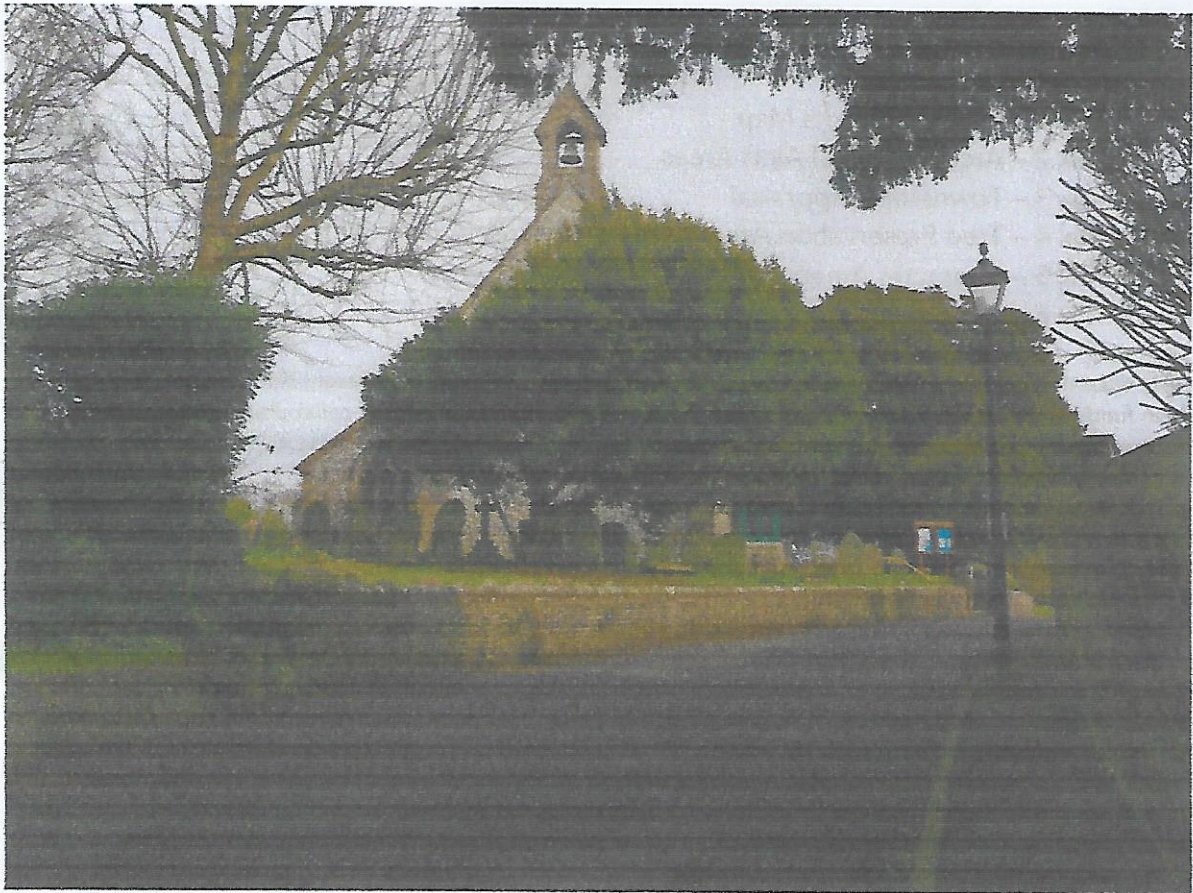
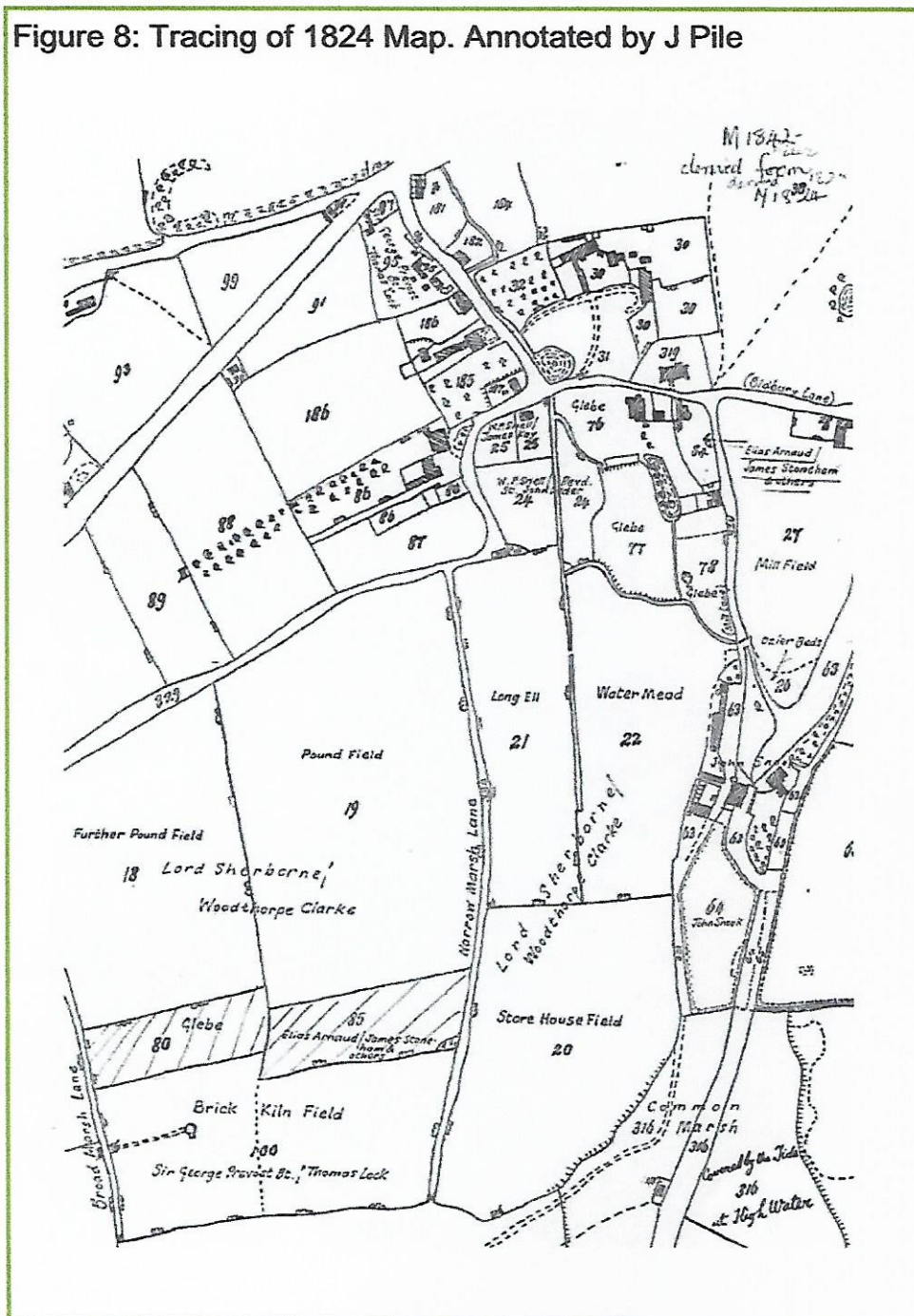

OLD BEDHAMPTON CONSERVATION CHARACTER APPRAISAL



OCTOBER 25, 2018
FINAL CONSULTATION DRAFT, ISSUE 5

others.²¹ This lane was clearly demarcated in the 1960's OS map included as Figure 14. The historical association with Belmont to the north is indicative of the historical importance and significance of this route for access to Broad Marsh and the harbour for the owner, to serve the adjacent lands and in the wider context for the settlement.

Figure 8: Tracing of 1824 Map. Annotated by J Pile



3.23 A tracing of the 1845 Tithe map (Figure 9) shows the village of Bedhampton before the coming of the railway. The Church of St Thomas is centrally placed within the settlement, the Manor which is located to the north west of the Church, comprises the

3.2.36 A major change to the south of the settlement was the construction of the A27 (T) Havant bypass. It too severed lands in the same ownership, north and south of the road. Broad Marsh was being infilled. Narrow Marsh Lane was still clearly marked, was maintained over the railway line and through the field to the south, being its historic route. It was then diverted to turn west alongside the slip road. The ancient right of way, Mill Lane, was severed by the A27 (T) between old Bedhampton and Langstone shore. The southern section of the route was removed. It was not until a footbridge was provided in the 1980's because of a fatality³³ leading to recreation grounds provided from the infilling of Broad Marsh. The footbridge is shown on the 1990s OS map extract shown as Figure 15.

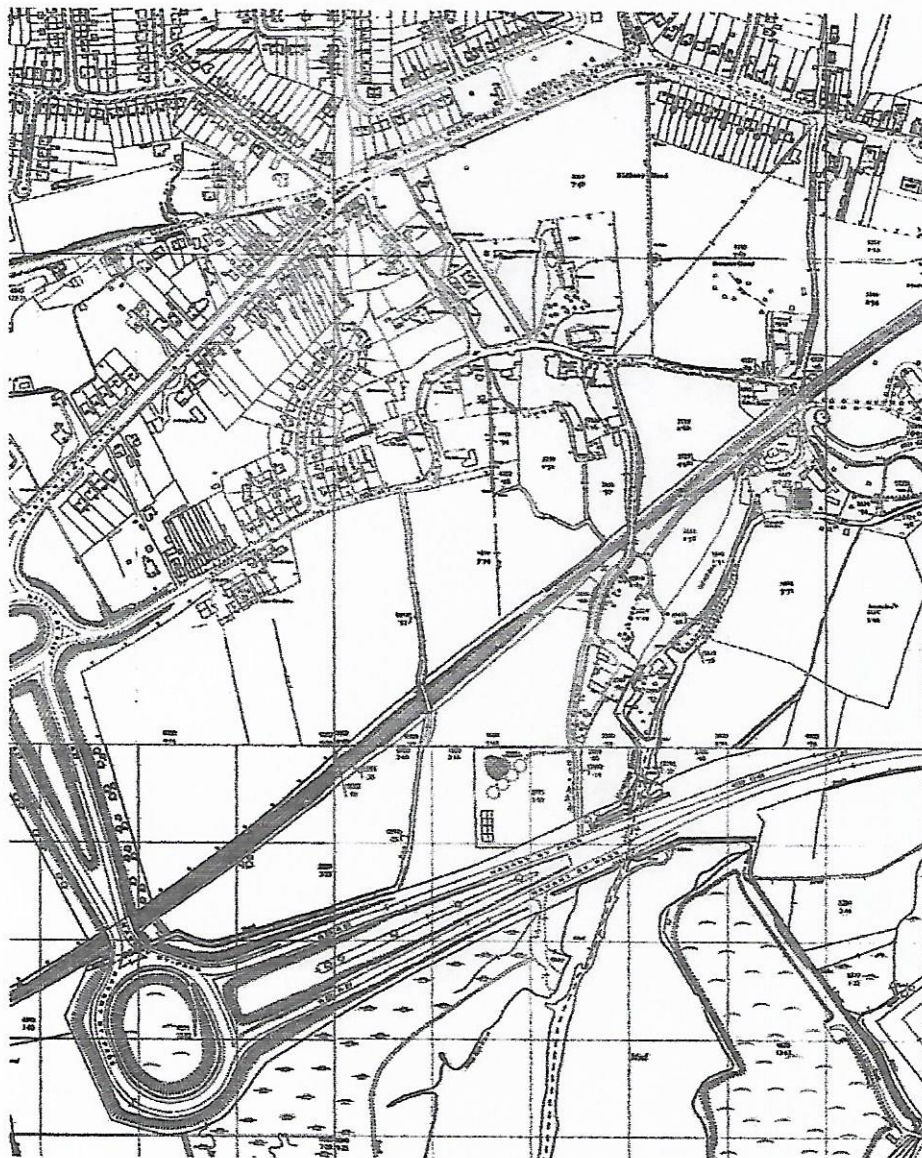


Figure 14: Ordnance Survey 1960's

³³ Bedhampton Historical Collection, records of Pile, J

7. ISSUES FOR FUTURE MANAGEMENT

7.1 BOUNDARY REVIEW

7.1.1 The Old Bedhampton Conservation Area was first designated in 1980. In reviewing the existing boundaries it is considered that the extent of the existing conservation area may have been drawn inappropriately tight. In saying that, the setting of a designated heritage asset such as a conservation area is a material consideration. The concept of setting is explained in Historic England's Good Practice Guidance in Planning Note No.3 'Setting of Heritage Assets' (2017, 3rd Edition)

7.1.2 In any event, it is considered that a further review is warranted and the following areas are worthy of consideration and designation as having special architectural or historic interest as defined by the Planning (Listed Buildings and Conservations Areas) Act 1990. The suggested areas include:

- A. Bidbury Mead and Bidbury Lane area
- B. Old Bedhampton School and Chapel area (separate CA or Area of Special Local Character)
- C. Land to the north east of the Mill Complex
- D. Lower Road, former farm buildings and agricultural lands
- E. Lands to West of Mill Lane and south of Lower Road

A. Bidbury Mead and Bidbury Lane area

7.1.3 Kingscroft Lane has become a key approach to Old Bedhampton Conservation Area which becomes Bidbury Lane. This approach affords long views across Bidbury Mead which remains a significant area of the public realm, providing an open communal amenity area. It was once part of the Belmont Manorial Estate and sets. It sets the scene for the church and the Manor House. It was used historically as a meadow for grazing livestock on higher ground but also contains historic springs. The springs were part of the compulsory purchase order by the Portsmouth Waterworks Company and it is considered that it was during the late 19th century that the walling was constructed. Bidbury Mead was also the site of the annual fair. The use of Bidbury Meads, the sunken lane to the east and south, evidence of historic springs and brick walls contribute to its historic and communal significance of the area and its special interest. The south east corner of Bidbury Mead is designated as a Site of Special Scientific Interest.

7.1.4 The land to the south of the lane once accommodated the former Manor House which became the Poorhouse and during the Crimean War, a Biscuit Factory under the control of John Snook of Beddington Mills. As indicated that lands around

this area displays values – economic, social, historic, economic adding to the special historical interest of this area. The walling to the south section of the road matches that to the north side. The hedging to the south side of the lane is part of the sunken lane character.

D. Lower Road, former farm buildings and agricultural lands

- 7.1.9 Lower Road, formerly known as Somerway and The Lower Way provides further evidence of the sunken lane that continues from King's Croft Lane through the settlement. This east-west communication pattern served the land-based movements in the area but 'Somerway' was limited to effectively summer access until the Turnpike improvements. There is evidence of historic routes that connected the estate of Belmont and lands owned by Lord Sherborne and Woodthorpe Clarke, Glebe Lands and other lands associates with the Mills to provide historic routes to and from the harbour. The significant historic links with Broad Marsh and the harbour for marine related economic activities; fishing, wild fowling, oyster catching, salt panning together with the agricultural activities on the northern land are evidenced in the north- south route, Narrow Marsh Lane, over the small railway bridge which existed and was recorded as being in use and evident in the 1990's OS mapping but is now diverted to the west alongside the A27(T) slip road. This is an additional route to Mill Lane, which was truncated by the A27 (T) but continued by way of a footbridge which was a later addition.
- 7.1.10 The available historic mapping clearly evidences the presence of this route which historically connected to Broad Marsh. An opportunity exists to remove the alien shelterbelt to restore the openness of the landscape setting and to reinsate the routeway to lands south of the railway line.
- 7.1.11 It is also considered Manor Farm, including the former farmstead buildings to the south side of the road and late Victorian/early Edwardian terraces signal an important period in the expansion of Bedhampton. They reflect the growing agricultural activity and economy at the time. The farmhouse, farmstead and farmlands were managed by the Mason family since the late 19th century, subsequently becoming the owners. The farm also included farm workers cottages which were recorded as being within the Mason family ownership until at least, if not beyond the mid 20th century. As a result it is considered that there remains evidence of a strong historical connection and association with the surrounding agricultural land, the history and economy of this part of Bedhampton.
- 7.1.12 This includes the fields to the south with the historic route of Narrow Marsh Lane. This historically was and remains an important link to the lands to the south of the line and west of Mill Lane. Lower Road and Mill Lane both provided historic routes

to the harbour and shore along with the waterway which flowed into Storehouse Lane and eventually Langstone Channel and Langstone Harbour.

RECOMMENDED ACTION: Through the consultation process, the Council review the suggested extension of the conservation area to includes:

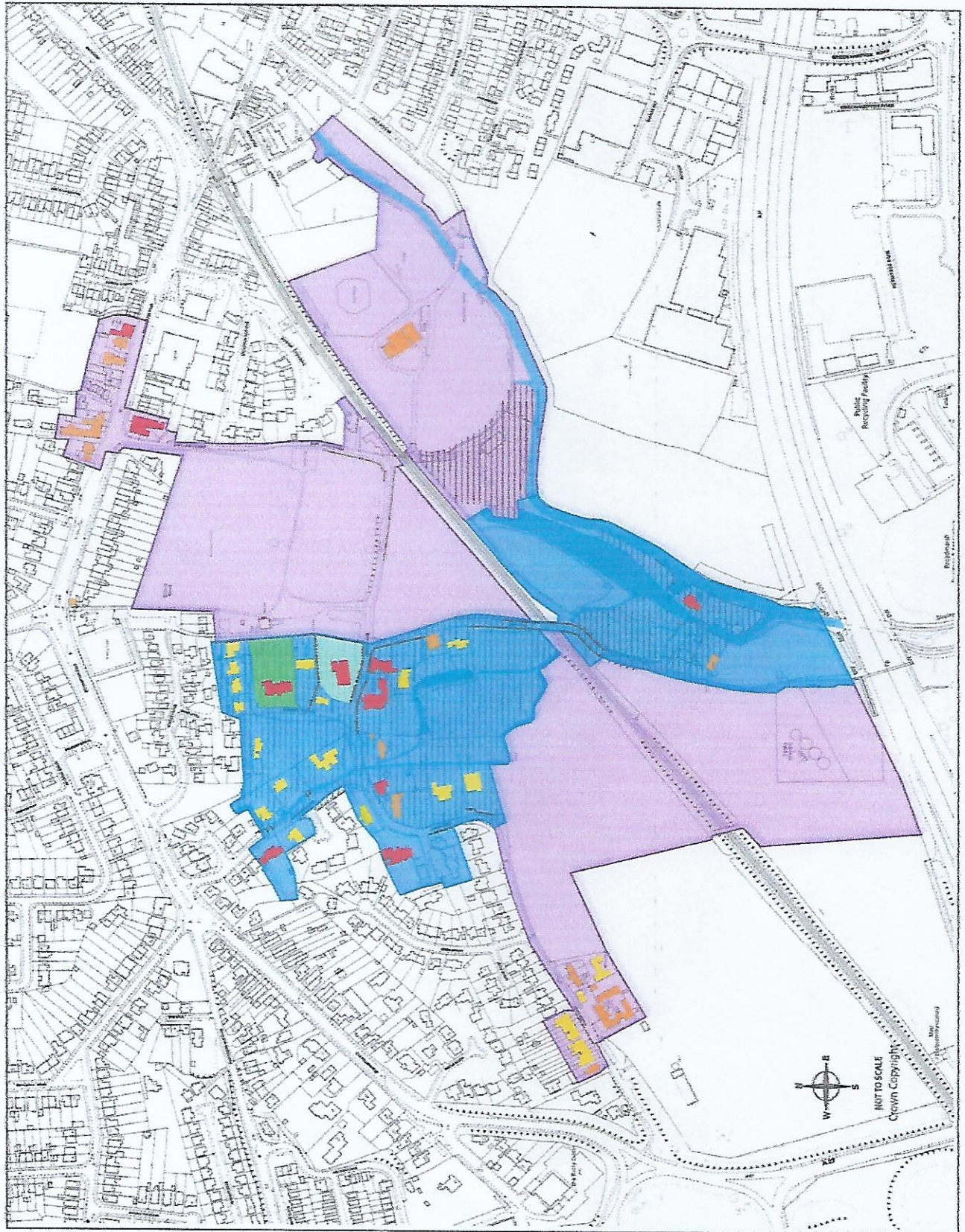
- Bidbury Mead and the Bidbury Lane area
- Land to the north east of the Mill Complex
- Lower Road, former farm buildings and agricultural lands
- Lands to West of Mill Lane

RECOMMENDED ACTION: Through the consultation process, the Council review the suggestion that the area indicated as including Old Bedhampton School and the Chapel which straddles Bedhampton Road be considered as a separate conservation area in its own right or an Area of Special Local Character (ASLC).

7.2 BUILDINGS INCLUDING THE CUMULATIVE IMPACT OF MINOR ALTERATIONS

- 7.2.1 There are a limited number of designated listed buildings within the conservation area. Some buildings have been identified as positive buildings due to their heritage value as they make a positive contribution to the character and appearance of the conservation area, local distinctiveness and sense of place and others have a neutral role. They do not need to be placed on a local list to merit consideration as non-designated heritage assets.
- 7.2.2 However, and even if on the local list, this provides no additional control but it is an objective of the NPPF to conserve such buildings as they carry material weight when determining the outcome of a planning application. Permitted development rights still apply where buildings are in use as a single family home.
- 7.2.3 Overall the condition of buildings is good within the conservation area. However, the area is comprised of predominantly single residential dwellings, which have benefitted from permitted development rights, albeit to a lesser extent than dwellings not within designated conservation areas. Permitted development rights have changed over time. Small changes in themselves may have little impact on individual properties but cumulatively can lead to the gradual erosion of the quality and very character and appearance of the area that designation sought to protect, to conserve and enhance.

Proposed Extensions.



Key

- Conservation Area Boundary
- Suggested Extensions
- Listed Buildings
- Positive Buildings
- Neutral Buildings
- Area of Archaeological Importance
- Important Green Space
- Locally Listed Historic Park & Garden

B. Old Bedhampton School and Chapel area

- 7.5 The Old Bedhampton National School, the positive buildings to the north side of Bedhampton Road including the Chapel and listed public house, are read as an area associated with the increase of development post the arrival of the railway. Old Bedhampton National School was built in 1868 to the designs of Richard William Drew. It is a classic example of the Gothic domestic revival style that was sweeping the country at the time. The school is listed Grade II and although converted, the works have not harmed its special architectural or historic interest. The Chapel to the north east and north side of the road is of a similar design. It may have been designed, or took its influence from Drew's designs. Drew was also responsible for a number of other buildings in Havant including the Town Hall in the St. Faith's Conservation Area.

Adjoining fields and related buildings

- 7.6 The report prepared on behalf of the Friends of Bidbury Meadow suggested further extensions to the conservation area to include the following areas:
- the triangle of land south of Bidbury Lane;
 - land to the north east of the Mill Complex (including the area taken over by Portsmouth Water);
 - land south of Lower Road (including former farm buildings and agricultural lands);
 - terraced housing north and west of Lower Lane; and
 - land to the west of Mill Lane and south of the railway line.
- 7.7 Although these areas form part of the setting to the conservation area, and historic connections can be evidenced from mapping and other sources, they are mainly fields that do not have the special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Therefore, these areas are not included within the revised boundary of the conservation area.

Recommendation 1

- 7.8 That the boundary of the conservation area be extended to include Bidbury Mead and the Old Bedhampton School and Chapel area as shown at Appendix 4.

Listed Buildings

- 7.9 Listed buildings are protected by law as set out in the Planning (Listed Buildings and Conservation Areas) Act 1990. The listing covers both the inside and outside of the building, and any structure or building within its curtilage which was built before 1st July 1948. "Listed Building Consent" is required from the Council for any work which affects the special architectural or historic interest of the listed building.
- 7.10 Extensions and alterations to listed buildings should conform with policies contained in the Local Plan, the NPPF and Planning Practice Guidance, and other material

**Deputation to HBC Council 25th September 2019:
Old Bedhampton Conservation Area Review.**

- Conservation Areas are special places. Places with a duty to protect and enhance them. Places that provide benefits that can be, and are, freely enjoyed by present and future citizens.
- History has provided Bedhampton with a varied collection of heritage assets popular with the whole of the Borough and beyond...formal and informal recreation, a contribution to health and well-being for all generations and to social cohesion
- Bedhampton residents see the guardianship of these assets as a shared civic duty on behalf of the future of the Borough.
- In the light of the Council's lack of resources, action was taken to secure the resources needed to commission the much overdue review of the Conservation Area in accordance with the Council's brief and to be conducted in full collaboration with the officers.
- The Review has brought together local knowledge and experience with that of experts. This has uncovered yet more evidence of both ancient and more recent history; the impact of pre-settlement seasonal movements determined by the form of the landscape particularly journeys around the obstacle created by Portsdown Hill; links from the rich coastal salt marshes to the resources of the Forest of Bere; the significance of access to and from Langstone Harbour, so important for centuries that the advent of the railway, unlike many other places along the railway track, provided bridges to safeguard this. More work needs to be done on such aspects.
- Residents are naturally disappointed that conservation area guidance is yet to embrace ways to include the evidence of the entire heritage assets found within the historic setting of the village.
- The Borough may be able to find complimentary ways to do this as part of the 5-year strategy for ongoing work on the protection and enhancement that will follow the designation.
- Residents will be happy to continue to work with the Borough on these issues and especially ways to safeguard the character and amenities of the roads and public spaces, which form the parts of the designated area over which the authority has most influence.
- Residents support the proposed boundary extensions and the 'satellite' designation related to Manor Farm.
- The Review took much longer than planned through circumstances beyond the control of the parties. Patience and stamina came into play. Residents fully appreciate and thank the members and officers for their time commitment and consideration of all the matters that arose.
- At a time when the Council is considering its Vision for the Borough and the contribution it will make to Regeneration, our heritage assets can play a significant part.
- As President Kennedy said, " We celebrate the Past to awaken the Future". Inspiring words.
- Thank you.

Members, I address you today not only as a member of the Bedhampton Residents Alliance but as someone who was born and raised in the ward. Bedhampton is my home, it is my family's home and I speak on behalf of my community and my neighbours.

The Bedhampton resident's alliance has one purpose and one purpose only. To promote, protect and enhance the historical and cultural characteristics of Bedhampton.

Old Bedhampton is one of the oldest and most precious areas of our Borough. For years it has been protected by the conservation area, and while the world has moved on around it. Old Bedhampton has been protected for the unrelenting forces of modernity.

For many years now the residents of Bedhampton have asked 'is the current conservation area is fit for purpose. Does it truly encapsulate the cultural and historical importance of the area?' A question that has not been asked of this authority since the year I was born.

Indeed, it was five years ago that residents asked me if the council would deliver a review of the conservation area. Due to significant local government cuts and under the advice of the previous cabinet I was informed that no funds could be made available for the task.

I note paragraph 3.1 states 'The designation and review of Conservation Areas are an important part of the Councils statutory duty.' Perhaps not the case in 2014.

Despite this, community organisations funded this privately. What David Cameron would call 'his big society at work'

Members I will not quote aspects of policy or show you maps. I have every faith that you are in command of the facts to make an informed decision about what you shall vote on today.

To be clear the Bedhampton Resident's Alliance accepts the 9 recommendations set out in the management plan.

However; we look advise this cabinet of some further recommendations to be considered.

In summary, the conservation area should be extended to include Lower road, its verges, hedges some of which are over 100 years old and banks along with Narrow Marsh Lane and the railway bridge.

These are all part of the original historic network of lanes, which predate all of the current listed sites and buildings of local interest. They are all at least 300 years old and probably date back to the 13th century given the age of part of St. Thomas Church.

The importance of the historic architecture in Old Bedhampton is now well established. These historic routes and the Architecture are more valuable than the sum of their parts and it is now time to recognise and protect them as a whole.

Much debate has surrounded what is and what isn't a sunken lane. Lower Road is part of the original turnpike from Havant to Fareham and is without question a sunken lane.

This was proposed by Eimear Murphy the Planning and Conservation consultant but refuted on numerous occasions by officers.

To solve this matter Emeritus Professor John Boardman of Oxford University, the country's preeminent expert on sunken lanes visited the area to make a finding. I quote directly from Professor Broadman "This is perhaps not the best example of a sunken lane in the in the UK but certainly is part of an extensive historic network, arguably the best in Havant."

Despite Professor Broadman's credentials, officers have not agreed with this assessment and have described it as a carriage way taking two-way traffic. As you have all visited the site you will agree this is disingenuous as in parts it will only take single file traffic and the entire length of road has no pavement or pedestrian refuge.

On entering Lower Road in the west one certainly experiences a transition from the clamour of the Rusty Cutter roundabout to the tranquillity of Old Bedhampton. As one progresses eastward one passes The Old Manor Farm

complex 150 yards from the western edge of the current Conservation area. I have no doubt that you have noted the impressive historic architecture.

Historic England in their submission to the CAAMP consultation, 8th March 2019, state: "The informal semi-rural layout of the roads suggests that there is relatively little traffic through the conservation area and I assume that the place is relatively tranquil. If this is the case this needs to be described as character which is about experience which relates to sounds and activity as much as views."

It is hoped that it has been clearly demonstrated that Lower Road is part of historic network that enhances the core of the current Conservation area and why it requires more protection. To do nothing would allow creeping urbanisation which in turn will threaten to erode the integrity of the core of the Conservation area and undermine the character of a semirural village with an historic farming heritage.

I am the youngest active member of my community. There is perhaps a sense of irony that I stand in front of you today to protect its oldest treasure. I do this for no other reason that one day I hope my children will be able to enjoy this beautiful area as my parents and my grandparents did before me.

I ask you, no plead with you. Help me to preserve our past to protect our future.

Councillor Ed Rees



APPENDIX 8a.

MADU(M)

Ron Tate <rontatepdr@gmail.com>

Narrow Marsh Lane at Bedhampton

Dominic Fontana <dominic@dominicfontana.co.uk>
To: Ron Tate <rontatepdr@gmail.com>

Wed, Oct 28, 2020 at 8:15 PM

Dear Ron,

Thank you for your email message about Narrow Marsh Lane at Broadmarsh, Bedhampton.

I don't know very much about the immediate vicinity of Broad Marsh, but it's not far from there into the mudflats of Langstone Harbour where rich deposits of archaeological material have been found, including finds from the Mesolithic, Neolithic and Bronze Age, as well, as quite a bit of Roman material and a Saxon log boat. Further to the west nearer Farlington Marsh, there is a fairly extensive Bronze Age site with ditches, a Henge circle, cremation burial urns and a Bronze Age human burial. So, it is a landscape which was once dry, but now covered by the tide and was extensively settled and used in prehistory. It is possible that the hard path leading out from the shoreline into the harbour at Broad Marsh continued further south in earlier millennia, but I don't know. Equally, the path could have continued further north, but I couldn't find a great deal of map evidence for this, although this doesn't preclude the path's existence in prehistory. Early maps generally don't record small paths at a high resolution as the maps were mostly at the county scale and only recorded major route ways. Again, paths and routes through the landscape were generally long established and apart from during the Roman period, it wasn't really until the 19th century that new routes started to become developed and mostly people stuck to using already existing paths.

There are a number of similar "hards" in other locations around the harbours. In particular, there is a large one in Portsmouth Harbour to the west of Portchester Castle, which goes out to an island called Pewitt Island. Surrounding Pewitt Island, there are a number of timber structures, which are probably the remains of fish traps. I don't know the age of these but fish traps were used from prehistory until the 18th century to catch fish using the action of the tide. The path would make an excellent route for people to go out and collect the fish from the traps every 12 hours on low tide. There are also a number of remains of fish traps in Langstone Harbour, particularly on the West Coast of Hayling Island.

You might find this website helpful as it contains quite a few historical maps of Hampshire, which can be downloaded at a good resolution.

<http://www.oldhampshiremapped.org.uk/index.html>

Best wishes

Dominic

Dr Dominic Fontana FRGS FSA

LinkedIn - www.linkedin.com/in/dominic-fontana-0270a888/Website - www.dominicfontana.co.ukEmail - dominic@dominicfontana.co.uk

[Quoted text hidden]

APPENDIX 8b

26 Lower Road, Havant PO9 3LH.

To whom it may concern,

Statement given by Mrs Margaret Gray regarding Lower Road and Narrow Marsh Lane.

As the oldest resident, I have been asked by the Bedhampton Heritage Alliance to recall what I know concerning Lower Road and, what I now know as, Narrow Marsh Lane to assist them in their efforts to safeguard the heritage of this area and to reinstate the right of way along the lane, which I am very happy to support. My brother Raymond has helped me with this statement.

I have lived at 26 Lower Road since 1949. At the time my family moved here there were only two pairs of semi-detached houses existing either side of the entrance to what became Lodge Road.

The earth bank that still runs along most of the length of Lower Road marked the north side of the road and this elevates the houses on the raised ground set above it. This affords distant views across the spread of open land that lies on the opposite side and down Langstone Harbour. Liners could be seen in the Solent. The south side of the road had a ditch and hedge which is still there today.

Opposite the house, a short distant away, was a lane that ran down to the shore where there was an old boathouse and slipway. My family made regular walks along this lane over the railway and then on to Farlington Marshes around the top of the harbour. I understand it is called Narrow Marsh Lane.

There was a rickety wooden unlocked 5 bar gate on the entrance from Lower Road. There were low hedgerows on either side of the open fields, which were used for both arable and livestock. We enjoyed looking at the animals. The lane was wide enough for farm vehicles, a similar width to the railway bridge.

The construction of the A27 by-pass and associated landfill removed much of the southern portion. On reaching the road, more or less where there is now a farm gate, for a time, walkers had to turn right and go up to the junction. Unfortunately, in the early 80's two young girls attempted to cross the A27 and one was killed. A footbridge was built at the end of Mill Lane and it then made sense to turn left after the rail bridge to connect to Mill Lane. As I got older these walks got fewer. I understand that at some time the landowner has blocked this later route.

In the 80's the land north and south of the railway was used for Pick Your Own soft fruit. The hedgerows either side of the lane were taken out and a metal gate was put across the top of the lane for security. A conifer shelterbelt was planted some distance from the lane on the east side. This now intrudes into the landscape.

Access for cars was via the gate on the corner, along the back of the front hedge, around the end of the shelterbelt and along the lane to the parking area created between the lane and the shelterbelt. Exit from the PYO was via the lane through the new gateway.

Car ownership had not grown as much by then and many of the 'picker families' walked to the site. This caused some problems with traffic around the corners as they sampled their work without paying enough attention. The operation was moved to 40 acres but the shelterbelt was not removed, access to the lane was not reinstated and the gate remains locked.

This is a true statement of what I recall.

Signed.....

M. Gray

Dated.....

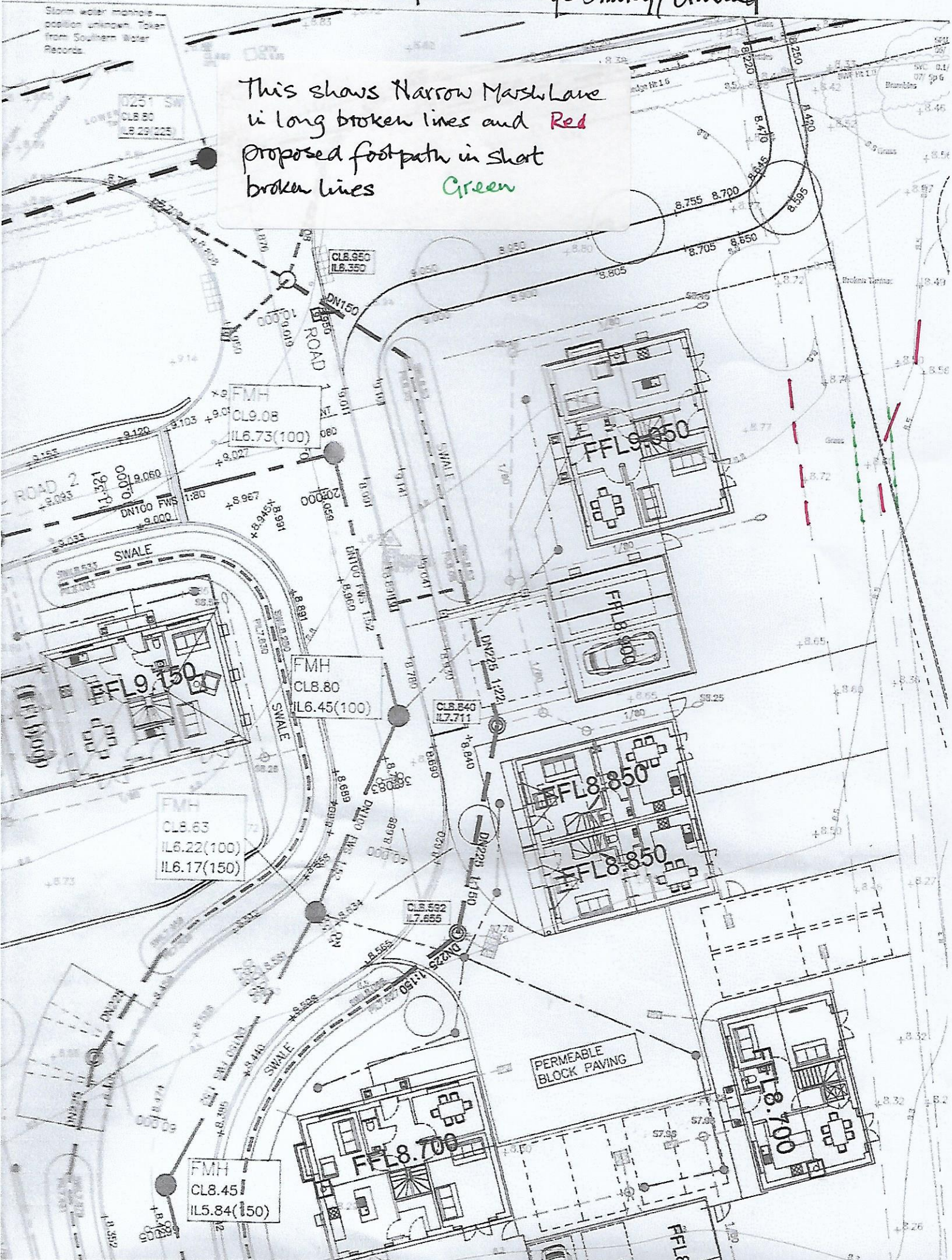
14th November 2020

APPENDIX 9

Extract from Drainage Strategy Drawing

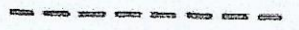
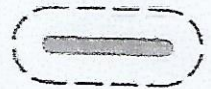
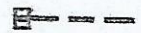
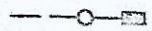
1

This shows Narrow Marsh Lane
in long broken lines and **Red**
proposed footpath in short
broken lines **Green**



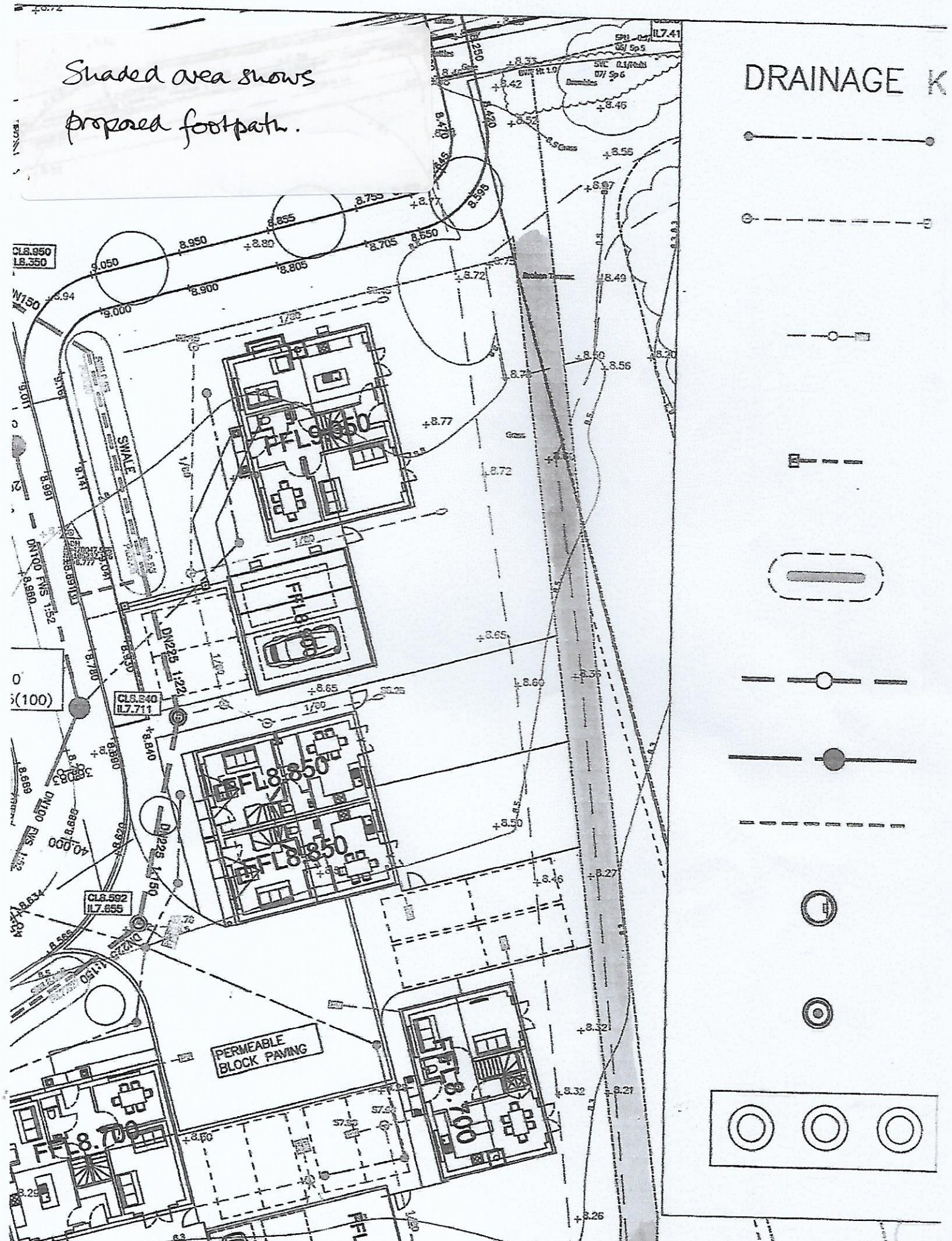
Shaded area shows
Narrow Marsh Lane

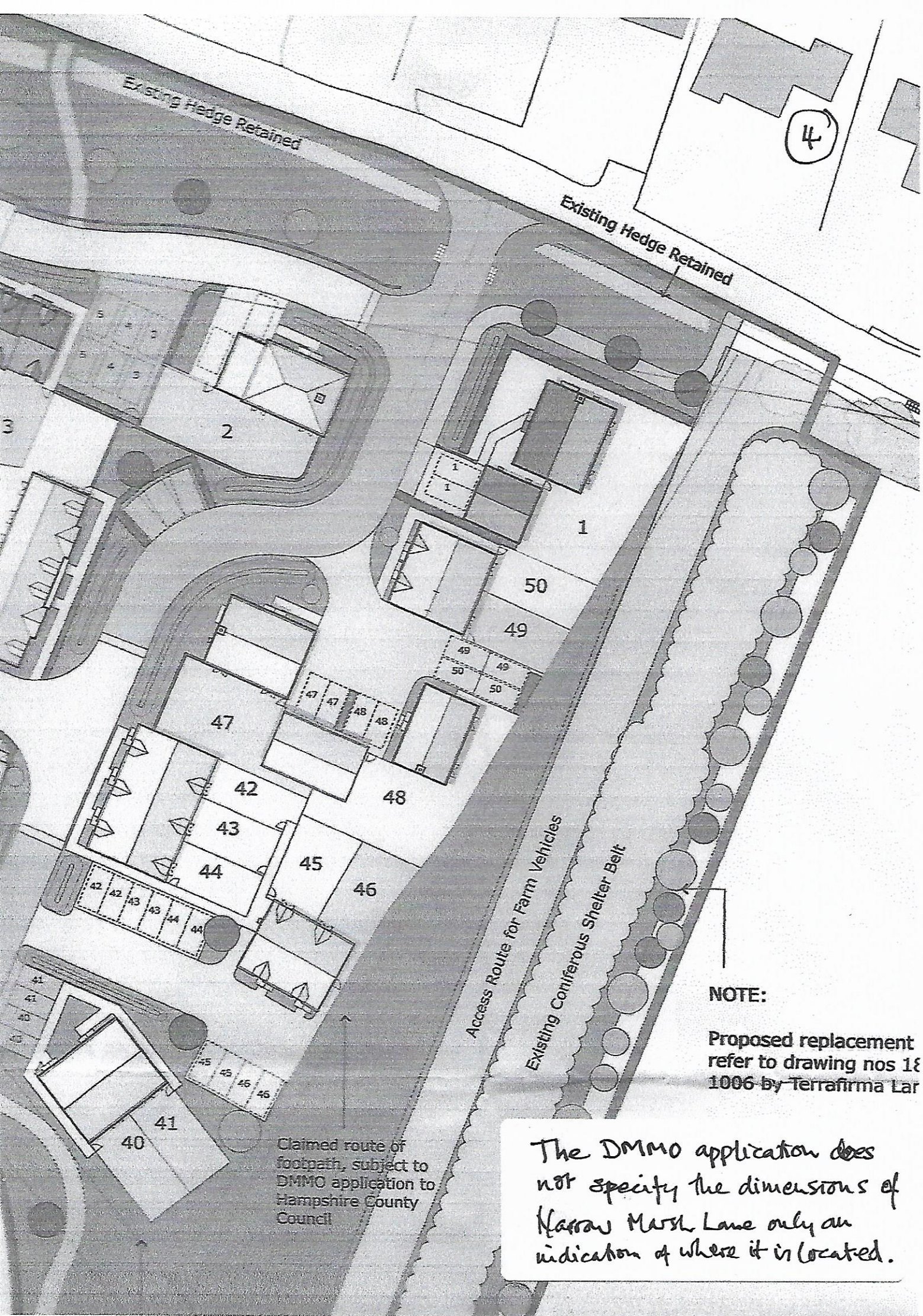
DRAINAGE K



Shaded area shows
proposed footpath.

DRAINAGE K





NOTE:

Proposed replacement
refer to drawing nos 18
1006 by Terraforma Lar

Claimed route of
footpath, subject to
DMMO application to
Hampshire County
Council

The DMMO application does
not specify the dimensions of
Narrow Marsh Lane only an
indication of where it is located.

APPENDIX 10

DRAFT: Statement of Common Ground regarding analysis of 2 Cars and a pedestrian meeting on the 50m blind bends section of Lower Road, with no pedestrian footpath:

Bargate's Consultants, i-Transport recognise this is a potential safety issue. The following text is taken from i-Transport's Technical Note in their Transport Statement:

i-Transport Title: Pedestrian Survey Analysis

i-Transport Ref: SJ/RS/ITB12174-006 TN

(Page 11),

Two cars and a pedestrian meeting

4.3.5 An assessment has also been undertaken to determine the probability of the above occurring when a pedestrian is also using the shared surface section i.e. two vehicles and a pedestrian meeting each other on the access road.

4.3.6 The shared surface section is circa 50m in length and pedestrians can be expected to travel at 1.4m per second. A pedestrian would therefore reasonably take 36 seconds to undertake this movement.

The probability of a pedestrian being on that part of Lower Road with no footway the busiest hour is:

$$\frac{18 \text{ (number of pedestrians in the busiest hour)} \times 36 \text{ (seconds to travel through shared section)}}{3,600 \text{ seconds (i.e. one hour)}} = 18 \%$$

4.3.7 The probability of a pedestrian being on that part of Lower Road without a footway at the same time as two cars need to pass one another is 0.0659% (9.4%x3.9%x18%).

Therefore, in the peak hours there is a very small prospect of three such users of Lower Road meeting on the narrowed section - once every 56,000 times a user passes along the access.

Ref: SJ/RS/ITB12174-006 TN Date: 20 July 2018

In Section 6.1.8 (Conclusions) of the same document, i-Transport state: "The probability of vehicles and pedestrians using the section of Lower Road without a footway has also been assessed and the prospect of these users all being in the shared surface' section at the same time is 0.056%, i.e. there is a vanishingly small prospect of any users meeting on the narrowed section - once every 56,000 times a user passes along the access."

Bedhampton Heritage Alliance (BHA) present their analysis of this situation which is central to BHA claim that the extra traffic (vehicle, pedestrian, and cycles) poses an unacceptable safety Risk.

BHA have used the same raw data which i-Transport used for their above analysis. What BHA dispute is iTransport's mathematical "calculation". Having consulted their own scientific and mathematical specialists BHA believes that the i-Transport calculation is mathematical nonsense. Probabilities simply cannot be multiplied together as i-Transport has done. The result just gives a nonsense value that has no bearing on reality.

BHA's consultants include a Mathematical Scientist from the University of Bath who has constructed a computer model using MATLAB computer code and modelled the situation. This is the only way such a 3-way probability can be assessed. It is highly complex, mathematically speaking, and only computer modelling can provide a solution.

The computer modelling was prompted by the fact that one author has lived at the site of the blind bends for over 30 years and even by casual experience the idea of just once in 56,000 pedestrian transits was nonsensical. For anyone making a daily transit back and forth, e.g. dog walking, it suggests they could do so for 76 years without encountering the problem.

BHA: Statement of Problem to be Analysed :

"How often would 2 vehicles, going in opposite directions meet on the section with no footpath in the middle of the blind bends at the same time as a pedestrian transiting this section?"

Such a scenario forces a near-emergency stop by at least one of the vehicles and, potentially, a swerve around the pedestrian by the other; otherwise the pedestrian will be hit.

For any given pedestrian transit:

MATLAB Computer modelling Result: 1 chance in 2 transits; this equates to an occurrence every other day, on average.

The modelled result of 1 in 2 transits was much closer to perceived experience.

Conclusion: This is an error by i-Transport of huge proportions. The i-transport result is in error by a factor of 27,000 fold too low.

Report Authors :

David Hindley BSc (Physics) and Chartered Engineer (CEng, 2003) and his son
Dr Neil Hindley* BSc, PhD; Mathematical Research Scientist at the University of Bath.

The BHA Report Authors are quite willing to make the MATLAB computer code available to i-Transport for their analysis.

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS IN METERS UNLESS OTHERWISE STATED.
3. THE DRAWING HAS BEEN PRODUCED TO BE USED FOR TRAFFIC MODELLING PURPOSES ONLY.
4. THIS DRAWING IS A CONCEPT DOCUMENT ONLY AND HAS NOT BEEN SUBMITTED TO A FINAL DESIGN HIGHWAY DESIGN. IF THE CONCEPT DESIGN IS USED FOR TRAFFIC MODELLING, AN ESTABLISHED DESIGN RESPONSE WILL BE CARRIED OUT.
5. THE PROPOSALS SHOWN MAY REQUIRE THIRD PARTY LAND AND THE CONCEPT DESIGNING ARE BASED ON THE SURROUNDING LAND BEING THE HIGHWAY AUTHORITY OWNED. IF THE PROPOSALS ARE TO BE CARRIED OUT, THE HIGHWAY AUTHORITY WILL BE REQUIRED TO ACQUIRE THE LAND.

- | NOTES | 1. | 2. | 3. | 4. | 5. |
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 NEW CARRIAGEWAY CONSTRUCTION

NEW FOOTWAY / ISLAND CONSTRUCTION

☐ NEW TRAFFIC SIGNAL

FOR
INFORMATION
ONLY



**HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT**

JUNCTION 10
BEDHAMPTON ROAD /
BEDHAMPTON HILL
ROUNDABOUT

[illegible]

**Hampshire
County Council**

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7: Please give the reason(s) why you do or do not consider the Local Plan document to be sound.

Please be as specific and concise as possible in your response.

*Extract from English Heritage
Comments on the Draft Local Plan.*

As noted under "Site Opportunities and Constraints", the site Land South of Lower Road lies to the west of the Old Bedhampton Conservation Area, which contains a number of Grade II listed buildings. The proposed access to the site would appear to just abut the boundary of the Area, but otherwise the site is separated from the Area physically by the open fields between the boundary and the railway line, and visually by a line of tall conifers extending southwards from Lower Road to the railway line.

We note that the existing adopted Conservation Area Appraisal refers to the "open, undeveloped setting" of the Area remaining "remarkably intact" and states "An important aspect of the character of the Conservation Area is the relationship of the old village with the surrounding countryside.....the village still enjoys by and large an open undeveloped setting". Indeed, the open fields immediately to the south of the old village, and therefore most clearly related to it, are included within the Conservation Area, although it is not clear if they are included because of their contribution to the character and appearance of the Area, or because of their archaeological interest. No development is proposed on these open fields to the south of the old village, so their contribution to the special interest, character and appearance of the Conservation Area would remain.

We therefore consider that development on the proposed allocation site need not necessarily have an unacceptable adverse visual impact on the special interest, character and appearance of the Conservation Area if the eastern boundary of the site has a soft edge with screening rather than a hard urban edge, nor on its direct setting.

However, the development of this site would adversely affect the character and appearance of the rural approach to the Conservation Area from the west (albeit there is no vehicular access to Lower Road from the west), although this impact would be reduced if the hedges along the northern boundary of the site were retained as far as possible, with new hedges planted behind the necessary junction sight lines, and the new housing set back from the northern boundary.

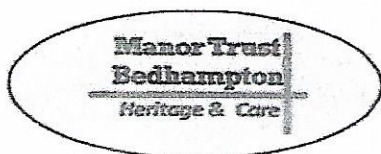
The proposed development would also give rise to substantial traffic movements, all of which would need to pass through the Conservation Area to access the B2149 to the north. This would lead to additional activity and disturbance, which would impact on the tranquil character of the Conservation Area. Any physical works within the village to accommodate these additional traffic movements safely could also impact on the character and appearance of the Conservation Area.

However, we note that Policy H20 includes a number of requirements intended to ensure that the impacts on heritage assets that would arise from the development of this site will be minimised. These are the requirement for a Heritage Statement, the addressing of impacts on the historic buildings in the vicinity of the site and on the Conservation Area (including its rural setting and the access through the Area, with a stated need to retain the "village feel"), and for the design code to respond to the semi-urban/rural setting of the Conservation Area, restrict development to the west of the site to also respect the setting of the Area, public open space with a linear shelter belt and mixed copses to the east of the site to provide further screening from the Conservation Area and the retention of the existing hedgerows surrounding the site.

We consider that, if these requirements are strictly adhered to, the impacts on the special interest, character and appearance of the Conservation Area, as currently designated, arising from the development of this site would be acceptable.

We are aware of the concurrent consultation on a revised Conservation Area boundary and will be commenting on this separately. As proposed to be revised, we do not consider that the extended area would be affected any more than the existing designated Area. However, following consultation, should the Council determine whether any land to the west of the existing Conservation Area is of the required special historic interest, the character and appearance of which it is desirable to preserve or enhance, and therefore include it within a revised Conservation Area then the development of the proposed allocation site could have a much greater impact on the special interest, character and appearance of the (extended) Conservation Area. We would therefore need to reconsider our assessment of the acceptability of development on the proposed allocation site. We may therefore wish to make further representations to the Inspector when the Council makes its final decision on the revised boundary for the Conservation Area.

THE MANOR TRUST BEDHAMPTON



www.manortrust.org.uk

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Statement by Richard Pratt on behalf of the Manor Trust.

Appeal Reference APP/X1735/W/20/3259067

The Manor Trust is a Registered Charity (No:1116034) and is one of the bodies concerned with the protection and enhancement of the heritage assets of Bedhampton that make up the Bedhampton Heritage Alliance (BHA).

I have been a supporter of the Manor Trust for very many years and I became the trust's Vice-President in 2012. During that time, I have gained a thorough knowledge and experience of the challenges of not only of the guardianship of both The Manor House (now disposed of and fully restored) and The Elms, but also of the provision of accommodation for the elderly.

My previous statement of the 25th May 2019 still stands. It focused upon the environmental harm that the proposed development would have on the Trust's properties in Lower Road, the Grade II* Listed Building known as 'The Elms' and 'The Lodge,' the charity's Registered Residential Care Home. It also referred to the increased safety concerns that additional traffic will bring to the bends outside these properties. I wish to first expand on this issue.

Inevitably, The Lodge creates its own hazards here. There are regular visitors' vehicles such as relatives and friends, besides staff comings and goings, doctors and nurses, all needing to negotiate the hazard of turning on the bends and onto the Lodge's available parking area. Even without the parking, the forecourt is not large enough to readily accommodate turning vehicles and this means that delivery/collection vehicles for produce and waste, sanitary products, pharmacy, protective clothing etc and NHS and private ambulances find it necessary to manoeuvre on the highway at the most critical point, often in conflict with all other users and rarely with a 'driver's mate' to provide safety. There are no apparent solutions to these circumstances.

I also want the Public Inquiry to be aware of the deep concerns the Trust has for the potential harm to the long-term viability of these properties and the implications this could especially have for the future of The Elms.

The Manor Trust recently came to the conclusion that it could no longer generate enough income from all sources to meet the repair and maintenance costs at the Manor House and, faced with greatly reduced demand for the category of accommodation the Manor House

afforded, after 40 years stewardship, the trust had to dispose of it. Fortunately, after some difficulties, this has now resulted in a full renovation. The same problems could easily arise with the joint management of the Lower Road properties.

The elderly considering going into care can be very selective. The Lodge does not currently provide care for dementia sufferers, nor does it provide full nursing care. It is not a purpose-built facility and the conversion is constrained by the existing structure, which affects the quality of such facilities as the size of rooms and the provision of en suite bathrooms. The Trust recently obtained consent for a scheme of radical remodelling and improvement but finds that it cannot afford the work. However, the position of the home nestling in a peaceful attractive semi-rural Conservation Village is a great attraction to the residents receiving care.

The Elms has similar problems. It, too, is not purpose built. Whilst the building is undoubtedly full of character, the conversion suffers from such things Listed Building constraints as well as inconveniences such as uneven flooring, noise transference, drafts and the frequent intrusion of public access using the Waterloo Room and grounds attending essential fund-raising events.

The combination of these drawbacks means that, despite the visual attractiveness of the buildings, in order to attract occupiers from a restricted market potential, the Trust is faced with recognising these shortcomings and consequently competitively limiting the income potential. Anything that further reduces the attractiveness of the location will harm the reputation of the premises and reduce the ability to provide sufficient funds to properly maintain them both.

All residents are free to come and go and indeed are encouraged to take exercise with or without a staff member, for example, walking to the post box at the junction of Lodge Road or attending church. However, for some, safety concerns about venturing along the roads without the protection of footpaths have increased and there is a growing concern that they feel trapped inside. This is not good for them nor for the reputation of the trust's objectives..

The Trust believes that the proposals will not only harm the setting of The Elms and increase the actual and perceived safety concerns but will reduce the attractiveness of this accommodation and consequently erode its viability to the detriment of its ongoing guardianship.

Signed.....*Richard Pratt*.....

Dated.....*17th November 2020*.....

Bidbury House,
Bidbury Lane,
Old Bedhampton,
Havant. PO9 3JG.

30 November 2020

Ref: APP/X1735/W/20/3259067

Statement by Dr Richard Jones MBBS MSc FRCP

I am an NHS Consultant Cardiologist working at Queen Alexandra Hospital, Portsmouth. I am also an Associate Medical Director working with GP practices locally and across south-east Hampshire and a Fellow of The Royal College of Physicians. As such I understand the large body of scientific evidence that supports physical activity improving both physical and mental health.

I support the Bedhampton Heritage Alliance in their opposition to the proposed development of housing south of Lower Road. I am particularly and equally concerned about two issues.

Firstly, the impact additional vehicular traffic will have directly upon the safety of people walking, jogging and cycling in the area and the perception they will have of their safety. These changes will have a detrimental impact upon their enjoyment of the area and discourage them from making visits to the area.

Secondly, there is an increasing awareness of the need to safeguard the health and welfare of citizens. This is an important national concern with widespread impacts upon the population's health and the services they need.

Old Bedhampton currently provides a readily accessible place within which to take a range of recreational activities with physical and mental benefits. It is a place that contrasts with the urban development that surrounds it and creates enjoyable feelings of openness, space, freedom, escape from stress, contact with history and heritage which all benefit mindfulness. Many forms of recreation can be carried out here in a safe environment.

In a recent report the RTPI have emphasised the importance of the built environment on mental health. They state "More than 20% of the population have a disability: a physical, mobility, sensory or cognitive impairment. Creating an accessible, inclusive built environment that enables everyone to play an equal role in society is important in protecting and enhancing everyone's well-being and mental health". If the walking route to Bidbury

Mead is perceived as unsafe then it will restrict how much of the area's benefits can be enjoyed. The vulnerable may feel 'trapped'.

During the first Covid lockdown I observed a huge increase in the number of people walking and cycling in Old Bedhampton. People described how this open and attractive area had a positive impact on both their physical and mental health. Importantly the numbers taking such exercise has not declined to pre-Covid levels. Many have continued enjoying what is "on their doorsteps". A very large number of people live within walking distance of Old Bedhampton and do not need to drive to enjoy these benefits. Visitors circulate on foot meeting and engaging with others. All sectors of society, drawn from throughout the Borough, are attracted to "The Mead". These interactions contribute to social cohesion and a sense of mutual belonging. Diluting the amenities will dilute such common bonds.

I see the proposed development as physically intrusive and destructive to the openness and heritage that currently exists in this part of Old Bedhampton. The increased movements it will generate will also intrude throughout the area increasing and spreading safety concerns and changing the character of the area.

All of which will disturb and harm the current environmental balance and reduce the opportunities available to all the surrounding citizens. Some of who will be discouraged from taking advantage of the potential health and welfare benefits they could derive here and others will potentially reduce their visits.

On public health grounds alone the harm will not be outweighed by any public benefits.



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Dr Richard A Jones