

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** (Bargate Homes application to build 50 houses south of Lower Road in Old Bedhampton)

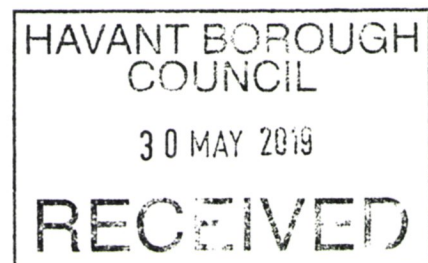
I wish to object to the above planning application which should be refused planning permission.

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- The only access to this proposed new development is through the conservation area via Brookside Road or the single track Bidbury Lane. The 50 houses will create a massive increase in traffic which will shatter the peace and tranquillity of the area.
- The increased traffic on these often narrow, pavementless roads with their already treacherous blind bends will cause a very real danger to us all. Walkers cyclists, school children, parents with prams, along with the disabled and elderly- all will be put at danger.
- The impact that this housing will have on the area will be detrimental to the environment and the hundreds of people who use the area as a 'green lung' for recreation and exercise in the midst of a heavily built up urban environment.
- As a council Havant should be providing leadership by for example providing ...better cycling and walking routes ... green spaces.
- We already have designated cycle route (Lower Road) and a beautiful green space in the whole of Old Bedhampton- we just want to keep it for us all to enjoy as generations have done before us.
Do not ruin one environment to create another!
- We strongly urge the council to reject this plan and let us preserve the jewel that is Old Bedhampton.
- Let it not be on our watch that this haven for all is lost to us and future generations!

NO BUILD IN OLD BEDHAMPTON

1 USE BIDBURY 7 DAYS A WEEK



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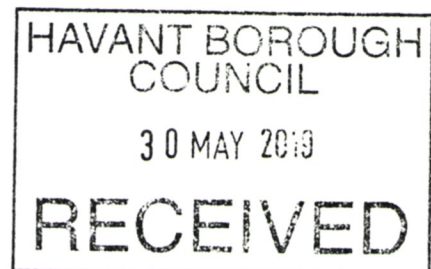
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I wish to register my opposition to the above planning application to build 50 homes on the land South of Lower Road adjacent to the Old Bedhampton Conservation Area.

This new development will ruin the Conservation Area of Old Bedhampton for all who enjoy its peace and tranquility and add further traffic to our already congested and hazardous roads in the area.

As a pensioner resident of Bedhampton for many years I humbly request that my objections are noted. We want to save Old Bedhampton for future generations and enjoy exercise in the few remaining green lungs for this area.



28th May 2019

Planning Policy Team
Havant Borough Council
Civic Centre Road
Havant
Hampshire
PO9 2AX

Re Draft Local Plan Housing Statement APP/19/00427

Dear Sir / Madam

I write to you today, in response to the request made by yourselves at the recent public consultation meetings, for feedback to the local planning proposals.

I will say generally that the plan to increase housing stock in this area by approximately another 5,000 units seems to be very flawed.

I do not believe that there genuinely is the need for this large increase and am further concerned that the underlying infrastructure of the area is not adequate to support this potentially large influx of population.

However all that aside I wish to tell you about the proposed development of Land south of Lower Road

I do object to this proposed development on several counts as listed in no particular order :-

- * The land is very adjacent to a conservation area
- * The proposed housing would invariably add to the existing traffic pollution and congestion
- * The approach roads to the area are already narrow and dangerous. they barely provide room for two cars to pass each other, and in places there are no pavements meaning that pedestrians are in great danger. Any increased traffic volume will compound this existing problem
- * The land at present is a picturesque buffer between other built up areas
- * I believe the land is very low lying and adjacent to a flood plain, often the proposed land for this development is to be seen waterlogged
- * I believe the housing will be very close to a local natural spring
- * The land is currently used extensively by wildlife including geese, (I believe that the geese I refer to are Brent Geese, but I am not a trained ornithologist) I have also seen Deer and birds of prey both Buzzards and Red Kites.
- * The building of so small a number of dwellings will do little to address the required approximately 5,000 plus homes, and would I believe cause a disproportionate level of damage for the houses created

* I believe that to undertake such a development would cause a vast change to the nature and character of the area with an obvious impact on the adjacent conservation area

* I further believe that if such a proposal is granted it would be tantamount to institutionalised vandalism of an important and irreplaceable natural environment.

Yours faithfully

A solid black rectangular box used to redact the signature of the sender.

Ref No:- APP/19/00427

①

To whom it may concern,
I am writing to hereby
confirm that I 
object to the application to
build 50 Homes @ Laver Rd.

Old Bedhampton,
Myself and my family have and
still use this area for a tranquil
walk, to use the park and play
'pooh sticks' with my grandkids.
I feel very strongly that the
addition of 50 new homes will
put my grandchildren at risk
as the flow of traffic will be
substantially higher.

Old Bedhampton is a
beautiful quiet area which I

(2)

feel will be completely ruined
by this application.

Kind regards



HAVANT BOROUGH
COUNCIL

30 MAY 2019

RECEIVED

I have to object to the proposal to build 50 new houses on land in Lower Road as I believe that there will be serious risks as regards road safety to traffic on foot, on cycle and in vehicles.

The road is very narrow in places anyway, and there have been many near misses on the three blind bends already. The fact that none have been recorded is probably due to the fact that incidents such as hitting wing mirrors or minor scrapes are usually dealt with by the individuals concerned, without seeing the need to report them. The size of construction traffic can only add to what is already a dangerous road, as will the potential increased traffic.

I regularly see people walking their children to and from school, with some in buggies/prams as well as on foot. This would be very difficult to do safely if there were a lot of construction traffic or increased traffic. Similarly there are a number of elderly residents who use electric buggies to get around, or walk slowly, again very difficult to do safely with more traffic.

I have read with interest the document referring to the traffic.

The document itself refers to high levels of pedestrians and cyclists using Lower Road.

2.5 Summary

2.5.1 Tables 2.1, 2.2 and 2.3 demonstrate that there are high levels of pedestrians and cyclists using Lower Road.

2.5.2 The number of pedestrian and cycling movements as a total of all movements on Lower Road across the day ranges between 24% (Thursday 180/752) and 38% (Sunday 229/597) of the total number of movements i.e. it is a genuine shared surface during the week and at weekends.

2.5.3 When comparing the number of pedestrian and cycle movements against the number of vehicle movements in the vehicular peak hour, there is also a high proportion of pedestrian and cyclists at these busy times. On average, between 26% (Morning peak: 21/80) and 28% (Evening peak: 23/81) of all peak hour movements are found to be pedestrians and cyclists, whilst at the weekend there is an even higher proportion of pedestrians and cyclists with between 24% (Saturday evening: 14/58) and 49% (Sunday morning: 34/70) of peak hour movement being pedestrians and cyclists.

2.5.4 Put simply, the percentage of pedestrians and cyclists currently using Lower Road are:

- Weekday morning peak 26%
- Weekday evening peak 28%
- Weekday daily 26%
- Weekend peak between 24% - 49%

2.5.5 Lower Road is a genuine shared surface at all times and days.

The documentation suggests at one point that a minimum of 0.75m width is needed per pedestrian. If lines were painted at this width on the road, then I am sure it would be too narrow for 2 vehicles to also pass safely. mobility scooter or pushchair would need even more room.

6.1.8 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. Even when this happens:

- There is ample width for car to pass a pedestrian;
- There is ample visibility between passing cars and other users; and
- This activity has occurred for many years with no impact on road safety.

The comment that there is a 1 in 56000 chance of two cars and a pedestrian on the road simultaneously happening is flawed as it has happened to me several times as both a pedestrian and a driver. I do not believe that the figures recorded accurately reflect what happens on a daily basis. Last week I passed 7 cars whilst negotiating the 3 bends in 1 journey, yesterday 3. I'm sure that is not reflected in the figures.

As for ample visibility, the report demonstrates quite clearly in the report that this is not true. See below. This photo is taken from the wrong side of the road so is not accurate. There is also a serious problem with one side of the road flooding in this area when wet, leading to cars crossing to the other side.

Image 3.2: Pedestrian Walking on Lower Road (Facing North)



Source: Pedestrian Survey

Regular flooding here

As I sit here typing this I have also just seen 12 cyclists pass - a not uncommon number, particularly at peak times of the day.

As well as residents vehicles, we get numerous taxis, visitors and delivery vans during the course of any day, who do not know the road and often drive far too fast, adding to the traffic, especially at busy times like the build up to Christmas. An accident waiting to happen as you sometimes have to drive up on to the verge or brake swiftly in order to avoid being hit. Brookside traffic and particularly parking also needs to be taken into consideration as it is often reduced to single lane, particularly near the bend.

SECTION 6 SUMMARY AND CONCLUSION

- 6.1.1 Following comments from the public consultation event, a four-day survey was undertaken along Lower Road to demonstrate the current pedestrian and cycle usage.
- 6.1.2 The results demonstrated that there are large numbers of pedestrian and cycle movements on Lower Road. The highest amount of pedestrian movements across the survey period was on Sunday 13 May with total of 149 two-way movements. The highest amount of cyclist movements recorded were on Friday 11 May with a total of 104 two-way movements across the day.
- 6.1.3 When comparing these survey results to the traffic data received in October 2016 it demonstrates that out of all the total movements, between 24% and 38% were either pedestrian or cycling trips i.e. it is a genuine shared surface.
- 6.1.4 When observing the video footage, pedestrians almost universally walk along the western side of Lower Road to continue along the footway to the north, the length of Lower Road without a footway is 50m, roughly a 35 second walk.
- 6.1.5 The current use of Lower Road, as a shared surface is suitable for the proposed development of 50 dwellings and has been agreed by Havant Borough Council. The shared surface is in line with the following criteria:
- It is lightly trafficked with slow traffic speeds – 85th Percentile speeds of 21mph;
 - It has an impeccable safety record (ref: crashmap.co.uk – no recorded injury accidents between 1999 and 2017);
 - The road is straight, street lit and has forward visibility to pedestrians of around 30m (recorded 85th percentile speeds of 21mph require 24m of forward visibility);

In amongst the comments in the report it states that "there are large numbers of pedestrian and cycle movements in Lower Road".

It goes on to say (6.1.5) that "the current use of Lower Road as a shared surface is suitable for the proposed development of 50 dwellings and has been agreed by HBC. The shared surface is in line with the following criteria

*it is lightly trafficked with slow traffic speeds

*it has an impeccable safety record

*the road is STRAIGHT, street lit and has forward visibility to pedestrians of 30m"

Since when has Lower Road been straight? You are looking at 3 blind bends. These criteria are definitely not being taken into account correctly. (See photo p2)

5 ISSUES IDENTIFIED DURING THE ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

- 5.1 Safety issues identified during the audit and site inspection that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrant that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.

5.1 of the traffic report above states that "Safety issues identified during the audit and site inspection that are considered to be outside the Terms of Reference but which the Audit Team wishes to draw to the attention of the Clerk Organisation are set out in this section. **It is to be understood that, in raising these issues, the Audit Team in no way warrant that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.**"

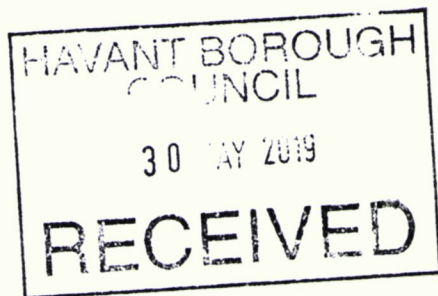
The comment in bold suggests that the results could be flawed, and as a result I would like to see at least one, and preferably two independent traffic surveys carried out which measured not just cars and other vehicles, but pedestrians and cyclists too.

The previous survey was completed for the prospective builders and the figures were never explained satisfactorily at any of the meetings I went to. There were also no previous audit figures which could be compared, thus making for a very unscientific and unreliable survey.

I believe people's safety and lives are much more important than putting in more houses, therefore the council should readdress the issue of road safety as this is a major concern.

The report is taken in isolation, but if you include increased traffic from the proposed development of 300 houses nearby, then there is bound to be an impact on the Rusty Cutter roundabout in particular, which is already gridlocked regularly at peak times, affecting other roads nearby.

Other grounds for objection include the loss of habitats for wildlife, potential risk of flooding, and lack of local facilities such as schools and doctor's surgeries.



Dear Havant council,

My name is [REDACTED] I'm a 10-year-old living in Bedhampton. I love cycling and playing by the stream down Brookside road and I often take my dog over Bidbury mead. I love where I live because it's so quiet and peaceful, however if you build all these houses then there will be so much traffic and I might no longer be allowed to go out on my own as it is so dangerous. Please don't build all these houses, all the kids living in this area might have to miss out on living in such ~~an~~ a beautiful place.

Yours sincerely,

[REDACTED]

22/5/19

HAVANT BOROUGH
COUNCIL
28 MAY 2019

Dear Sir / Madam

RECEIVED

I'm writing to
oppose the building of 50 houses
on farm land in Lower Rd.

The reason I'm against it is
no pavements so dangerous
for pedestrians. A blind corner

where people are driving over
the white line. The amount of
chaos that will be caused

when the building work is taking
place. I travel a lot by taxi
or ~~of~~ patient transport and there
have been a few near misses

I was told to quote APP/19/00427
Yours faithfully

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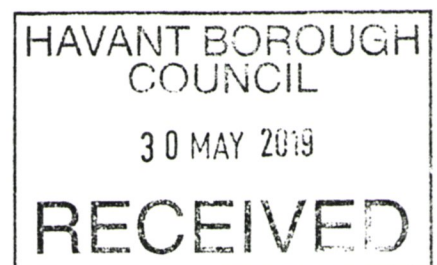
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ACCESS TO BEDHAMPTON COASTAL PATH,



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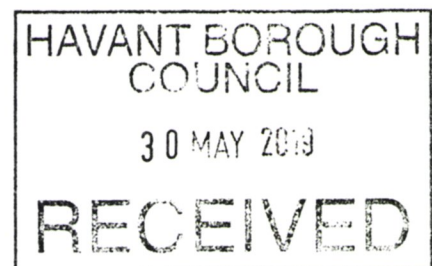
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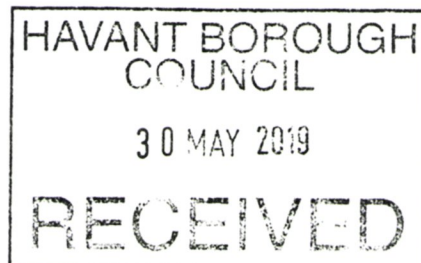
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I use this field 3-5 times a week.
Please do not build on this area for
above reasons
Thank-You



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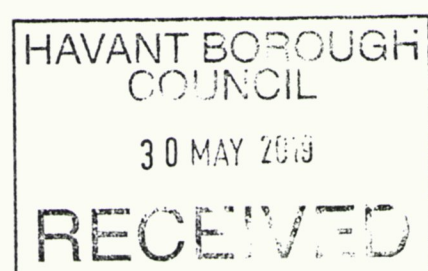
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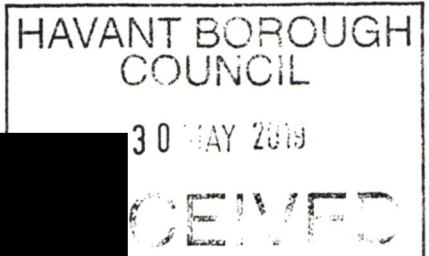
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We often use the park with our children and my football team also train there. This would have an impact!



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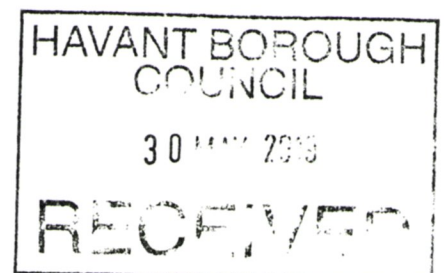
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*we use this area for sporting activities.
The area is already over congested with cars
parking dangerously on small lane with blind
corners*



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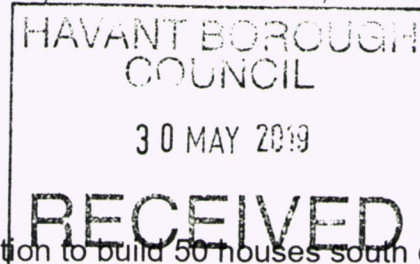
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Regular visitors to bedhampton
old park
Lovely little
Park for our dog + children
to play

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To: Havant Council

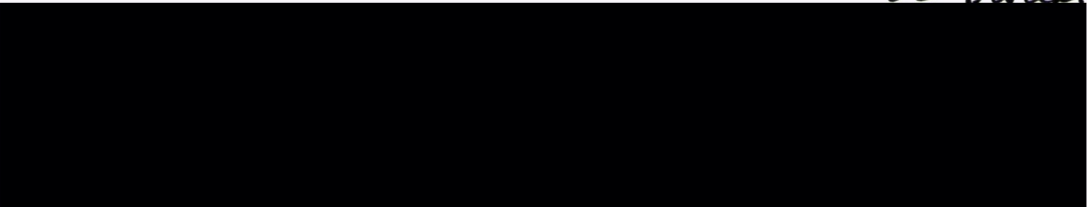
Re: **Planning Application APP/19/00427** (Bargate Homes application to build 50 houses south of Lower Road in Old Bedhampton)

I wish to object to the above planning application which should be refused planning permission.

My reasons for saying this planning application should be completely rejected are as follows:

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Do not ruin one environment to create another!
- We strongly urge the council to reject this plan and let us preserve the jewel that is Old Bedhampton.
- Let it not be on our watch that this haven for all is lost to us and future generations!

The park is used frequently and is one of the few places 10-13 year olds are safe to venture alone. The heavy traffic load would impact this. Also it definitely compromises childrens safety and one accident would be far too much to accept the risk. The objection is to using the roadways as access. An alternative should be found regardless of cost. Childrens lives and safety must be paramount.



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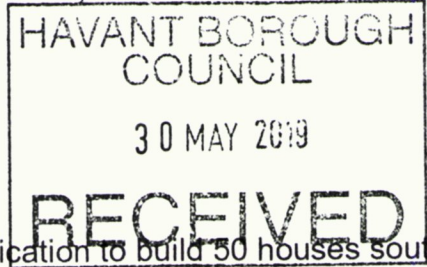
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I think that the roads
dangerous.



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I use the area for walking my dog and for relaxing after a hard day at work. Its my peace and quiet time away from daily life. I really enjoy my time here. Please be mindful and don't build on my space.



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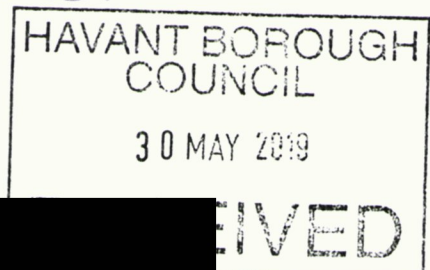
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I Enjoy walking my dog for a relaxing time.
Please don't build on this lovely place.



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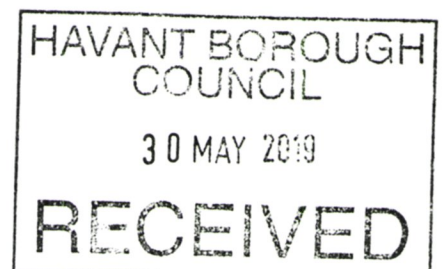
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NO BUILD IN OLD BEDHAMPTON.
WE ALWAYS WALK OUR DOG
AND ITS VERY PEACEFUL -



To Whom It May Concern,

I would like to send my concerns regarding the planning permission for at least 50 homes to be built in the Old Bedhampton area. I speak on behalf of myself and partner.

Firstly, there is enough traffic on Bedhampton Hill which is right on our very doorstep and 50 new homes will only exacerbate this problem, particularly at busy times of the day. This is also a concern for local school children on their walk to schools, which is currently very pleasant walking through Bidbury Lane, past the beautiful stream and through the park. Also to mention is the very winding, country like lanes which are inappropriate for the amount of congestion that would be caused.

I walk my two cocker spaniels to the park every single day, they run around in the park and take a dip in the stream on our way home. It's the nicest park in Havant and a real tranquil place to take a walk, from the busy main road you can actually hear the birds here! This would truly spoil Bedhampton and our quality of living, and should this planning go through, we will surely be relocating to somewhere that hasn't been ruined by new homes.

I really do hope you take the views of the residents very seriously. As this would truly be detrimental to the environment and quality of life we live in now.

This is Freddie after one of his walks in the park, he lays down because he doesn't want to leave the wonderful place. Please don't spoil his walks.





Havant & East Hampshire

www.havantfoe.org.uk

FAO Ms Daphney Haywood, Havant Borough Council

Dear Ms Haywood,

Planning Application APP/19/00427, Lower Road Bedhampton

Havant Friends of the Earth objects to this application which in our view falls short of the higher standards now expected when it comes to managing the biodiversity impact of development on green-field sites in Havant Borough.

The applicant's ecologists report and assessment amount to the minimum action under measures proposed to mitigate the impact in an area of influence on nearby protected land. The overwhelming impression of their report is that provided the Bird Aware Solent levy is paid any environmental matters arising will be resolved.

Havant Borough Council has concluded in their draft Local Plan that sites falling within 5 kilometres of European designated sites could potentially have adverse effects on them. Consequently, an appropriate assessment of certain policies and proposals within the draft local plan is required from developers. EU HRA regulations also make this clear. Assessment in support of planning applications should consider whether the cumulative effects of all proposed residential development, located within the zone of influence, in combination could lead to significant adverse impacts on the integrity of the European sites. The ecologist report makes no reference whatsoever to other significant developments only a few hundred metres west of the Lower Bedhampton site.

In 2014 Natural England identified 15 threats to biodiversity, namely;
Public access/disturbance 2. Coastal squeeze 3. Fisheries: commercial marine and estuarine 4. Water pollution 5. Changes in species distributions 6. Climate change 7. Change to site conditions 8. Invasive species 9. Direct land take from development 10. Biological resource use 11. Change in land management 12. Inappropriate pest control 13. Hydrological changes 14. Direct impact from 3rd party 15. Extraction: non-living resources
Two more should be added, air pollution and nitrogen.

We would have expected to see, as part of the application, a quantified base line assessment of the present biodiversity value of the development site This should be followed by an estimate of the value post implementation of the mitigation measures as objective evidence of biodiversity gain as recommended in various sections of the NPPF.

As part of the mitigation package we would recommend a selection of bird nesting boxes and swift bricks designed into selected houses and a more generous tree planting

programme. We are very concerned that using this site for development further depletes the capacity of the area to support birds and wildlife. Also, the further loss of grades 1 and 2 agricultural land is noted. Finally, we firmly believe that this application should be held over until such times as the Local Plan Inspector has examined Havant Draft Plan and made his report later this year. As things stands many of the sites listed in the 2016 Housing Statement have already been approved or are in the process of being approved thus removing them from an independent examination.

Yours sincerely

[Redacted]

Friends of the Earth
Havant & East Hampshire

08 25 1 5 1 1
[Redacted]

4th June 2019

**For Attention: Daphney Haywood
Havant Borough Council**

Re: Application APP/19/00427

**Development of 50 new dwellings together with access, landscaping and open space.
Land at Lower Road, Havant**

Dear Ms Haywood,

CPRE Hampshire would like to express our concerns over the apparent rush in applications for a number of sites without a substantive overall view of the impact on local communities, and before the submission Local Plan has had due scrutiny by an independent inspector at the forthcoming Examination in Public. Bedhampton has seen a significant number of recent applications, and this application is also in advance of the current Conservation Area review, which could impact the likelihood of permission.

The impact on the European designated areas SPAs is a particular area of concern as it will occupy more than a third of the Solent Wader and Brent Goose Strategy study field (H05A) which is designated as a Secondary Support Area for nearby Chichester and Langstone Harbours SPA. The cumulative effect on development is a planning consideration, and there is no evidence that the cumulative effect on the environment or ecology of the area has been adequately considered. There is an obligation to mitigate any potential significant impact and it is likely that development will have a significant effect on European site integrity.

We understand that the site may contain some archaeological potential, and this should be investigated further to the county archaeologist's satisfaction, prior to any permission being granted.

The access is currently a rural style lane with hedgerows, and it is critical that this sense of place and peace is not lost, and that the biodiversity relying on the hedgerows is not threatened (methods such as netting must be avoided).

If permission is granted however, a strict condition requesting a lighting plan should also be part of the approval notice. It is an important aspect of protecting the dark night skies that all such developments should be encouraged to provide low intensity, downward facing lighting schemes, in order to mitigate the potential damage on dark night skies and local fauna.

In summary, CPRE Hampshire believes that this application has been submitted with undue haste, the impact on the SPAs need further evaluation, and that additional work should be done on how

best the community of Bedhampton can cope with such monumental changes as are currently occurring over a very short space of time.

Yours faithfully,

CPRE Hampshire