

Dear Sir/Madam

I am writing to voice my concerns and objections with regards to the Bargate Homes latest proposals to the development of land south of Lower Rd.

Having recently moved to the area, I was not remotely put off by the prospect of 50 new homes, naively assuming plans would be sensible, & I subsequently put my offer in on a property.

However, I have now become aware of the specifics of the proposal and am astounded that a development could possibly go ahead on such a series of **blind bends**, on a **road too narrow to allow 2 vehicles to pass without one stopping**, and on a corner where a **child was knocked off their bike on 4th July this year**. When further accidents do occur - and they will with such a heavy increase in traffic - then **whose responsibility** will that be? And although Bargate seem to speak of an exemplary safety record simply because police were not involved and the child being knocked over by a car was not recorded officially as an 'accident', had it been your child or grandchild, would you not deem it so?

From my understanding, there are near misses aplenty, and if an accident is only deemed to be one if it's reported to police - *even when a child is knocked to the ground* - then those near misses and all of the non-reported accidents that do occur, are blatantly going to become far more frequent, with full collisions, when traffic increases by both the vehicles involved in the build and then the 2 or 3 cars per home. There are no pavements, it is too narrow to put any in, and this is without the damage that heavy industrial vehicles would wreak on the historic lane whilst rumbling past the Grade 2* listed building that is The Elms. It is also without the overspill of visitors parking on Lower Rd which has historic sunken lane significance. How can this be deemed acceptable?

I am a runner and my husband is a cyclist - we have lived here for 3 weeks exactly and he has had one near miss on the bends, whereas I have already learnt that running them is not safe unless paying extreme attention to what I can hear in that area. When the majority of runners listen to music, then with an increase in traffic I can imagine the possible consequences. If children or mothers walk to schools, then the pavement at the bottom of Brookside leading round to Bidbury Mead is mere inches wide in places, on bends, and not remotely suitable for heavier footfall. Nor is it wide enough for even a pushchair!! I struggle to contain a small dog on a lead on that pavement and it is entirely unsafe to walk on the road there. The thought of mothers pushing their children in the road due to no other option, and risking the bend on Bidbury Lane, is simply terrifying. Some people take those bends as though they're on a race track.

Having also been made aware of the entirely unsympathetic nature of the homes proposed in comparison to the rest of the local area, and the possible impact of traffic on the main surrounding roads, I am ever further in direct objection. *The clear harm to the area, the conservation area, and the traffic load that will flow back to the Rusty Cutter and A3, deeply outweighs any benefit of 50 homes*. Given that houses are most certainly needed - but that there are better locations more suited for them, with neither historic nor archaeological

significance, and no blind bends in a semi-rural location -then I would suggest that Lower Rd be **removed entirely from the list of possible land**. It is simply not feasible, nor viable, or even sensible. And this is all without the deep sadness - though less practical aspects - of the destruction of one our of rare remaining pockets of beauty in the borough.

The deeply negative ramifications of building on this land are myriad, I have mentioned only those that are personally concerning me the most, and I would urge that the council take these seriously and quash all possible development.

Yours faithfully

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

My objections to this proposed development fall into two categories.

Firstly road safety.

a) The small roundabout at the junction of Bedhampton Hill, Maylands Road and Brookside Road is already difficult to navigate , especially for those drivers who need to go from Lower Bedhampton towards the east, aiming for Havant, Leigh Park and Warblington . It cannot accommodate the extra traffic from the proposed development of 50 family houses which would be boosted not only by school runs but also inevitably by deliveries, especially given those increasingly generated by online shopping. The consequences for traffic emerging from Maylands Road and Portsdown Hill are obvious, while the resulting gridlock would encourage motorists to turn Lower Road and Kingscroft Lane into a 'rat run'.

b) Pedestrians are already at risk at the blind bends in Lower Road. This is a popular route for dog-walkers and cyclists who would be competing with the extra cars.

Secondly erosion of the conservation area.

Lower Road and Kingscroft Lane are the remnants of a sunken lane and together with Narrowmarsh Lane must have formed part of an ancient communication network. The latter must at least be the subject of an archaeological investigation before the development is taken any further. Given that St Thomas's Church is of at least Norman if not Anglo-Saxon foundation and that there is a scheduled monument west of Belmont Castle, namely Bevis's Grave and the adjacent Anglo-Saxon and early mediaeval cemetery, there may be evidence in Narrowmarsh Lane of life in the original settlement in this area.

In the period since 1960 when I moved here there have been changes which have taken away some of the character of Bedhampton, such as the demise of local businesses (grocer, butchers, greengrocer), the planting and house building on the western edge of Bidbury Mead and the enormous increase in road traffic. One of the delights of living in Bedhampton remains the possibility of escaping so quickly from the constant traffic of the main road to a rural area. The proposed development will go a long way to destroy that.

We're writing this letter to express how unhappy we are with the proposed development of the fields to the south of Lower Road, Bedhampton (APP/19/00427). Whilst we understand that nobody wants housing development in their local area, it seems to us that this particular plan is unsuitable for a number of reasons.

One of the main issues is that the road, as it comes past The Elms, is narrow and has little or in some places no pavement. It's already incredibly dangerous, and we narrowly avoid collisions with cars, cyclists and pedestrians on a daily basis - just recently my son narrowly avoided hitting a jogger. The significant increase in traffic is going to make the entire route even more dangerous. Make no mistake, the lack of pavement and winding nature of the Lower Road make it haphazardly dangerous as it stands. Adding more traffic would be neglectful and would invite tragedy. There are no other ways to access this site - opening up either end of the road, were it even possible, will create a rat run through a residential area that absolutely is not suited to taking heavy traffic. It will be even more detrimental to human life.

Another objection to this development is that this small area is a great refuge for wildlife. I've lived in this area since 1956, and it was then very rural. Obviously, since then there have been many changes, but this small space still feels quite rural and has a great selection of wildflowers, pollinators, birds and animals. With housing development filling in every local green space, it seems important that at least a few small areas are left. As the vehicular access to this site is so difficult, would it not be a good idea to leave it as a small "green lung"?

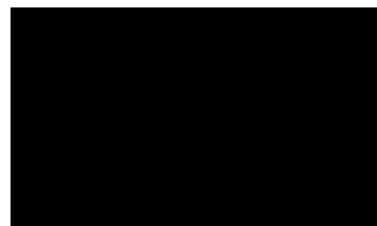
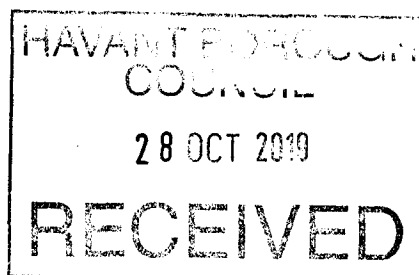
The entire area to the south of the main road is relatively small, but it is part of a conservation area. Because of the safety issues with the main road and the access roads, and with it being a small, semi-rural spot in an area that is already being intensely developed, we feel that building on these fields would be a great mistake and dangerous to pedestrians, cyclists and other drivers.

Further to my previous submission I still feel that my objections to this development have not been addressed. The proposed development offers no positive advantages that will enhance this area of natural beauty and conservation. In my opinion Old Bedhampton has got a Village feel with its mix of mature houses ,cottages and historic buildings and the proposed development in my opinion is a bland design that is completely out of character with the local area.

The residents were told that if any development was to be considered the advantages of such development should outweigh the disadvantages and to date we have not received such information.

I strongly disagree with this development being approved and in my opinion the site should be removed from the list as being a site for potential future development

Your Ref: APP/19/00427



27 October 2019

Planning Services
Havant Borough Council
Public Service Plaza, Civic Centre Road
Havant
PO9 2AX

Dear Sir,

Objection to planning application No APP/19/00427

Further to my previous letter of objection of 7th June 2019, I am writing to confirm my concerns and objections to this application by Bargate Homes (BH) to build 50 dwellings off Lower Road, Bedhampton which should be refused planning permission.

I believe all the arguments I made in my previous letter still hold water and should be considered before any decision is made.

It is still inappropriate for any permission to be granted when the Local Plan 2036 has not been agreed yet. BH are trying to jump the gun and obtain permission before it potentially gets more difficult for them to do so. The guidelines for planning have not yet been set out for the area. The result of the application will profoundly affect decisions for the area H20.

The review is complete for the Old Bedhampton Conservation Area and it added the Old Manor Farm Buildings as a satellite conservation area. Any development on the site will substantially detract from the setting of this conservation area.

The few changes made by BH to address matters raised by Hampshire County Council Economy Transport and Environment Department in their letter of 23rd May and indeed the changes requested by HCC themselves are insufficient to address the issues of traffic and of safety of pedestrians.

The claim by i-Transport that there will be a "vanishingly small impact" on traffic is unbelievable. As a resident of Brookside Road for the last 30 years I know the traffic problems at the moment before the number of residents using the road increases by two thirds (another 50 houses on top of the 80 already existing). I-Transport is not independent but acts for and is presumably paid by BH. Their evidence is not impartial. There will be many more vehicle movements especially at peak times than they claim.

Brookside Road itself is virtually a single lane road with passing places at present anyway due to the increasing numbers of cars parked down it every day restricting its width to one vehicle. It is quite unsafe as a shared surface street at present before any increase in traffic and additional pedestrians.

The proposal to increase and extend the pavement at the junction of Lower Road/Bidbury Lane can only happen by taking land off the width of the road itself on a sharp corner which people often take at excessive speed hence the incidents cited in my previous letter about the boundary wall of Manor Cottage being hit and knocked down. This will make the corner even more dangerous. Manor Cottage is built so close to the road there is no scope to take land from its curtilage to increase the width of the pavement.

The suggestion that the existing pavement along Bidbury Lane can be used is ridiculous. It is too narrow! No one can walk along it two abreast, or pass another pedestrian coming the other way, or even walk on it with a dog on a lead or pushchair. It is certainly not wide enough for a wheelchair. Pedestrians walk on the road most of the time.

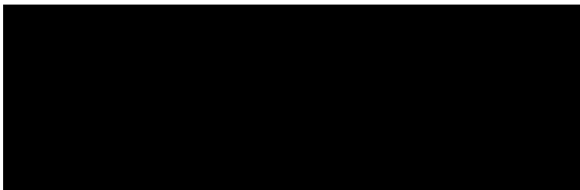
Footway 107 is extremely narrow and inaccessible to the same types of pedestrians.

There is no solution suggested by anyone to the problems of the most dangerous area being the double blind bends in Lower Road where there is no pavement and no feasible way of providing one. It cannot be made safe for the numbers of pedestrians, cyclists and additional vehicles which will come with any development of the site.

The traffic considerations are still not "joined up" thinking. There is still no consideration of the effect of any "improvements to"/ insertion of a fully signalised junction with traffic lights at the Belmont roundabout on the additional traffic and delays incurred for this proposed development. If such traffic lights were put in there will be additional delays to getting out of Brookside Road anyway before the additional cars generated by the added 50 dwellings of this development.

The problem that Bidbury Lane will be used as a "rat run" at peak times to avoid delays at the top of Brookside Road/the Belmont junction has not been addressed. This is especially the case if traffic from Brookside Road has to go round the Rusty Cutter roundabout to go east into Havant if it cannot go round at a roundabout at the Belmont junction to head east.

Yours faithfully



APP/19/00427

To whom it may concern

Once again I write to list my objections to the development of the land [H20]
South of Lower Road.

Access to the development is reached by Brookside Road and Lower Road neither of these roads have walkways and there is a double bend on the narrowest part of Lower Road where I have witnessed numerous incidents involving cars and cyclists who have found themselves on the wrong side of the road in order to avoid a collision and in July this year I witnessed an incident involving a car and a young lad on a bike where the driver of the car knocked the cyclist off his bike on this occasion the cyclist was unhurt but both the driver of the car and the cyclist were visibly shaken.

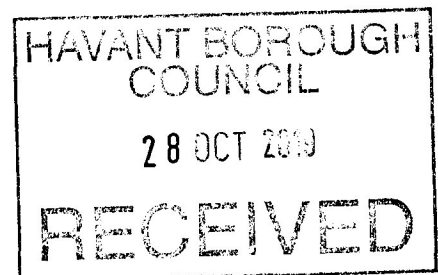
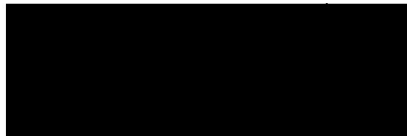
Along this stretch of road there is a grade 2* listed building a Strawberry Gothic one of only a few in the country this building is occupied by elderly residents and next to this building is a care home for the elderly.
In my opinion no thought has been given to the wellbeing of the people who live in this area or the people who visit.

Mental health and social care have a high profile in the media, government and the Royal family paying a particular interest in these subjects. What is proposed is going to have a detrimental affect on the lives of many who will be housebound if this development goes ahead. The list of people affected are the elderly, the disabled, cyclists and walkers who use this unique rural location for recreational use.

The hedge that runs along the south side of Lower road is over a hundred years old and is full of wild life. I wonder whether any of the people who are planning to destroy most of it have walked along Lower Road at all times of the day and heard the bird song. I thought the message to the nation is to 'PROTECT OUR WILD LIFE AND LOOK AFTER OUR HERITAGE FOR FUTURE GENERATIONS'

The plans submitted add nothing to enhance this unique location they only cause destruction to a conservation area, which could be lost for ever if this is not stopped.

Yours faithfully



Fao Ms Daphne Hayward

I have recently become aware of this planning application for development of land on the south side of Lower Road, Bedhampton. Although I am not qualified to comment on the planning merits of the scheme I have around 40 years' experience in the field of highways development control and I feel I can legitimately comment on what I perceive to be errors and omissions within the reports submitted by i-Transport. believe it is important I bring to the council attention before the application is determined. I am also sending a copy of this letter to Stuart Jarvis.

My qualification to speak on this matter is since 2008 I have provided a consultancy service to developers providing advice and transport statements to developers. Prior to this I was the principal officer with responsibilities for highways development control and sustainable transport matters at Portsmouth City Council and pre-Unitary for that council (1996) I was the de facto HCC highways development control agent for the county council. Over that time I was the council's principle highways development control officer for many of the major developments in Portsmouth - Anchorage Park, Port Solent, Gunwharf Quays and Fratton Goods Yard.

I will not comment on the traffic modelling of the Bedhampton Road junctions as I do not have enough experience in this specialist work. However any modelling needs to be treated with caution because, as history has shown, future outcomes seldom mirror the predicted outcomes. But from my experience I do know that under some conditions apparently small differences in modelling data can significantly affect the outcomes and where the consequences of this might be severe then sensitivity analysis using alternative data may be appropriate.

I will summarise my comments as follows:

- I have concerns about inconsistency in the numbers of pedestrians and cyclists within tables 2.1, 2.2, 2.3 and 4.1. I have only looked at the weekday

[REDACTED]

- AM peak figures but must assume errors in these might be replicated across the other data.
- i-Transport have been selective in their quotation from Manual for Streets to make their case that the section of Lower Road without a footway is a “shared surface street”. A more thorough reading of Manual for Streets will confirm that the requirements for a shared surface street are much more than simply an absence of footways.
- I would have expected i-Transport to have provided, or HCC to have required, a drawing showing forward visibility through the two bends. This would quantify the extent to which the high hedge on the east side of Lower Road obscures visibility of pedestrians, and perhaps cyclists, on this side of the road.
- There is no justification to assume that pupils reasonably could access Warblington school by bus or by rail. Cycling to that school involves child cyclists negotiating sections of busy, sometimes narrow, roads and crossing major junctions at peak commuting times. I would have expected the reports to address the personal safety of these children on the suggested routes to school.
- Walking distances to local amenities have been derived from GoogleMaps rather than surveyed on the ground. I have provided two examples where I believe the derived distance to the facility is in fact more than the 2,000m prescribed by HCC and, because of level differences and obstructions/delays the 2,000m itself might be unrealistically high for journeys undertaken on a frequent basis.
- Increasing the junction radii at the site access, despite being encouraged by HCC to facilitate easier turns by super large refuse vehicles, is contrary to the advice given in Manual for Streets which seeks to minimise corner radii, accepting this means very large vehicles may need to use all the available carriageway width in the junction. An unnecessarily open junction may itself be a hazard to cyclists on Lower Road.
- Although the report refers to “local bus stops” these are at least a 500m uphill walk from the site (HCC suggest 550m) and involve a walk through a narrow footpath with poor casual surveillance.
- The accident data I have seen is May 2011 to April 2016, so it is now more than three years out of date.
- In view of my concerns about the bus, rail and cycling alternatives to car use I have to question whether this site truly can be described as “accessible” or “sustainable” and I believe my concern is reflected in the level of allocated car parking proposed for the site which is consistent with a car-orientated development.

Before expanding on these bullet points I will make some general comments. If it is to be argued the site is sufficiently accessible to encourage walking trips then clearly the infrastructure to support those trips needs to be acceptable. There is a significant level difference between the site and the bus stops (and indeed many of the local facilities identified by i-Transport) and I think it is reasonable to question whether 2km might be

excessive for a regular journey particularly when it is dark and/or the

weather is inclement taking into account the quality of the walking routes and personal safety.

Pedestrians following the route through Lower Road must walk in the carriageway round a double bend. As regards the route through the footway from Lodge Road to Bedhampton Hill Road I suggest this has not been properly described. During my time at Portsmouth City Council I dealt with footpath closures under the Highways Act, representing council at Magistrates Court. The test was whether there was a "more commodious" route available following closure. Generally this meant showing the alternative route wasn't significantly longer or less direct but also how it was better than the route proposed to be closed by way of being better lit, wider, more casual surveillance etc. This was in the days before there was (apparently) a much greater fear of assault or worse in unlit, narrow "alleyways" with little or no surveillance. i-Transport describe a route that sounds unappealing in the dark/wet and I would question whether a pedestrian could conveniently pass a wheelchair/mobility scooter user in at least part of its length without retracing their steps to a wider section of footpath, particularly in wet weather when no-one is likely to want to squeeze past a wet hedge.

- The reports refer to the "local bus stops". I think "closest" is perhaps more accurate than "local" - the difference in elevation between Lower Road and Bedhampton Road might be relevant as an uphill walk in itself may be a disincentive. To this can be added deficiencies in the walking routes as identified above. There also could be safety concerns crossing to and from the eastbound bus stops; walking to a "safe" crossing place could extend the walking distance. i-Transport state "frequent and regular rail services to destinations including Portsmouth, Chichester and central London are available from Bedhampton Station". I believe this rather over-states Bedhampton's status within the rail hierarchy and given the limited and irregular service at Bedhampton station (as demonstrated in the reports under school audit) I think it is likely "rail" travellers would drive to Havant with its far superior service, whether "kiss and ride" or to park, and take a train from there.

Modal Split in Lower Road

The proportion of cyclists/pedestrians as part of all traffic is unusually high emphasising Lower Road's role in the Havant cycle network. However I find it surprising that i-Transport have concluded that following development the proportion of pedestrian and cyclists will be "higher than it is now". As Lower Road serves only local motor traffic - it's a cul-de-sac - but is part of a wider, signposted cycle network attracting cycle trips from a wider area (i.e. adding to the cycle trips generated from the Lower Road area alone) I'm not sure how they logically conclude that this new development will generate a significantly higher proportion of walking/cycling trips than the area as a whole when it is

no more or less accessible.

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This interpretation may in fact be because of arithmetical errors within the tables, which I refer to later.

Accessibility/Walking Routes

I have checked a couple of the distances shown in the reports using GoogleMaps in pedestrian mode. It would seem i-Transport used this same method for their reports; this is disappointing as in my own work I would have used a measuring wheel on the ground for facilities close to the 2000m boundary as this would be not only more accurate but also gives an appreciation of level changes and obstacles/delays which may affect the actual walking distance and whether walking is in fact a reasonable and realistic choice if an alternative (car) is available.

Using Googlemaps my measurements are from the edge of the site, rather than the middle as iTransport claim to have done, so my distances would be erring on the side of the conservative. My measurements on Googlemaps shows 2.1km to Havant College and 2km to Aldi to which you then have to add the extra distance to the centre of the site.

Figure 1 - Walking distance to Havant and South Downs College

Figure 2 - Walking distance to Aldi

I chose these examples as i-Transport show them close to but below the 2,000m figure suggested by HCC. If my measurements are correct then the site is less accessible than

the i-Transport report suggests. If these easily checked facts are

incorrect it does throw some doubt on the accuracy of other aspects of the reports not open to this form of convenient scrutiny.

School Journeys (Secondary School) and Non-car Commuting Journeys

The site falls within the Warblington Secondary School catchment area. The best case scenario would be an assumption that all the secondary school age pupils will go here because alternative schools are likely to be further away which would suggest pupils have to be driven to school (or at least part of the way if continuing by rail – e.g. Portsmouth Grammar School) which would clearly contradict any argument for accessibility/sustainability. The report gives timings to get to Warblington School by train from Bedhampton station but whilst the school starts at 08:30 for pupils to get there on time they have to be getting off the train at Warblington at 07:40, presumably because of the service timetabling. I would question whether it is reasonable or desirable for pupils having to be at the school gates with almost an hour to spare.

The same irregular timetabling of services may be a disincentive to using Bedhampton station for commuting and many leisure purposes. The bus option is 500m walk (HCC say 550m) or if you don't walk through the narrow Lodge Road footpath then around 700m then a short bus ride to Havant Bus Station followed by a 1500m walk. Again I would not think this is realistic for a daily journey to school when the site provides parking in anticipation of high levels of car ownership.

As with rail the distance to walk to the bus stops combined with this being noticeably uphill and the less than ideal walking routes can be expected to make bus use an unattractive option for commuter and leisure journeys if a car is available.

From the above it appears that walking to catch a bus or train are not reasonable options for travel to school or for regular commuting and the only genuine options for secondary school pupils to get to Warblington School are either to cycle or be driven. A "best case" might be around 15 extra secondary school age cyclists in Lower Road morning and evening if the site is considered to be genuinely accessible by sustainable modes. (Although the reports refer to 15 children of primary school age no figure is given for those of secondary school age but presumably the numbers between 5-11 and 11-16 are likely to be similar).

Quality of Cycle Route to School/Road Safety

The report suggests a cycling time of 13 minutes, apparently derived from GoogleMaps. This seems an optimistic estimate given both the nature of the route and that these are

child cyclists not adults.

The cycling route is described as described as “a continuous signed cycle route” which it may well be but this isn’t the same as a safe cycle route as can be seen looking at the map in Appendix C of i-Transport Technical Note where even the most likely route (and possibly the safest of the options available) unavoidably uses Bedhampton Road and then West Street and Waterloo Road or the station car park. This is a somewhat tortuous route and pupils might be tempted to use New Road/Elmleigh Road which would mean negotiating the busy roundabout by the Civic Offices.

Figure 3 - Cycling routes to Warblington School

If the 13 minute cycling time is correct this means pupils leaving home at or just after 08:00 (allowing some time for contingencies and to secure the bike and walk to class) and travelling at peak commuting time.

The screenshot following the Havant cycle map in the report (reproduced above) suggests little thought has gone into the cycle journey from a child cyclist perspective and their personal safety. As well as the obvious hazard of cycling along Bedhampton Road there is the right turn to cross the railway gates and West Street is narrow with cars parked both sides. To avoid cycling on-road to cross Grove Road North children will have to use (and wait at) two light controlled crossings or one light controlled crossing and then illegally through the pedestrian precinct.

The same reliance on GoogleMaps is evident on page 52 with the walking route to Bidbury Infant School. In this case walking the route would have brought them to this

footpath, avoiding the long detour they show.

If the applicant is going to argue walking and cycling will make a significant contribution to modal choice on this development then more effort should have gone into physically auditing the suggested walking and cycling the routes which should also have identified the practical constraints of the options put forward for rail/bus and relevant safety matters, especially for but not limited to child cyclists.

Existing and Future Movements (AM peak weekdays only)

There appear to be gross errors in the data in the four tables in the i-Transport report. For the purposes of this letter I've abstracted the data for the Thursday and Friday between 07:30-08:30 but in these days of spreadsheet analysis it is reasonable to assume that the cause of the errors in this one hour will also have replicated in the analysis for the other times and days.

Peds+cycles two way S->N N-S 2 Way S->N N-S 2 Way From table 2.1 and 2.2

Thursday 10th May 7 6 13 6 14 20 33 Friday 11th May 11 8 19 10 11 21 40 Average 9 7
16 8 12.5 20.5 36.5 Table 2.3 Thursday 10th May 15 Friday 11th May 27 Average 21
Table 4.1 Weekday average (existing) 6 16 22 Weekday average (generated) 12 2 14
Total 18 18 36 Pedestrians Cyclists

The figures in the three orange boxes should be the same but clearly they are not.

As well as the confusion with what the actual pedestrian and cyclist use of Lower Road is projected to be I note that the development generated trips between 07:30 and 08:30 is given as 12 pedestrian (some of which might be some of the primary school age pupils walking to school although again this seems low in the context of an argument about sustainable life-styles and accessibility as at least some of those pedestrians would be adults who presumably then return home so we might be looking as a few as 4 primary school children walking to school) and there are only 2 extra cycling trips. If there are 15 secondary school age pupils and only 2 will be cycling then having discounted walk/rail/walk and walk/bus/walk as options (and with only a total of 12

walking trips through Lower Road for all trips to primary school, to secondary school and for commuting it would seem i-Transport agree these are in fact impractical) the assumption has to be the other 13 would be as car passengers.

If the pedestrian/cyclist figures in the tables are wrong then of course this affects the calculations of risk of pedestrians/cyclists meeting cars travelling in opposing directions within the section of Lower Road without a footway.

Shared Surface Streets

i-Transport reason that the section of Lower Road without a footway is a shared surface street by quoting from Manual for Streets - *"In this section (of Lower Road) pedestrians and cyclists use the carriageway as a shared surface. (and) is suitable to continue to serve the development. The reasons being that this section of Lower Road exhibits all of the three criteria identified in 7.2.14 of Manual for Streets where such shared surfaces work well, i.e.:*

- *"In short lengths, or where they form cul-de-sacs;*
- *Where the volume of motor traffic is below 100 vehicles per hour (vph) (peak);*
- and*
- *Where parking is controlled or it takes place in designated areas".*

The quotation is correct but incomplete and reproduced out of context.

i-Transport have omitted the important text that immediately precedes the three bullet points in paragraph 7.2.14 - *"Subject to making suitable provision for disabled people, shared surface streets are likely to work well...."*. This provides a somewhat different context.

But I will draw your attention to the opening paragraphs of this section, Shared Surface Streets and Squares, which says:

*"7.2.8 In traditional street layouts, footways and carriageways are separated by a kerb. In a street with a shared surface, this demarcation is absent and pedestrians and vehicles share the same surface. Shared surface schemes work best in **relatively calm traffic environments**. The key aims are to:*

- *encourage low vehicle speeds;*

- *create an environment in which **pedestrians can walk, or stop and chat, without feeling intimidated by traffic;***

- • make it easier for people to move around; and

- • promote social interaction

7.2.9 *In the absence of a formal carriageway, the intention is that **motorists entering the area tend to drive more cautiously and negotiate a right of way with***

pedestrians on a more conciliatory level.

7.2.10 However, ***shared surfaces can cause problems for some disabled people.... It is therefore important that shared surface schemes include an alternative means for visually impaired people to navigate by***.

Whilst i-Transport might understandably not wish to draw attention to this additional text and context, which I feel undermines their argument, Hampshire County Council as highway authority should be aware of it and have raised concerns for this misrepresentation. You will not need reminding there are a lot of elderly residents in this area some of whom you would expect to have disabilities of some degree.

In my role at Portsmouth City Council I was involved at the very earliest days of moving away from conventional "carriageway and two footways" thinking and in respect of shared surface streets the philosophy for when it might be appropriate was "Will the driver and the pedestrian recognise and react to each other?"; it's much harder for a driver to intimidate a pedestrian when they are near neighbours than when they live in different roads.

i-Transport make the case this is a road with "high levels of pedestrians and cyclists". There are often situations where there can be high levels of A with low levels of B or vice versa but it does not follow that high levels of A and B simultaneously will be acceptable or safe. Whilst the 100 vph figure quoted may be acceptable as a maximum vehicle flow where there are typical residential levels of pedestrian/cycle activity at higher levels of pedestrian/cycle activity (such as on one of the signed cycle route linking to a Sustrans route) a lower level of motor traffic is likely to be appropriate to ensure the safety of vulnerable road users. In this case both motor traffic and pedestrian/cyclists will increase as a result of the development.

The reasoning that "*Lower Road is a genuine shared surface at all times both day and night*" simply due to it not having footways and having a high proportion of pedestrians and cyclists is not convincing. It seems to fall into the "I have an electric car that is red. You have a red car so it must be electric" logic. Paragraph 7.2.8 of Manual for Streets bears repeating

"The key aims (of shared surface streets) are to..

- encourage low vehicle speeds;

- create an environment in which ***pedestrians can walk, or stop and chat, without feeling intimidated by traffic;***

- • make it easier for people to move around; and

- • promote social interaction

Between the bends Lower Road does not provide that environment. Whilst one might well stop and chat with one's neighbours in the carriageway at the junction of Lower Road and Lodge Road and people do stop and chat in the town centre West Street precinct on market days even with the stallholders driving slowly and carefully through the pedestrians it is unlikely anyone would feel safe and comfortable socialising in the

"shared surface" between the two bends in Lower Road. **Taking all**

the MfS guidance into account, I do not feel referring to the section of Lower Road without footways as a "shared surface street" can be justified.

Forward Visibility in Lower Road

i-Transport have not provided a plan showing the forward visibility sight line through the bends in Lower Road. This would identify those parts of the route through Lower Road where drivers travelling at the 85%ile speed (from speed surveys this is around 20mph) have sufficient forward visibility to manoeuvre round an obstruction in the road – which might include a pedestrian on the east side of the road – or bring their vehicle to controlled stop and where such an obstruction might require emergency braking, a sudden swerve or worse result in a collision.

The absence of this plan seems a major oversight.

New Junction on Lower Road

The proposed new junction to the site seems to accord with MfS recommendations for sight lines provided the visibility splays are kept clear. How will this be ensured if the hedge is retained? This is picked up in the Stage 1 safety audit.

i-Transport refer to a more generous radius at the entrance to the site, requested by HCC "to ease the path of large vehicles". This industrial estate scale engineering is in complete contradiction to the advice of Manual for Streets (paragraph 6.3.12 onwards) and does have a bearing on traffic speeds and therefore pedestrian and cyclist safety. This is a situation where the limited traffic on Lower Road passing the site entrance may be low enough that drivers routinely leaving the new estate simply assume nothing will be coming and therefore "don't see" approaching cyclists, particularly in poor weather or lighting – commonly known as SMIDSY (sorry mate, I didn't see you).

Councils seem to assume that in future refuse vehicles will get bigger and bigger – even in Portsmouth where the limiting factor has to be getting them round areas such as Fratton and Stamshaw with their narrow streets, tight corners and high levels of on-street parking. The reality is likely to be that for the service providers the size of vehicle won't be determined by the biggest vehicle the manufacturers can produce but the size that most efficiently can get round the route i.e size will be constrained by the tightest parts of the route and over-engineered new developments will have little bearing on the decision.

HCC letter dated 23 May 2019

HCC indicate the bus stops (via Lodge Road) are 550m. Presumably this is from the edge of the site, from the centre of the site it would be rather further.

HCC refer to the provision of a 2m footway internal to the site to avoid unnecessary loss of hedgerow. In the context of i-Transport's conviction that the section of Lower



Road between the bends is a shared surface street the requirement for this footpath seems illogical – if it is acceptable to have “shared surface” through the bends then surely a footway is unnecessary on the straight section of Lower Road where visibility between drivers and pedestrians in the road is much better – it is the same vehicles and the same numbers of vulnerable road users. Is the footway being provided because without one new residents would complain the lack of a footway is unsafe? This argument can be extended throughout the site – why isn’t the whole estate shared surface streets?

HCC express concern that the unallocated parking is concentrated at the south-west end of the site. I agree with that concern but also suggest 6 spaces is below an acceptable minimum. Residential Car Parking Research says “Whilst there are times, such as evenings and weekends, when residents are likely to receive significant numbers of visitors in cars, this demand can to some degree be offset by other residents being away at the same time. This balancing effect is most significant when a high proportion of parking spaces are unallocated (and so available to both visitors and residents). This research suggests that no special provision need be made for visitors where at least half of the parking provision associated with a development is unallocated. In all other circumstances, it may be appropriate to allow for additional demand for visitor parking of up to 0.2 spaces per dwelling”. Six unallocated spaces for 50 houses is four short of even the suggested minimum.

In conclusion, in my opinion i-Transport have failed to demonstrate the site is “accessible” and “sustainable” by way of convenient access to good quality alternatives to using a private car for appropriate journeys – the bus service is remote accessed by poor walking routes, the rail service at Bedhampton station is irregular and infrequent. Neither bus or rail offer a sensible option for travel to Warblington School or for commuting. Although Warblington school is within acceptable cycling distance the route involves child cyclists travelling on busy, and sometimes narrow, roads in the morning commuting peak hour and the safety issues arising from this are not considered.

In addition to the above I am concerned that there appears to be arithmetic errors in the calculations leading to estimates of lower levels of pedestrians and cyclists in Lower Road in the weekday morning than is likely to be the case (I have only looked at figures for the weekday AM peak) and this has implications for i-Transport’s justification of Lower Road between the bends as a “shared surface Street” where MfS is selectively quoted to avoid the conclusion that it is not in fact a “shared surface street” but simply a road which, presumably for historic reasons, does not have a footway on either side.

My objections are based on the following points -

General Issues.

- Benefits of development v Harm to Conservation Area (CA) and its setting.
- Erosion of the amenity of the CA as a whole, impact on semi-rural ambiance of the setting, increased safety concerns, erosion of the tranquility of the whole area
- Intrusion on setting will make it easier to build on land to the east and west of the site
- Build infrastructure before planning consent is implemented.

Issues offsite.

- Traffic movements “vanishingly small impact”, “impeccable safety record”. Bargate's words.
- Mini roundabout right turn into Brookside, evening peak could gridlock and or cause a hazard on the roundabout.
- Possible Plan for traffic light controlled junction instead of the mini roundabout, thus no right turn out of Brookside toward Havant, making Bidbury and Kingscroft Lanes into a rat run, resulting in increased vehicle movement through the heart of the CA along single track lanes.
- Portsdown Hill Road already near or at capacity and will worsen.
- Highways England should sign off regarding any impact on the Rusty Cutter and Tear drop roundabouts as well as A3M and A27.
- Lower Road, blind bends, shared space with walkers and cyclists, safety issues already exist despite an "impeccable" police record. Speak to the locals! Pedestrians have priority over vehicles.
- Summation effects on infrastructure, roads, schools medical and dental facilities of 40 Acres, Site 180, Chalk Pit, Scratchface Lane, Little Park House, Campdown, all built or in the pipeline. Approximately 1,400 extra dwellings in a very small area. Loss of grade 1/2 farm land, significant loss of green spaces affecting wildlife with increased pollution. Developing Lower Road should be a last resort not an early release site.
- Mis-interpretation of ‘Manual for Streets’ (MfS), blind bends not a ‘shared surface street’.

On site issues.

- Removal of shelter belt conifers as a condition to be met by the developer not new occupiers and replanting with native species closer to development.
- Why does the farmer require a farm access to the west when he already has one to all 3 remaining fields?
- Full archaeological assessment of Narrow Marsh Lane as a condition prior to determination of consent for any layout that destroys it.

- Narrow Marsh Lane to be preserved in entirety with Public Right Of Way and extension south of bridge eastward to Mill Lane.
- Poor housing layout, not tight along Lower Road, possible permitted development rights mostly facing south and west, observable from railway, A27, A3M etc.
- Bog standard dated design, not place making.
- Stagnant ponds acting as a reservoir for insect borne diseases resulting from global warming.
- Designing for the future, electric vehicle charging points, solar PV tiles on appropriate roofs.
- Farm buildings setting related to adjacent fields lost, surrounded by buildings and non- authorised activity in Barn at west end of Lower Road. A farm without fields!
- Erosion of sunken lane character of Lower Road by loss of hedgerow for accesses and extended sight lines and with widened access of the junction to assist turning ability of large vehicles contrary to MfS.
- Lodge Road footpath 107 too narrow and not securely overlooked. Not suitable as alternative route. The pavement along the south side of Bidbury Lane is not wide enough for a push chair or mobility aids.
- Walking/cycling distances are too far and routes not safe for unsupervised (e.g. Warblington School) and thus site (unsustainable) in the wrong location, only a One Stop shop, residents will still use cars for supermarket etc
- Car parking on site / numerous swales (very few verges), 102 bays for 50 dwellings, is it enough? Will visitors, spill over into Lower Road.
- Nitrate issues? No firm guidance as yet.
- Drainage issues suds, Southern Water discharges into Chichester and Langstone harbours are already a problem.
- Management Company concerns around future quality and financial burden on residents.
- There is no hedge on the southern border of Old manor Farm to be preserved

Further to my previous submission I still feel that my objections to this development have not been addressed. The proposed development offers no positive advantages that will enhance this area of natural beauty and conservation. In my opinion Old Bedhampton has got a Village feel with its mix of mature houses ,cottages and historic buildings and the proposed development in my opinion is a bland design that is completely out of character with the local area.

The residents were told that if any development was to be considered the advantages of such development should outweigh the disadvantages and to date we have not received such information.

I strongly disagree with this development being approved and in my opinion the site should be removed from the list as being a site for potential future development.

Following a review of the recent additional details and revised plans, together with the recent Old Bedhampton Conservation Area review, I wish to register my updated objections to the Bargate Homes planning application for the land south of Lower Road in Old Bedhampton (App/19/00427) due to the following reasons:

1. The land is still subject to review before acceptance within the final Local Plan 2036

The soundness of the DRAFT Local Plan 2036 for Lower Road has been challenged in many areas and is yet to be independently tested at an Examination in Public. The proposal seeks to achieve an advantage by avoiding an Examination in Public by an Independent Inspector which has been delayed for unknown reasons. It would be highly inappropriate to allow any development on such a sensitive site prior to the outcome of this process. The developer is being underhand in the early submission of this application in order to avoid the Independent Inspector's decision.

2. Plans for just 15 houses were previously refused and nothing has changed

The Current Local Plan 2026 recently rejected the development of 15 houses in Lower Road and the Inspector's Report on the current statutory Local Plan 2026 (paragraph 72) states, **"...it is clear that the sites proximity to Old Bedhampton Conservation Area through which it would be accessed is a strong factor weighing against development. This justifies the non allocation of this site."**

The current planning application proposes 50 dwellings but the Government Inspector has previously rejected the site due to the adverse effect on the Conservation Area, which has recently been extended. What has actually changed since planning permission for just 15 dwellings was rejected?

3. Heritage assets still remain degraded and unprotected

The National Planning Policy Framework (NPPF) and Section 66(1) of The Planning (Listed Buildings and Conservation Areas) Act 1990 obliges Havant Borough Council to protect and enhance heritage assets. This will still be neglected if planning permission is approved.

The effect of the proposed 50 dwellings will degrade heritage assets and the setting of the conservation area. There will be further urbanisation which can't be reversed, doubling the number of dwellings on Lower Road. The full potential of heritage and conservation will be lost to future generations and will also result in degraded ambiance, soul, peacefulness, sense of well-being and safety in Old Bedhampton.

A quote from the Landscape assessment in Bargate's own application, referring to Old Bedhampton, states **"this is almost unique to the borough, a rural village conserved with heritage assets in a rural setting"**. This only goes to prove the inconsistency shown within the submission.

4. Old Bedhampton Conservation Review has highlighted the harm this would create

The recent Old Bedhampton Conservation Area Review has now provided the evidence needed to allow the Council to take the positive action needed to safeguard these individual and collective heritage assets. The review has justifiably extended the footprint of the conservation area and highlighted the importance of the protection needed to avoid the harm this development would create. The sites proposed integration in relation to the adjacent conservation area relies too heavily on the flawed proposals of boundary planting and existing screening to detach the site from impacting the landscape character of old Bedhampton.

5. Petition with 1785 signatures opposed to development in Lower Road remains open

A petition signed by 1785 people was presented in 2018 with the text shown below:

We, the undersigned, petition Havant Borough Council to remove site UE30 (Land south of Lower Road) from any future consideration as a housing site in their Local Plan for one, some or all of the following overriding reasons:- The damage it will cause to the historic and landscape setting of the Old Bedhampton Conservation Area • The irreparable harm it will cause to the ancient heritage of this part of the Borough • The detrimental change that development will bring to the amenity and character of the area • The added dangers that will arise on the blind corners and shared roadway of Lower Road and at the mini roundabout junction on Bedhampton Road as a result of significant additional traffic using the bends and making right turns into Brookside Road • The failure to comply with government guidance and the core principle of protecting heritage assets contained in Paragraph 132 of the National Planning Policy Framework and Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 • The ability to provide 50 houses on other less sensitive sites • The precedent that would be set for future further development in this area • Any public good that might be generated would not outweigh the harm and danger that would arise from the development

The Council has never debated this petition and is unlikely to ever consider the amount of opposition this represents. The petition was 'lost' within the early consultation responses to the Local Plan. The arguments have not changed, only the reference of the land to H20. You will see the petition is not anti-housing, nor about the status quo for a few properties. It is pro heritage protection. Removing the site will not set a precedent as no other proposed housing site irrevocably and detrimentally affects the Borough's heritage assets like this one. Supporters of this petition included all generations. Many are drawn from the wider Havant area and some from further afield with knowledge of and connections with Bedhampton, all of whom cherish its environment and want to protect it for the benefit of future generations.

6. The detrimental effect on Old Bedhampton remains significant

This development will have a detrimental effect on Old Bedhampton and totally change its character and charm forever. The proposed development will completely ruin the tranquil hamlet of Old Bedhampton with its rural sunken lanes and beautiful, listed buildings. The quality of this proposal is poor and does not enhance the area. It will forever alter the character and historic significance of the area. It is unsympathetic to the overall aesthetic and attractiveness of the area. How can Havant Borough Council allow this to happen?

7. The development would destroy the Conservation Area setting forever

The damage caused to the Conservation Area setting would be irreversible and unforgivable. The views from many positions surrounding this proposed development would harm the conservation area setting. The developer has acknowledged this by proposing screening of the site but this is flawed and will not be maintained going forward therefore exposing the site to the surrounding views.

8. The Proposal still goes against the primary principles of planning

This proposal goes against the primary principles of planning which should only develop in keeping with character of the surrounding area and should conserve or enhance the setting of the adjacent conservation area. The proposal certainly does not fit this description.

9. Very Poor Archaeology Report

The submitted Archaeology Report is a very poor standard and no proper evaluation has been conducted. Why would Havant Borough Council allow this inadequate report to be overlooked?

10. Increased Traffic would still present Increased Danger – Nothing has changed

The only access to this proposed new development is through the conservation area via Lower Road which is narrow with two very sharp bends and **no pavement**. The 50 new houses will create a significant increase in traffic on the narrow, shared spaces with treacherous blind bends and will cause a very real increased risk to everyone who uses the road.



Walker's, cyclists, school children, parents with prams, horse riders along with the disabled and elderly will all be put in greater danger. The road simply could not support the increase in traffic that development on this site would bring. It would just be a case of an accident waiting to happen.

11. The Blind bend Near Misses are still not taken into account within the proposal

As a resident, I can assure you that I have had many near misses on the Lower Road blind bends both day and night, and have taken evasive action on many occasions to avoid Cyclists and Vehicles over the last 14 years, even at only 15 miles an hour. The absurd statement made in the proposal of 'impeccable safety record' is entirely misleading and anyone with an objective view would agree that more traffic is going to be more dangerous. Why would Havant Borough Council consider this to be acceptable? The local residents Near Miss statements have already been sent to HBC and a recent accident on this section has also been reported to HBC.

12. No visibility calculations for Lower Road blind bends

The developer has not provided any visibility calculations for the Lower Road blind bends which would highlight the problem encountered for all users of this road.

13. The limited Road accident data provided is still out of date

The limited amount of road accident data provided within the planning proposal is from May 2011 to April 2016, which is now well over three years out of date. What other evidence within the proposal is also out of date?

14. Incorrect calculations still provided on Shared Road collisions

The quoted figure of 0.056% (Para 6.8.8) is nonsense. The chances of a pedestrian/cyclist meeting a car at 04:00 is very low but what is the probability half an hour either side of 08:30 or 16:30? The maths is incorrect (0.056% is 56 in 100,000) and should be corrected prior to granting any planning permission. What else is incorrect within the planning submission?

15. The Dangerous increase in the Traffic on the Shared Space for streets remains

Any additional traffic (pedestrians, vehicles, cyclists, mobility scooters etc.) will obviously increase the danger presented to all users in the shared space. The safety of the additional children predicted within the proposed site has not been accounted for when using the shared space for school or recreation. The report from i-Transport has stated that Lower Road has high levels of pedestrians and cyclists already so why would HBC even consider making this a more dangerous situation?

16. Safety issue created by increased traffic along Kingscroft Lane

The increased traffic will add to the flow of traffic through the narrow Kingscroft Lane as driver behaviour will look for alternative routes to avoid queuing at the top of Brookside and create additional safety problems adjacent to the Bidbury Mead recreational area which is now within the Conservation Area.

17. The detrimental effect on already congested nearby Roads has worsened

The adjoining road of Bedhampton Hill is very well-used as it provides access to the A3 and A27, and beyond to Portsdown Hill, Farlington, Leigh Park etc. Traffic often queues in all directions from the mini roundabout, and also back to the 'Rusty Cutter' roundabout. The approved plans for Forty Acres will make this situation even worse and this development would make the situation intolerable and has clearly not been addressed.



18. The neglect of exit traffic effects on the mini roundabout remains

There is no assessment for the mini roundabout / Brookside Road entrance in the light of possible changes to the mini roundabout. The mini roundabout prior to turning right into Brookside Road from the West approach can become grid locked when too many cars are waiting to enter Brookside Road due to the extremely short distance allocated for cars to wait as seen in the photograph below:



The proposal is missing how the additional "right turn" traffic from Brookside Road will affect the mini roundabout. What else within the proposal is also missing?

19. The mini roundabout traffic incidents are still not referred to in the proposal

The traffic incidents on the mini roundabout on the exit to Brookside Road are not referred to in the proposal. There have been a number of incidents on the mini roundabout which have been conveniently omitted from the development proposal. Why would Havant Borough Council want to allow this omission to go unquestioned?

20. The development will cause a greater danger on the mini roundabout

The increase in traffic levels due to the proposed development will make the mini roundabout become even more dangerous. Why would Havant Borough Council allow this to happen?

21. Alternative Lodge Road footpath is still not a viable option

Using the Lodge Road footpath as an alternative to using the Lower Road bends is not a viable alternative. It is too narrow for Motability scooters and prams to pass. You can't see the far end of the footpath from either end and it is very intimidating during the long dark winter evenings. Some pictures are provided below to highlight the limited light at the bends of this footpath. Would you allow your daughter to use this route?



Natural human behaviour would be to take the shortest route, via the Lower Road shared space, which means this inconvenient and intimidating footpath would not be used and to suggest it within the mitigation to avoid the dangerous section of Lower Road is irresponsible.

22. Opportunities for sustainable transport modes have still not been taken up

Sustainable transport modes have still not been taken up within the proposal and the developer has failed to demonstrate this within the submitted reports.

23. There are still concerns over the Bus Stop distances provided

There are some serious concerns about getting to and from the eastbound bus stop as getting to a "safe" crossing place could extend the walking distance. How safe would the route shown in figure 3.1 top right at night be in the winter?

24. The timetable for Bedhampton Rail Services is still inaccurately reported

The service from Bedhampton railway station is not regular, does not have good work commute links and is inaccurately reported and misleading within the i-Transport Technical Note.

25. The land to the East and West will become more attractive for further development

The land remaining to the East and West of the proposed site will become more attractive to development once completed and the layout is designed to provide easy access for this purpose.

26. Walking Distance Errors from the Development Proposal remain

The walking distance to local facilities has been re-assessed and many have now been removed as too far away but the method used to measure the distances is inaccurate and practical scientific methods should be used to provide the required information before planning approval is granted.

27. The partial Destruction of Narrow Marsh Lane

The historic Narrow Marsh Lane, a public footpath used for at least 300 years, would no longer be totally destroyed as the developers have now finally recognised its historic status but unfortunately have not preserved the original course of the track within the revised plans. The plan now is to push Narrow Marsh Lane to the East and reduce the width, but this is not acceptable as it would remove the historical interest and heritage of the lane, again proving that Bargate do not respect the heritage of this site. Please see a recent photograph of Narrow Marsh Lane below.



The re-location of this historic lane leading to the railway bridge should not be allowed and the site plan needs to be adjusted again to maintain the current position of Narrow Marsh Lane. This lane has remained in public use for over 300 years but was recently blocked by the land owner and is currently under investigation regarding public access rights.

28. The Destruction of the Hedgerow remains

The removal of the hedgerows surrounding this land is only permissible in exceptional circumstances and no clear or robust reasoning has been provided within the proposal setting out why the loss is unavoidable and justified. This defies the NPPF section 15 requirement to conserve and enhance the natural environment by proposing to destroy the valued landscape which this development would occupy. The developers plan does not conserve or enhance the existing landscape and certainly does not protect the hedgerow. Please see the current hedgerow viewed from the corner of the conservation area in the picture below:



The development plans to remove part of this hedgerow and significantly change the setting along Lower Road. Also, whatever is left of the hedgerow may not be maintained by the proposed management company leading to future removal.

29. The Proposed Road Junction still Encroaches into Lower Road

The Proposed Road Junction encroaches deep into Lower Road which is already narrow and barely wide enough for two cars to pass. This will increase the possibility for accidents at the junction, especially with the high number of cyclists and pedestrians and no footpath. There is no mention of parked vehicles in Lower Road causing problems for large vehicles. Bin collections have sometimes been abandoned due to parked vehicles blocking access.

30. The Harm to the historic rural character of Lower Road

The development will cause harm to the historic rural character of Lower Road. The proposed plans still negatively affect the appearance of the lane and access points that destroy the hedge and degrade the historic sunken lane appearance and should not be permitted.

31. The proposed new junction still needs the visibility splays to be kept clear

The proposed new junction to enter the development on Lower Road needs the visibility splays to be kept clear. How will this be ensured once the development is handed over to some management company?

32. The increased levels of vehicle noise remains

This development would present increased levels of vehicle noise to pedestrians and cyclists which share the road leading to the site and the elderly occupants of the retirement home situated between two of the blind bends and also the properties adjacent would also be adversely affected as a result of any new development due to the increased traffic noise that would result.

33. The increased levels of air pollution remains

Pollutants such as nitrogen dioxide and particulates (NO₂, PM₁₀ and PM_{2.5}) are generally associated with traffic generated by any new development. The increased levels of vehicle air pollution will negatively affect the Grade II listed buildings situated within the Old Bedhampton Conservation Area. The pollution will almost double within the residential cul de sac which currently has 80 houses as the proposed development is for an additional 50 houses. The air quality imposed on pedestrians and cyclists which share the road and also the elderly occupants of the retirement home situated between two of the blind bends would be adversely affected as a result of any new development due to the increased traffic air pollution.

34. The Proposed Tree Screening to the East to the Development is still Inadequate

The sites successful integration in relation to the conservation area relies heavily on proposed boundary planting and existing screening to detach the site from impacting on the landscape character of Old Bedhampton. The proposals for the tree screen is totally inadequate and would require ongoing maintenance and finance. The proposal recognises the need to screen the development but does not meet the required standard to achieve this. Replacement planting of more appropriate species is proposed along the east side of the coniferous shelter belt as the conifers are at the end of their natural life and will therefore degrade the conservation area, by allowing visualisation of the development.

35. The Proposed development House type still remains Wrong

This proposal goes against the primary principles of planning which states that any development should be in keeping with the character of the surrounding area and should conserve or enhance the setting of the adjacent conservation area. This proposal certainly does not fit this description.

36. The Proposed development footpath still utilises private drives

There is a distinct lack of any realistic footway provision to safely navigate around the proposed site. The footpath shown on the proposed plans looping through an area of Communal Open Space, the western link of which utilises a private drive. It is not recommended to have public rights over a shared private drive.

37. The Development will still lead to the Destruction of a vibrant wildlife habitat

The proposed land is a haven for wildlife whose very existence is under increasing threat i.e. hedgehogs. It is home to Brent geese, hedgehogs, foxes, bats and many species of birds. Many people who visit the area comment on its uniqueness and appreciate the wildlife it attracts.

38. Lack of consideration for protected Bats remains outstanding

The proposed development is in the middle of a recognised bat area and some of the bat species are protected (Bechstein's bats) and I have seen bats on many occasions around this area. The mitigation proposed within the application is inadequate for the protection of these bats.

39. The Development will still cause disturbance to birds that use the land

The land is currently categorised in the Solent Wader and Brent Goose Strategy as a Secondary Support Area for SPA bird species. The site falls within 5.6km of the Solent SPAs and will therefore contribute towards a cumulative impact from recreational disturbance. In line with the Solent Recreation Mitigation Strategy, financial contributions will be required on a per-dwelling basis. Evidence of previous use of this land is shown in the photograph below:



40. No realistic site-specific Construction Environmental Management Plan

Inadequate information is provided for a realistic site-specific Construction Environmental Management Plan. A robust plan needs to be submitted before any decision can be made, that demonstrates the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting.

41. Excessive development already completed within the local area has worsened

A huge amount of housing development has already taken place within the local area and additionally the large Forty Acre site has now been approved. Any further development on the site south of Lower Road is a development too far.

42. Increased cyclists and pedestrians from recently approved Forty Acre site

Additional pedestrians and cyclists will use Lower Road, due to the Forty Acre site being approved, which has not been considered. Human nature is to use shortest route regardless of any mitigation put in place.

43. Lower Road is liable to flooding and snow which makes it very dangerous to navigate

Lower Road is liable to flooding and often gets blocked drains due to leaves which I have cleared in the past. When snow falls the road becomes very dangerous to navigate and takes a long time to clear due to the trees shade effect.

44. The Proposed Tree Screening to the North of the Development is Inadequate

The proposed variety of tree species planted along the frontage of the site is not considered to be diverse enough and is deemed not to be in keeping with the existing landscape character of Old Bedhampton.

45. Vehicle light pollution from Headlights

Vehicle light pollution from headlights will intrude upon the residents that live opposite the exit of the development.

46. Safety of children playing on railway bridge

There is a clear danger to children that would be attracted to the railway bridge on the edge of the development, especially as a play area is planned adjacent to the railway.

47. The proposal still neglects the state of the pathways near the blind bends

The pathways leading to the blind bends are in poor condition and users find them difficult to navigate, especially the elderly and disabled. The paths are narrow and not suitable for wheelchairs, buggies or mobility scooters which are then forced to use the road. There is no provision to prevent using the road within the planning application and this will only add to the shared space dangers. The pathway leading to the corner by the Elms is shown below:



The absence of any pathways between the bends creates safety problems for pedestrians and passing vehicles which Havant Borough Council and Hampshire County Council have already acknowledged but the poor condition of what pathways seems to be neglected in the development proposal.

48. Strong opposition to housing development remains in Old Bedhampton

There is strong opposition from within the local voting population and from the many visitors to Old Bedhampton covering a large number of diverse issues. The overall consensus is how the Council could possibly let this development happen. Havant Borough Council should take full notice of their resident's concerns and objections when considering this application and fully reject any planning permission. The Local Plan Examination is not yet complete.

49. HBC have already exceeded the quota required for affordable housing development

The required affordable housing development has already exceeded the quota needed within HBC and this site no longer has the excuse of "nowhere else to build".

50. The Land is excellent quality agricultural land

The proposed land is excellent quality agricultural land and alternative areas should be sought within the borough to avoid the permanent loss of premium quality land.

51. Lack of any realistic Landscape Management Plan

There is a distinct lack of any realistic landscape management plan, required to ensure the realization of the soft landscape scheme proposed.

52. Inadequate response provided by i-Transport to road Safety Concerns

The revised traffic predictions and response to HCC questions is inadequate and condescending. Modelling is not an accurate forecast of actual future traffic and the effect of the 40-acre site has not been acknowledged or accounted for. The cavalier attitude to the serious safety concerns raised is unprofessional and their attitude to the clarification responses requested are dismissive in their reasoning.

53. Loss of the Old Manor Farm land connections

The connection to the agricultural landholding of Manor Farm is not preserved with this development. No changes have been made to the housing plan adjacent to Old Manor Farm to account for the extensions made in the recent Conservation Area review and the response provided by Bargate is inadequate.

In summary, the 53 objections detailed above does not include the many other valid points made by the high number of objectors to this development.

The objections raised above have not been adequately addressed by the recent changes to the proposed plan and it is obvious that many of the issues stated above can never be addressed e.g. heritage, access and safety concerns. The cumulative effect of these remaining objections signifies a genuine reason for Havant Borough Council to refuse planning for this major site. All the mitigation proposed is insufficient and does not completely remove the identified problem, which requires mitigation in the first instance.

I strongly object to the proposed major development and hope council planning will agree that this is a flawed and poor quality planning application. Havant Borough Council should be proud to have the Old Bedhampton Conservation Area within its borough and fight to maintain, protect and enhance it. I can only hope that common sense will prevail and this development proposal will be rejected because of the safety issues raised and the overwhelming harm to the Conservation Area being greater than any benefit provided.



I strongly object to the Planning Application APP/19/00427 for the development of 50 dwellings south of Lower Road.

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 character and setting, including Narrow Marsh Lane, irreparably damaged if this development which will substantially increase traffic through the Conservation Area is allowed to proceed. The amendments do not address my previously stated objections or points raised by many other residents of the wider Havant community.

This application will be a major development impacting the setting, safety and peacefulness of a historic village and is too important to be decided in isolation. I request that the question of how this good agricultural land in a unique historic setting best serves the Borough is discussed fully and openly at the Examination in Public of the Draft Local Plan 2036, only a few months away, before coming to a decision on this planning application which will have an impact for generations to come.

HBC is duty bound to assess the balance of harm done to the historic, attractive area of public amenity of the Old Bedhampton village against the claimed benefit of this development. There has been a strong public response raising many issues against this development already submitted to the consultation on the Draft Local Plan 2036. These issues are still there and must be addressed.

This development of 50 homes must be assessed in the light of all the proposed developments close by, contained in the Draft Local Plan 2036: Forty Acres (320 dwellings – now approved), Campdown (560), Littlepark House (50) and others. The cumulative growth in the whole residential area will put additional strains on the local infrastructure (traffic, school places, GP surgeries etc) which are not taken into account in this Planning Application.

Most of the concerns from people in the area who know Old Bedhampton village relate to access via the blind bends in Lower Road. The developer's Traffic Assessment has been challenged with an alternative estimate submitted of instances where two vehicles and pedestrians meet along the section of Lower Road between two blind bends with no pavement. This estimate is a much closer fit to the experience of majority of us residents, of regular incidents of near-misses with oncoming vehicles, groups of cyclists and pedestrians on the narrow road with no pavement. The road is not 'safe' just because there has not (yet) been a serious accident. An increase of traffic due to nearly doubling the number homes along the only access road to the Lower Road / Lodge Road cul-de-sac will make this route more unsafe for walkers and cyclists, deterring children, parents and older people from using these sustainable and healthy forms of getting around. HBC cannot on one hand be planning a national cycle route and a possible 'safe walking/cycle route' for school children from the Forty Acres development along Lower Road whilst nearly doubling the traffic at peak times along the same narrow road.

There has been an accumulated increase in traffic both within the Old Bedhampton narrow lanes and along the main routes to Havant and the A27 / A3(M). Queues at peak times along the main routes to and from Havant and the Rusty Cutter roundabout are already becoming a regular issue and will become greater as other housing developments are delivered. This development feeds on to Bedhampton Road at the already busy junction with Portsdown Hill Road.

Reference to the important Grade II* listed building, The Elms, on one of the blind bends on Lower Road is missing from the application. It is a historic, prominent building, adding to the character of the village. The house is occupied by active older residents and the Waterloo Room is valued and

used by the community for much needed local events. Safe access to this building by all is essential but will be compromised by the increase in traffic on the blind bend outside its gates.

The Residential home between the two blind bends on Lower Road needs safe access for ambulances, staff and visitors. Its residents, sometimes being pushed in wheelchairs along the road are less able to quickly avoid traffic where there is no pavement.

Provision of amenity value and green places for local people of all ages to access on foot and from the wider area to safely enjoy are limited. We are reliant on our representatives on the Council to decide on behalf of the Community, the best use of the land in Old Bedhampton:

Either as a popular green space and amenity for the Borough

or for a small number of houses which could be readily located elsewhere.

Please listen to our views that this gem must not be compromised now and for the future.

