement, obviously, and for the time being the building industry and Council have the financial benefit from the transactions. What is being given back to our Community from the financial gain made between the Council and the Property Developers?

However, keep cramming these supposed “affordable” housing deals, with no thought, regarding Bedhampton and Havant’s infrastructure, is only causing overload on GP surgeries, our hospitals (it is hardly surprising that hospitals cannot meet their goals), schools, traffic and the increase of pollution. Health wise, not only pollution, but less space pro rata for residents obviously impacts on mental health.

The impact of this short term goal, to build as many properties ASAP, without investing into our infrastructure will affect everyone’s physical and mental health. For instance to ride a bicycle in the area is risky, traffic wise and the very poor state of our road surfaces. Obviously the more traffic, the worse the roads and danger to the cyclist; the more vehicles on the road, an increase in pollution; we already have the largest Council estate in Europe and how run down already are Leigh Park? How run down is Havant town centre? (opposite McDonalds is still an eye sore, and how many years has it been so?)

And so our shopping areas are run down, GPs are over-loaded, Schools too and so classroom sizes increasing... Several times, since 1978, Havant Athletic Club was promised a site for a Track and Club house. In the 90’s, a coach was told that the budget was so tight, that any money for leisure had to be used elsewhere. Nothing has changed, seemingly since that, and not to forget the financial cut on the Police’s budget and how that has impacted us. It is short sighted to cut budgets of much needed services and how much money would be saved from the NHS, if people were encouraged to use a

local athletic club, with facilities, or Leisure centres feeding into Havant Athletic Club? Fitter and healthier individuals, less diabetes and over weight health problems and a physically active and healthy person will not need to see the GP or hospital, as often.

The impact this present building drive has on each individual living in the area, goes far beyond some of the points made here. The subtle future problems that will arise from housing overload, without investment into the infrastructure, is already taking its toll now. The bottom line is that each human being living in this area will receive less and suffer more, whilst the Council and Builders make money, but give nothing back. There will be no divide between Portsmouth and Havant, Hayling Island and Bedhampton. It will become an over-populated metropolis, bringing all the problems that goes with having less individual space to live in.

Dear All,

I am writing to make you aware that we, The Bedhampton Heritage Alliance will be making a DMMO application to HCC in the near future. I attach a draft version (v5) for your information. There is, clearly some significant evidence to be gathered if available. We already have some weighty historic and user evidence of improper loss of ROW. The evidence we are searching for such as historic deeds of ownership, an Extinguishment order for Narrow Marsh Lane or a Legal process for removal of ROW are proving difficult to identify. This increases our concern that legal process may not have been followed. However, given the pressure arising from the fast moving events related to The Conservation Area Review, APP/19/00427 and HBC PsP 2036, we will continue the search with urgency, but in the spirit of co-operation, we feel that you should all be aware and be able to use the information garnered to date as you see fit.

PUBLIC RIGHT OF WAY EVIDENCE FORM

Please complete one form per person per path.

Route of way:

A) Original route of Narrow Marsh Lane, Bedhampton from Lower Road to Landing Place, Langstone Harbour. From grid ref 701063 to 710052.

B) Route used by applicant from Lower Road to Mill Lane, From grid ref 701063 via 701061 (railway bridge) to 702062.

For history see attached notes outlining documentary and user evidence.

1. Have you used the above way? **Yes.**
If so:
a) During which years? **2002 to 2006.**
b) Where were you going to and from? **From home (Lower Road) to Mill Lane and on to Langstone Harbour. Route (B) as above.**
c) For what purpose? **Recreation. Health and wellbeing.**
d) How many times a year? **Weekly.**
e) By what means? **On foot.**
2. Has the way always run over the same route? If not, give details and dates of any changes.
Yes.

The original Narrow Marsh Lane ran all the way from Lower Road (Summer Way) to "Landing Place" in Langstone Harbour as detailed in (A) above. With the construction of the Bedhampton to Warblington Havant bypass (circa 1965), the 3rd quarter of Narrow Marsh Lane toward the south from its junction with Lower Road, was lost to construction and land reclamation / fill. The earliest documentation of Narrow Marsh Lane is in The Belmont Estate Deeds of 1747 (Portsmouth City Records Office ref:1115A/1 - 43). This was almost 300yrs ago. For further significant historical evidence see attached notes.

3. Have there to your knowledge ever been any stiles or gates on the way? If so, state (with details of location) where the stiles or gates stood.
Not until circa 2007.
4. If you were working for any owner or occupier of land crossed by the way at the time when you used it, or were then a tenant of any such owner, give particulars and dates. If not, write No. **No.**
5. If so, did you ever receive any instructions from him as to the use of the way by the public? If so, what were they?

Not applicable.

6. Have you ever been stopped or turned back when using this way, or do you know, or have you heard of anyone else having been stopped or turned back? If so, state when the interruption took place and give particulars.

No.

7. Were you ever told by any owner or tenant of the land crossed by the way, or by anyone in their employment, that the way was not public? If so, state when and give particulars and dates.

No, but I am aware of a friend being challenged but not threatened in May 2019.

8. Have you ever known any locked gates or other obstruction to the way? If so, state when and give particulars.

Around 2006-7 access from Lower Road was denied by the farmer, with at first agricultural machinery and later padlocked gates. Access from Mill Lane was denied with large tree trunks. See paragraph I. page 10.

9. Have you ever seen notices such as Private., No Road., No Thoroughfare. or Trespassers will be Prosecuted. on the route? If so, what did the notices say?

None.

10. Have you ever asked permission to use the way?

No.

11. Please give any other information that you think is relevant overleaf.

Please see paragraphs C to J pages 2 to 11.

I hereby certify that to the best of my knowledge and belief the facts that I have stated are true.

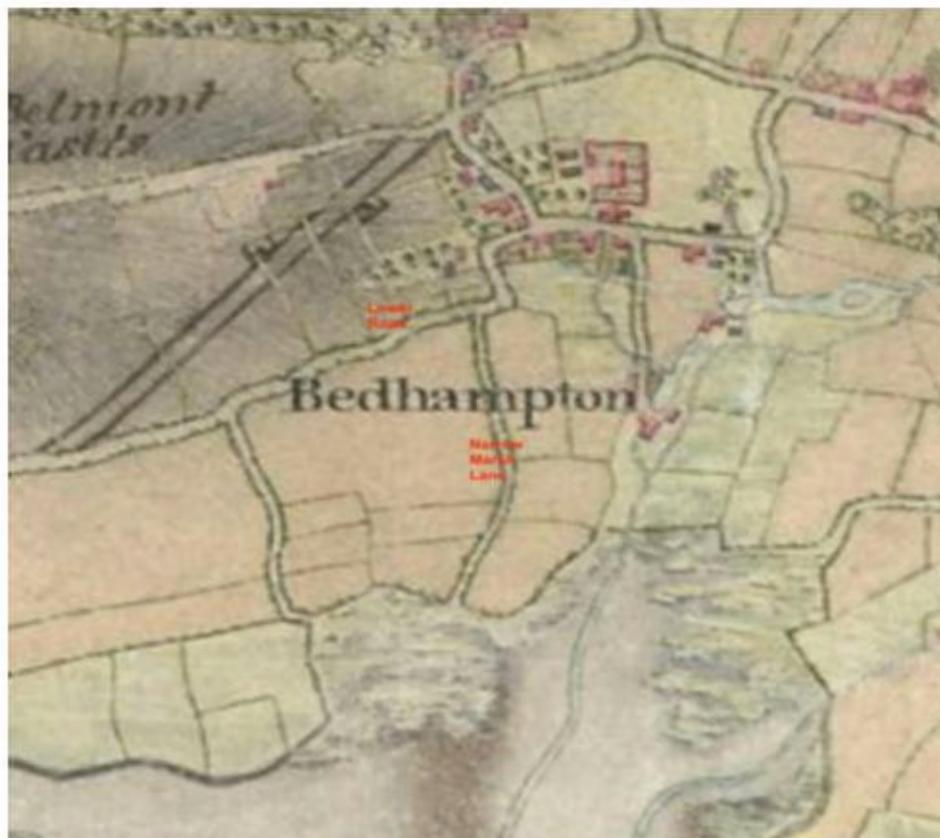
I am/am not willing to attend a hearing, public inquiry or court to give evidence on this matter, if this should prove to be necessary.



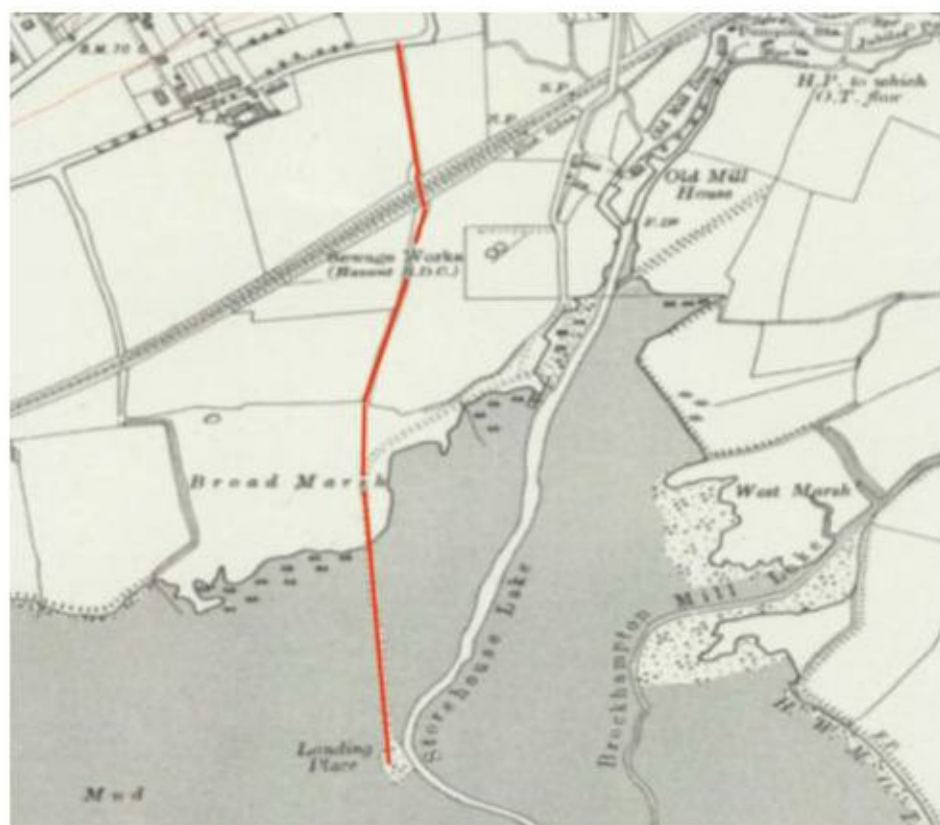
Additional Information:

- C. The earliest evidence found to this date of the existence of Narrow Marsh Lane lies in the Portsmouth Record Office. In 1747 two parcels of land were sold by The Belmont Estate, deeds of 1747 (Portsmouth City Records Office ref:1115A/1 - 43). The lands sat immediately either side of Narrow Marsh Lane and the Lane was referred to in the description of the parcels as forming the eastern boundary of one and the western boundary of the other. This indicates the Lane itself was not in private ownership and was

common land leading to / from the commons and marshes on the shoreline as well as the "Landing Place" in Langstone Harbour for maritime traffic.



1. Narrow Marsh Lane and Lower Road 1797, Sourced from The National Library of Scotland (NLS).



2. Narrow Marsh Lane circa 1895, Sourced from The NLS.

- D. There has never been a Tithe attached to Narrow Marsh Lane lending further weight to the conclusion drawn in paragraph C.



3. 1825 OS Map Extract (The NLS) & Bedhampton Historical Collection.

LANDOWNER	OCCUPIER	No.	NAME & DESCRIPTION	STATE OF CULTIVATION	ACREAGE A. R. P.	RENT CHARGE PAYABLE TO RECTOR £. S. d
			<u>ROADS</u> (continued)			
		326	Tumpike etc.		0 0 14	
		327	Road & Waste		6 3 27	
		328	Road Over Hill		3 1 1	
		329	Road		3 0 4	
		330	Road		0 1 3	
		331	Road		0 0 32	
		332	Waste		0 0 24	
		333	Lane to Common Marsh		0 0 23	
		334	Narrow Marsh Lane		0 1 0	
		335	Broad Marsh Lane		0 1 34	
					21 3 8	
				TOTALS	2416 2 7	330. 10. 0

4. Extract from Bedhampton Tithe Schedule 1842, Portsmouth City Record Office CHU26/3/1.

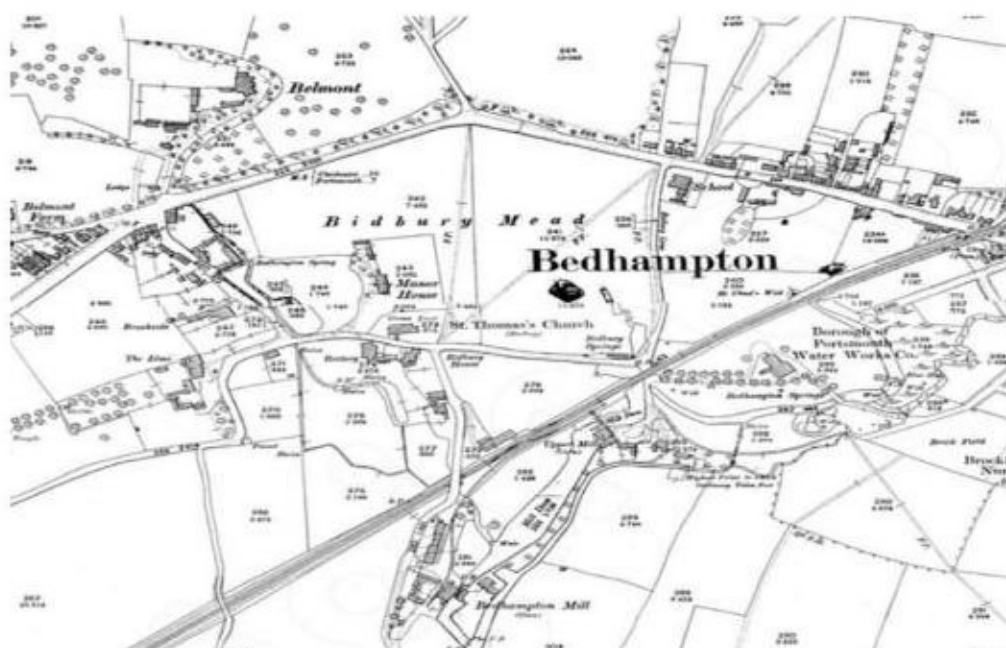


5. Hand drawn tracing of 1824 Tithe Map, Pile J. Local Historian, Bedhampton Historical Collection.

- E. No evidence has been found for the sale of Narrow Marsh Lane and thus at this time is assumed to still be common land with rights of way. It is understood that adverse rights do not apply in cases concerning the public thoroughfare although there is a great deal of evidence that Narrow Marsh Lane has been a public thoroughfare since before 1747 till 2007 at which time the farmer unilaterally denied access without consultation. This is a period of at least 260 years which is well in excess of "a period of at least 20 years uninterrupted use by the public" allowed by law to gain rights of way (section 31 of the Highways Act 1980).
- F. The 3rd quarter of Narrow Marsh Lane toward the south from its junction with Lower Road was lost as a result of the construction of the Havant Bypass and land reclamation / fill. However, no Legal Extinguishment (closure) Order can be traced at this time, although a record should be held by HCC Highways and or Traffic England. There has been, as yet no response to enquiries made of HCC (Hants Service Ticket ID 101808672.)
- G. The construction of a bridge over the railway in 1846 is a strong indication of the importance of this Lane. Allowing commoners to freely move between Bedhampton Village and the common lands of the foreshore of Langstone as well as the harbour itself (Landing Place), all points East (Emsworth and the Chichester Canal) and West (Milton Lock, Canal and Portsmouth). The importance of this thoroughfare to local farmers and merchants is demonstrated by the expense of the bridge to serve this ancient route whilst other routes such as Broad Marsh Lane and 40 Acres Farm had only unmanned level crossings.

This passage has been extracted from Havant Borough Council, "Old Bedhampton Conservation Area Appraisal January 2019", paragraphs 3.35 and 3.36.

"The historic map of 1890 indicates two routes that led across the railway line. Mill Lane which led over the multi-arched red brick bridge over the railway line leading to the lower mill complex and Narrow Marsh Lane with a narrower bridge over the same line. These routes, including bridges, led to Broad Marsh, the harbour and sea offering safer passage at that time. They also served the lands to each side. There is evidence for the use of Narrow Marsh Lane up to 1957 from the records of historian John Pile, dated 1994. Mill Road continues as a public footpath and bridleway beyond the metalled surface. Both are considered to be of historic importance."



6. OS Map 1890. Sourced from The National Library of Scotland.



7. OS Map 1990's. Sourced from The National Library of Scotland.

It should be noted that on the OS Map from the 1990's, Narrow Marsh Lane is marked as "Track" which runs south over the railway bridge to the northern edge of the A27 Havant Bypass before turning west to run under the gyratory in a culvert. The "Track" is in continuity. Was this intended to be the new southern course of Narrow Marsh Lane after truncation by construction of the bypass?

- H. Narrow Marsh Lane from its northern most point at Lower Road to a point just south of the railway bridge remains clearly identifiable and in its "original" state. It is part of an ancient network of Lanes in Old Bedhampton which are part of the Bedhampton Parish Highway System and is almost certainly well over 300 years old. These include Kingscroft Lane, Bidbury Lane, Mill Lane, Brookside Road and Lower Road, all of which are wholly or in part in the Conservation Area of Old Bedhampton or its immediate setting. There is currently a review of the Conservation Area which might propose extensions to include the whole network in Old Bedhampton CA.



8. Possible route to Broad Marsh foreshore. OS map 1960's. Sourced from The NLS.

This network of quiet semirural lanes provides a marvellous and safe amenity for walkers of all types to exercise themselves and their dogs thus improving the health and wellbeing of not only residents but also visitors from outside the area.

There is the chance to improve the current network by extending Narrow Marsh Lane either to the southwest as in image 3 or to the east as in image 4 or in both directions. This will create a local circular route whilst also allowing access to Langstone Harbour and Wayfarers Walk and hence a far more extensive network of foot paths.

To the southwest there is already a track separate to the slip road with a culvert under the gyratory. It will require some steps on the west side of the gyratory to take pedestrians up an embankment to an already constructed cycle way and path to Broad Marsh and and thus onward connections.

The extension to the east just south of the railway will require some minor construction of a footpath over approximately 300 metres before it connects with Mill Lane just south of the bridge.



9. Possible route from Lower Road to Mill Lane via Narrow Marsh Lane. OS maps 1960's. Sourced from the NLS.

- I. This series of 4 historic satellite images (Google Earth Pro) demonstrates clearly how access to Narrow Marsh Lane from Lower Road was unimpeded in 1999 and 2004 but by 2007 access had been denied unilaterally without consultation and without any local notices to indicate “no entry” or “trespassers will be prosecuted”.



10. Access to Narrow Marsh Lane from Lower Road 1999. Free access no gates.



11. Access still open with no gates etc 2004.



12. Access now denied by agricultural machinery, 2007. Gates followed shortly after.



13. Lower Road Narrow Marsh Lane 2016. Overgrown gate.

It should be noted how the hard cored unmetalled northern section of narrow Marsh Lane remains clearly visible over the years and at different times of the year. The lane surface indicates the previous movement of heavy loads for all seasons and not just pedestrians in the summer.

In addition to the irrefutable historical evidence there are numerous local residents who are willing to testify to the use of Narrow Marsh Lane on a regular basis to walk or even practice the bagpipes until 2006 - 7!

I have been a resident in Lower Road, Bedhampton since 1971 and like the majority of residents in the neighbourhood am alarmed at the proposed development.

Numerous very valid objections have been submitted to the Council but as far as I am aware consideration has not been given to the right of way which has, for as long as I can remember, been across the proposed building site and continued around the edge of a field leading to Mill Lane and connecting up with the country walkway into Havant/Langstone. The field was ploughed right up to the hedgerow, hence discouraging local people from taking this well established walkway. For many years my Husband and myself used this right of way for dog walking. This was far more favourable than using Bidbury Mead recreation ground! When the fields became used for commercial strawberry growing, the main gate onto Lower Road became closed presumably, once again, to discourage people from taking this route but many of the neighbours were aware that there was still a right of way which to my knowledge still exists. Over recent years the gateway has been allowed to become overgrown and form what looks like part of the hedgerow, obviously with the intention of concealing the right of way.

Regarding probable traffic problems: There was an instance in the past when the owners of the field in question allowed it to be used for a well advertised "Car Boot Sale". This caused the whole village to become gridlocked and residents could not even get back to their own homes. I personally wrote to the owners and suggested that they hold their next car boot sale outside their own residence.


14. Note dated 19/02/2019.

- J. **Conclusion:** There is a great weight of documented historical evidence to support the fact that there has been a public right of way over Narrow Marsh Lane for at least 272 years and almost certainly longer. This right appears to have been unilaterally withdrawn without consultation in 2007 by the farmer. There is no record of an Extinguishment Order and no evidence of a legal process to withdraw the right of way. Ownership of the land over which Narrow Marsh Lane runs is also in doubt as no deeds have been traced to date.

Further research is on going for completion of this draft DMMO application which includes searches for deeds at Portsmouth Records, Hampshire Records, West Sussex Records and National Archives. It is also hoped that the 1884 plans for the construction of the railway by The Brighton and Chichester Railway company will throw further light on ownership of adjacent lands and why a bridge was built over Narrow Marsh Lane lending further weight to ROW.

This is a fantastic opportunity to improve on an already excellent amenity of pathways around Old Bedhampton whilst protecting a heritage asset and leaving a worthwhile legacy for future generations. All that is needed is a vision and leadership to drive the project forward.

I realise it is a drop in the ocean but we have to start somewhere and maybe that could be H20, grade 1 agricultural land which should only be used for growing crops or trees in order to reduce our carbon footprint and thus addressing climate change. Such land should not be used for urbanisation which would only increase the carbon footprint, exacerbate climate change and pollution generally. Let HBC set the precedence and standard. If it still possible, please submit to APP/19/00427 list of reasons of why not to support the application

Comments for Planning Application APP/19/00427

Application Summary

Application Number: APP/19/00427

Address: Land at Lower Road, Havant

Proposal: Development of 50 new dwellings together with access, landscaping and open space.

Case Officer: Daphney Haywood

Customer Details

Name: Not Available

Address: Not Available

Comment Details

Commenter Type: Complainant

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I still object to the building of 50 houses on land at Lower Road. Lower Road is narrow and more cars would make it less safe for residents many of whom are elderly. Cars often go too fast and there have been many near misses, this would only get worse and there could be a serious accident.

This area is unique in the borough with many historic buildings, it is an area that can be enjoyed by many and allowing the building of more houses would not be sensitive to this area.

Dear sir/madam

As a resident of Lower Road, I would like to make the following objections against the proposed new development on the fields south of Lower Road, Old Bedhampton.

Access

1. Access to the site would be on the bend of a very narrow road. As a resident who has to travel on Lower Road, this section of the road is extremely dangerous, the bends are narrow and blind. As a motorist, the road is not wide enough to accommodate two cars comfortably and being blind bends, most motorists therefore approach these bends by driving in the middle of the road, as a consequence, I am constantly having to slam on my brakes to avoid oncoming traffic coming even though I am driving on the very edge of the road.

2. This road has constant pedestrian (walkers, runners, joggers, dog walkers) and cycle traffic along it, the road itself has no pathways, an increase in traffic would therefore be a danger to these people as the road is narrow with blind bends. There is also a Residential Home - The Lodge - which is located on the bends, whose residents take frequent walks along this road. Walking, running and cycling is beneficial for health, and people should be able to continue to gain health benefits without having to be in fear, and to be able to continue to choose a beautiful and peaceful road to travel along.

3. As a working resident and having to travel by car to work, getting out of Brookside Road in the mornings is a constant head-ache due to the volume of traffic heading towards the mini roundabout and onto the main Bedhampton roundabout, coming home is also a nightmare as traffic is constantly backed up Bedhampton Hill Road. An increase in traffic from this development would only add to these roundabouts that already cannot cope as it is, there has already been an increase in traffic due to the new developments already built on the old Bowl Plex site as well as those built behind Penhurst Road in Bedhampton.

Heritage

4. The village of Old Bedhampton is a Conservation Area with its own special character. It has a long history with many fascinating aspects and attractive, historic old buildings. Building more houses so close would completely destroy the essence of this for the communities of both Bedhampton and Havant.

5. The proposal goes against the primary principles of planning which should ensure development is 'in keeping with the character of the surrounding area and should conserve or enhance the setting of the adjacent conservation area'. This new proposal does not fit this description.

6. Havant Council's own Local Plan includes provision for Dedicated Open Space Areas for residents to enjoy. By including the Lower Road fields in a housing development would be a serious missed opportunity to use existing natural beauty of the area, along with the Church, historic buildings and Bidbury Park, to make Old Bedhampton village a dedicated open space area for all to enjoy.

Environment

7. The fields are a known feeding site for migratory wildlife such as a Brent Geese, an ecologically threatened species whose numbers are in decline as habitats are under increasing threat by human building.

8. The fields are prime agricultural land, planted with crops on a yearly basis, and represent the last accessible rural area around Old Bedhampton. It represents a rural, social amenity, not just for nearby residents, but for the whole of Bedhampton and Havant. Each year many hundreds of people visit and walk through the Conservation Area and along Lower Road, just to stroll, often with children, cycle, and walk the dog. Many disabled people in wheelchairs also enjoy passing through.

This proposal would seriously impact the area and people on many levels and should not be approved. The beauty and peacefulness of this last rural area, should not be allowed to be destroyed, it would be a mistake to lose the heritage of Old Bedhampton.

I urge this proposal not to be granted.

To: Planning Services, Havant Borough Council, Public Service Plaza, Civic Centre Road, Havant, PO9 2A

Email : planning.development@havant.gov.uk

To: Havant Council

Re: **Planning Application APP/19/00427 (Amended)** (Bargate Homes application to build 50 houses south of Lower Road in Old Bedhampton)

I wish to object to the above planning application which should be refused planning permission. I have reviewed the amended plans (ref. Havant Council notification of 7th October 2019) but it is clear that as previously, what little benefit, if any, exists to this development, it is greatly outweighed by the harm it would cause.

In particular, the recently expanded Conservation Area of Old Bedhampton will have its setting and character irreparably damaged if this development which will substantially increase traffic through the Conservation Area is allowed to proceed.

Also, the historic track known as Narrow Marsh Lane which may even be determined to be a Public Right of Way, is being obliterated by the proposed development.

The overview of my objection to this planning application is that it is in severe conflict with many of the key priorities and policies described in the current Havant Local Plan against which HBC must, in according with proper statutory process, assess this planning proposal. Indeed, Simon Jenkins, Head of Planning for HBD states on his letter affixed to local lampposts that the proposal:

- Is a Departure from the Local Development Plan
- Is considered to be a Major Development as defined by GDPO 1985

My objection is structured as follows :

- 1) A Reference Overview of Old Bedhampton with special reference to the dangers presented by the proposed entry and access to the site via Lower Road. The document includes detailed traffic monitoring data. (The veracity of this document, including the traffic monitoring data can be established via a legal commissioner for oaths which the author is ready to undertake at their own expense.)
- 2) A step-by-step reference to the current Local Plan (Specifically, the Core Strategy, adopted March 2011 with reference where appropriate to the Local Plan Housing Statement (LPHS) of 7th December 2016. This will refer quite specifically (page nos, paragraph nos, Policy Nos, etc) to all sections of the Core Strategy where the above proposal is clearly in conflict, cannot be mitigated and should therefore be rejected.

1) Reference Overview : Lower Road and access Issues relating to safety, cycling and elderly pedestrians and children

The only vehicular access to and from the proposal site on the field south of Lower Road and to the existing 80 dwellings in Lower and Lodge Road(s) is via a very hazardous, narrow section of Lower Road, within the Conservation area. Access from Brookside Road means negotiating 3 right angle bends. The first bend has restricted visibility and the second and third bends are "blind" with virtually no sight line around them. Between these two blind bends there is no pavement and no room to provide pavement as the road boundary is up against the boundaries of the existing conservation area dwellings which include high hedges on one side and a brick boundary wall on the other. Nor is there room for a cycle lane, despite it being designated as National Cycle Route 22.

The access to the site and all the 80 (exact count) existing dwellings in Lower Road and Lodge Road is a vehicular cul-de-sac. All vehicles entering have to exit the same way. Hence pedestrians, which include parents with pushchairs and young children, dog walkers, unsupervised schoolchildren on foot and on bikes, elderly persons from the two types of residential homes situated between the blind bends, leisure and commuting cyclists, etc, are mixed in with no shield against vehicles such as cars, delivery vans and lorries which are often travelling at significant speed around the blind bends.

The writer of this document has lived at the exit point of these bends for 30 years and can personally attest to this fact and has himself experienced many near-misses. Other residents have also supplied signed statements of the many near misses they have also experienced.

Figure 1: The photograph below taken in September 2018 as a large lorry negotiates these bends on the area with no pavement is shown below and illustrates the dangers highlighted above:



The Lodge elderly persons care home is in the middle of the 2 blind bends, just on the left of the lorry in the photograph. Staff, visitors and ambulances (See Figure 4) which regularly drive into the care home car park have to turn right, across the road close to the middle of one of the blind bends. This would be directly across the path of the lorry in the photograph shown in Figure 1. This could – and sometimes will – be happening at the same time as the cyclists and people on foot as described above are occupying the same piece of road.

There is a further building called "The Elms" which is Grade 2* (star) listed which is also on the blind bend and situated right next to The Lodge care home. It houses 6 residents in flats, all currently active, older people.

Increases in Vehicle Traffic :

If planning permission was granted, 50 dwellings would be added to the 80 current dwellings, making 130 dwellings in total, an increase of 63% within the vehicular cul-de-sac. All the extra vehicle traffic will have to pass through these blind bends, along with extra pedestrian and cycling traffic.

Whilst it is not possible to say with certainty what the increase in vehicular traffic would be due to this development, a pro-rata increase comparable to the 63% increase in dwellings would not be unreasonable. In fact, there is good reason to consider this might be a significant underestimate. This is because whilst there are currently relatively few families with children in the existing 80 dwellings, this may change with time and the new houses may be expected to house a significant number of families with young and school age children. Hence this will result in further car journeys to schools and nurseries. The nearest public transport (bus stop) is 450 metres away and cannot be brought closer.

The dangers outlined above around the blind bends means that parents will be even less likely than at present to put even their older children at risk by allowing them to walk to school, even to the bus stop 450 metres away.

The hazards faced by the current population of school children on bikes around the bends has been described above, despite the route being designated as national route 22, they are completely unprotected.

Expected increases in Pedestrian and Cycle traffic :

- Although it is a vehicle cul-de-sac, Lower Road does provide through access for pedestrians and cyclists in particular from the Rusty Cutter roundabout. It is designated as national cycle route 22 which provides access to surrounding areas and on to Portsmouth and Chichester. With the general increase in housing described in the Plan there will also come an increase in cycle traffic along Lower Road.
- One particular source of the expected – and welcome - increased cycling and walking is from the proposed H14 site, known as Forty Acres in HBC's new Draft Local Plan. This is a substantial potential development of 320 dwellings and a care home and is quite close, only 280 metres from the start of the Lower Road pedestrian and cycle access entry point. Once safe access across the Rusty Cutter roundabout has been established, Lower Road provides an immediate, tranquil and convenient through route to Havant and beyond, avoiding the very heavily congested traffic along Bedhampton Hill.

Hence a significant proportion of walking and cycling residents from Forty Acres, when it is developed, may be expected to head down Lower Road into and through Old Bedhampton Conservation area. A significant sub-set of

these residents will be leisure walkers and dog walkers. Lower Road provides this important group with delightful access to Old Bedhampton Conservation Area, but also leads on to the attractive Solent foreshore and longer walks via a relatively recent purpose-built footbridge (also for cyclists) over the busy A27 Dual Carriageway to Broadmarsh foreshore.

All of the above factors are central strategies promoted within the current HBC Core Strategy, and further emphasised in HBC's new Draft Local Plan.

Hence it is imperative that the safety of the existing and progressively increasing walking and cycling population, including parents with infants in pushchairs and school children from new developments such as Forty Acres and nearby developments going along Lower Road are not imperilled as they most certainly would be, by the increased vehicular traffic in Lower Road including the dangerous bends which would arise from H20.

The only remedy to avoid this is to deny planning permission for this proposal, At the very least, it must be referred to the Secretary of State via an Examination in Public so the various factors can be properly and independently examined, including the non-compliance to the current Strategy.

Traffic Count & Video Evidence of traffic around the dangerous Lower Road Bends

It is recognised that the true extent of the dangers to pedestrians and cyclists can only be properly assessed if some numeric data is obtained. Hence with the support of local residents, video monitoring of vehicle, pedestrian and cycle traffic was set up in October 2016. (see *Figure 2: Site of video camera*)

All the video evidence was saved, sent to Havant Borough Council and receipt acknowledge by HBC in December 2016. It is still available.

One particular 2 hour period on 26th October from 15.30 to 17.30 was analysed in detail. The results are presented in the section below this part of the document, and titled: **Lower Road VideoTraffic analysis Oct16**. The results and the video recording were sent to several Havant Borough Council officers and councillors and receipt acknowledged by HBC in December 2016. (NB for data and privacy protection, no individuals can be identified in the video recordings.)

A total of 83 vehicle movements were counted in one hour between 16.30 – 17.30 during the 2 hour analysis period. This figure has particular significance when examined in relation to the Hampshire Transport Plan, one of the documents from other periods examined, this was not untypical for a late afternoon. This figure included 27 cyclists, many of which were school children on bikes. Also 21 Pedestrians (not included in the figure) were observed walking round the blind bends during this period.

18 potentially hazardous traffic incidents were also recorded in the period. Full details are given in the Ref. Doc. but a sample of these is as follows:

- 3 cyclists together occupying much of the width of the road, and who have just come around the blind bend (see *Figure 3: 3 cyclists across road*)
- 3 cyclists, with 2 together on the wrong side of the road around the blind bend.
- 2 separate examples of a lady pushing a pushchair containing an infant around the blind bends
- Several dog walkers
- Mobility scooter meeting cyclist head-on
- Ambulance across the road in the middle of the blind bend, accessing the elderly persons care home (see *Figure 4: Ambulance across Lower road*)



Figure 2. Site of video camera



Figure 3. 3 cyclists across Lower road



Figure 4. Ambulance across Lower road at The Lodge, Elderly Persons Home

Title : Lower Road VideoTraffic analysis Oct16

Video Summary – Lower Road

Total cyclists, cars, motorbikes, commercial vehicles

Video Elapsed Hrs/mins to convert to BST

(Example: to view video of peak of 83vph at 4.30 to 5.30 pm, start at 21hrs 20 mins into the video)

11:50 12:20 12:50 13:50 14:50 15:50 16:50 17:50 18:50 19:50 20:50 21:20 22:50

British Summer Time (BST)

			British Summer Time (BST)												Notes	
Date	Video		07:00 to 08:00	07:30 to 08:30	08:00 to 09:00	09:00 to 10:00	10:00 to 11:00	11:00 to 12:00	12:00 to 13:00	13:00 to 14:00	14:00 to 15:00	15:00 to 16:00	16:00 to 17:00	4:30pm to 5:30pm		17:00 to 18:00
	No															
Weds 26 Oct 2016	14		TBA	62 vph	64 vph	TBA	TBA	TBA	TBA	TBA	TBA	TBA	78 vph	83 vph		Figure INCLUDES 27 cyclists but EXCLUDES 21 pedestrians

vph = vehicle movements per hour (vph)

TBA = Still to be assessed

Note : The above traffic data should be considered with the data described in the Consultation Submission by Hampshire County Council. Letter by Ray Alborough, Hampshire County Council Economy, Transport and Environmental Department. Dated 23 May 2109, HCC Ref 024645. This letter states that Lower Road currently operates as a shared surface. The additional traffic monitoring data presented here shows that the preliminary conclusions in the HCC letter cannot be sustained, most emphatically so when related to Hampshire County Councils Transport Plan Policy Objective 9 (Shared space) – see section 2, ref to HCC Transport Plan below in this document

**Traffic Analysis Detail -
Incidents**

Date: 26-Oct-16, Analysis Start Time: 15:30, Analysis Duration: 2 hours

Incident	Elapsed Hrs/mins on video recording	Time of Day (BST)	Additional Traffic Safety Risk Events on blind double bend with no footpaths (additional to vehicle & cycling traffic)
	20:20:00	15:30	Start of Analysis Period
1	20:30:00	15:40	2 children on push scooters with adult heading towards bend (see Item 3 below)
2	20:30:00	15:40	Cyclist + pedestrian walking abreast with another cyclist meeting car in the road.
3	20:31:00	15:41	See Item 1 above; 2 Children on push scooters with adult walking in road around the bend (1 event)
4	20:51:00	16:01	2 Adults walking in the road around the bend
5	20:58:00	16:08	3 cyclists, together all abreast coming around the bend
6	20:59:00	16:09	Pedestrian walking around the bend, in middle of road with cars coming in both directions
7	21:15:00	16:25	Jogger coming from around bend in the road, with back to traffic
8	21:18:00	16:28	Pedestrian walking in the road, around the bend, back to traffic, using mobile phone
9	21:21:00	16:31	Vehicle from Elderly persons home reversing into road
10	21:25:00	16:35	Lady pushing child in pushchair in the road
11	21:26:00	16:36	Pedestrian walking in the road, around the bend, his back to the traffic
12	21:29:00	16:39	2 pedestrians walking dogs in the road
13	21:37:00	16:47	Lady pushing child in pushchair in the road
14	21:39:00	16:49	2 Pedestrians walking abreast, in the road, around the bend, backs to the traffic
15	21:47:00	16:57	2 Pedestrians together, walking abreast, in the road from around the bend; one walking a dog
16	22:05:00	17:15	Mobility Scooter meets cyclist head-on in the road
17	22:09:00	17:19	2 Pedestrians walking 2 abreast in the road, their backs to traffic meeting cars on the road
18	22:11:00	17:21	2 Pedestrians walking widely abreast across the whole road, around the bend
19	22:13:00	17:23	1 Pedestrian in Road
20	22:13:00	17:23	2 Pedestrians in the road, walking abreast
21	22:15:00	17:25	2 Pedestrians in the road, walking abreast
22	22:16:00	17:26	Cyclist in the road pushing his bike around bend
23	22:17:00	17:27	Cyclist, on wrong side of road, with friend walking alongside in the road
24	22:17:00	17:27	3 cyclists; 2 together on wrong side of road
25	22:18:00	17:28	3 cyclists, together all abreast across the full road width going around the bend
	22:20:00	17:30	End of 2-hour Analysis Period

2) Step-by-step test of the proposal tested against the current the Adopted Core Strategy showing where the above proposal is clearly in severe conflict, cannot be mitigated and should therefore be rejected:

- References below are to the current **Core Strategy**, page, paragraph and Policy numbers :
 - Page 22, para 1.44 states "It is essential that the Core Strategy is read **as a whole** when considering any planning application"
 - Page 20, Table 1.1 Forward Together aligned with the Core Strategy
1. Health and Well Being; 6. Caring for our Borough
 - Page 24, Policy CS1 Health and Well Being : subparas 7 and 8 : contrary to the Policy CS1, this proposal degrades the opportunities for increased cycling, by substantially increasing the vehicular traffic along the designated National Cycle national cycle route 22. In particular, by concreting over **Narrow Marsh Lane** and blocking access to the historic railway bridge, this proposal blocks a potential safe, non-vehicular cycle (and pedestrian) access to the Broadmarsh coastal area specifically mentioned in this Policy.
 - Page 25, para 2.08 emphasises the "first priority" of the Policy to be that of "...improving the opportunities for exercise for all age groups including children's play, walking, cycling..." This proposal would do exactly the opposite. Extra vehicular traffic from the development resulting in a 63% increase in dwellings served by Lower Road, all mixed in on a "shared surface" with elderly residents living in their specialised accommodation on the blind bends on Lower Road, plus children, cyclists and walkers would substantially increase the hazards to these groups. The total distance from this proposed site centre to the nearest bus stop is 450 metres and these groups would be at substantially increased at risk and unprotected for the majority of this distance.
 - Page 28, para 2.25 Walking and Cycling : This para notes HBC's concern that it is the only council in Hampshire where the use of footpaths has declined over four consecutive years up to 2007 as indicated in the Quality of Life in Hampshire 2008 report. This proposal with its increased vehicular traffic on existing footways and blocking of further potential footpath access to the countryside and coast runs directly counter to the objective to increase these activities.
 - Page 29 : para 2.27 : Identifies improvement to cycle route network as strategic; Quoting this section : "With safer routes an increase in cycling can have substantial benefits for health and reducing congestion. However, the number of accidents needs to be reduced significantly. For example, between 2003 and 2006 there were three fatal and 21 serious accidents with a further 200 resulting in minor injuries. A substantial number of accidents involved children". This proposal would do the very opposite and increase the dangers to cyclists, many of whom are indeed schoolchildren on there way to and from school along Lower Road, much of which has no room for pavements or cycle ways and in places is barely wide enough for 2 vehicles to pass (and only if pedestrians press themselves hard against the boundary wall on one side or the high boundary hedge on the other side of the blind bend as frequently happens).
 - Page 45 Policy CS5 Tourism, including para 3.56 : Quoting : " Policy CS5 encourages the provision of sustainable and small scale recreational opportunities for tourists and day visitors. These will be focused on the natural environment, seafront and etc.... schemes will be put in place as necessary, for example, information boards to help visitors understand the local area and its wildlife." Para 3.58 states "Broadmarsh would provide an ideal location for a Visitors' Centre, which could be used to promote and manage the area's environmental assets."
- The author of this Objection could not agree more!

Currently, Old Bedhampton and Lower Road provides safe cycle and pedestrian access for people in the wider surrounding area to access Broadmarsh – no cars required! This will be substantially harmed if this proposal was not rejected.

The rural area of wildlife around the conservation area Old Bedhampton, its listed buildings and safe footpaths to the coast including Broadmarsh represent a wonderful opportunity for the Council to implement its policy – but only if this proposal for 50 houses is rejected. As well as the dangers from vehicles, it would do irreparable harm to the setting, particularly taking into account that an extension to the existing Conservation Area is being considered. (mention Narrow Marsh Lane, old bridge, safe access to coast, possibly unlawful blocking of this access route by the landowner around 20 years ago – maybe in later heritage section. Time Travellers Guide, Old Bedhampton pdf on council website? I took my children for walks)

- Page 66 Policy CS111 Protecting and Enhancing the Special Environment and Heritage of Havant Borough

page 67, paras 7.03, 7.04, 7.05, page 68, para 7.06 (esp ref to Sites of Importance for Nature Conservation (SINCS) plus conservation areas), para 7.07 (esp reference to Bedhampton Springs)

Page 79, para 7.12 refers to the **“Havant Borough Townscape, Landscape and Seascape Character Assessment 2007”** This particular document lists “LCA 13: Historic Bedhampton”

The introduction states “Landscape Conservation Objectives” : The Landscape strategy in the Landscape Character Assessment for this area is to conserve and enhance the local character” It further states the SINC percentage to be 14.62%.

Taking all the above sections into account it is clear that this development of an urban development of 50 dwellings runs completely counter to all the objectives listed and should therefore not be permitted.

- Page 72, Policy CS13 Green Infrastructure + paras 7.21, 7.22, 7.23

Taken together, these sections of the Adopted Core Strategy, including the CS13 policy statement “Development proposals that adversely affect green infrastructure will not be permitted.....” all clearly demonstrate that permitting development of this site would not be in keeping with the adopted council policy.

Some specific points :

para 7.23 quote : “The idea of green infrastructure is that rather than seeing all these areas individually, they are seen as a whole, as a network and not just within a small area but in our area at a sub-regional level. Looking at the strategic scale means that the multifunctional properties of green infrastructure are appreciated rather than just seeing the spaces as being either for recreation or as a habitat for example. Links are made that will add value to the individual areas so that they provide wider community benefits for education, improving health and wellbeing through opportunities for maintaining and **creating a sense of place, sustainable transport routes, play, exercise and relaxation; wildlife habitats, flood management areas and local food production.**”

On the last point, the field subject to this proposal is has been and continues to be used for food production.

On the wider point in relation to Green Infrastructure, uniquely, the site forms an essential part of the setting of the Old Bedhampton Conservation Area, (which as mentioned, is being considered for extension). Lower Road itself, a historic sunken lane with its hedgerows and

as a shared space for children, cyclists, walkers and elderly people provides safe and peaceful access not only to historic Old Bedhampton but also to the coastal areas of Broadmarsh and beyond. The opportunity to re-open the footpath of Narrow Marsh Lane to further enhance this linkage must not be thrown away.

Any reasonable interpretation of the Green Infrastructure sections of the Council's adopted Core Strategy makes it clear that setting down an urban sprawl of 50 houses would cause severe harm and cannot be justified.

Pages 111, 112, Paras 9.19, 9.20, 9.21 all emphasise the importance of discouraging car use in any new development. This site, as well creating significant extra car use, would actively discourage the existing walking and cycling activities due to the increased mixing of vehicles with children, elderly persons and cyclists on the same shared surface.

- Page 114 : para 9.27 **Monitoring** : Quoting : " An important part of the Core Strategy is putting in place adequate processes to monitor implementation. It is essential to check that the Core Strategy is being implemented satisfactorily and to monitor whether the outcomes from its implementation are as intended." This para is mentioned primarily to highlight the importance given in the Core Strategy that its provisions must be implemented and that this planning proposal as has been shown in the sections above and those sections below, is not compliant and must not be permitted.
- Page 134, para 10.28 Caring for Our Borough – The Coast and Natural Environment Policy DM8, Conservation, Protection and Enhancement of Existing Natural Features Policy DM9 Development in the Coastal Zone; 10.28 Quote "...The council recognises the importance of this unique environment and the need to protect and enhance it for both its nature conservation value and its recreation and public access opportunities....."
- These Core Strategy sections illustrate again that the proposed urban development of 50 houses runs completely counter to the stated need to protect and enhance. The substantial vehicular traffic increase from a 68% increase in dwellings served by the shared surface that is Lower Road will be severely detrimental to public access for the non-car community. Further, the insertion of an urban block of 50 houses right in the centre of the rural, historic grassland area which provides walking and cycling routes between Narrow Marsh Lane (accessible from Lower Road, but removed by this planning proposal) across to the coastal areas of Broadmarsh and beyond could only serve to degrade the local historic and natural environment.
- page 139, para 10.38 Historic Environment Quote : "The council has certain statutory duties in respect of the historic environment and even where no additional statutory controls exist, for example in the case of historic parks and gardens, the council should consider this as a material consideration in the determining of planning applications"
- The area of Old Bedhampton is unquestionably an area of historic importance and is demonstrated to be such throughout the Core Strategy sections referenced. Additional references include : Havant Borough Council's own document titled Old Bedhampton Conservation Area located at : <https://www.havant.gov.uk/sites/default/files/documents/Old%20Bedhampton.pdf>
- Also : As produced in Jan 2019 by the Bedhampton Historical Collection, "The Time Travellers Guide to Bedhampton Village" a 4 page guide to 21 different key points of special historical interest and celebrating the 200 year old link between Bedhampton and the poet

John Keats.

The council in accordance with its policies, must protect this historic and rural area and its setting. This proposal would cause significant harm and must not be permitted.

Transport

page 147, The Hampshire Local Transport Plan 2011 – 2031 : Policy Objective 9 :

“ Policy Objective 9: Introduce the 'shared space' philosophy, applying Manual for Streets design principles to support a better balance between traffic and community life in towns and residential areas”

Please cross refer the Note in the Video Monitoring evidence (Part 1 of this document) and the Consultation Submission by Hampshire County Council. Letter by Ray Alborough, Hampshire County Council Economy, Transport and Environmental Department. Dated 23 May 2109, HCC Ref 024645. This letter states that Lower Road currently operates as a shared surface.

In fact, the government has recently abandoned the concept of “shared space” owing to the increase in accidents in areas trialled and in any case, Manual for Streets was not intended to apply to historic, rural roads with blind bends and without pavements but rather straight roads, often in historic town centres. Even if it did apply, the governments own figure recommended a maximum capacity of 100 vehicles per hour (vph). The actual, verifiable video monitoring data presented in section 1 of this document shows that 83 vph has already been reached (including cyclists) before the substantial further increase which can be expected from the 63% increase in dwellings which would all be served by Lower Road if this proposal were to proceed. Without doubt, the proposal would lead to much greater traffic on Lower Road, than the 100 vph guidance limit referred to in Manual for Streets. Nevertheless work has stopped on creating such streets for safety reasons and if it did apply the forecast of future traffic volumes would rapidly exceed the former recommended capacity 100vph when it becomes no longer safe.

