

Please take these comments as my response to the public consultation on the above application. As always, I focus only on my main points of concern:

1. The developer could be seeking to promote better walking and cycling to and from the site to make it sustainable development. It is very disappointing to read that there are 'no further cycling specific opportunities' identified for improvement. The studies provided indicate that the preferred route to the town centre will be via the southeastern access and Marples Way/Solent Road. The Solent Road / Brockhampton Road roundabout is one of the most unfriendly junctions for walking and cycling in the whole town, and substantial improvements could be made to encourage walking and cycling in the area.
2. The claimed queues created by the Bedhampton Station level crossing on West Street do not bear any relation to my experiences, or those of Havant residents. This level crossing is one of the busiest in the country with 312 trains per day (according to the latest available statistics). I have been stopped at the crossing for seven trains before the barriers have risen. The risk rating given by Network Rail to this crossing is 'extremely high'. All of these facts mean that the developer should be giving further thought to improving walking and cycling routes, particularly the walking route to school via Staunton Road, a good LTN1/20 compliant connection to Marples Way and beyond. This could be a sustainable site due to the proximity to the station and the town centre, but the current measures to support sustainable transport are inadequate.
3. The suggestion of using Ranelagh Road as an access to this development is not appropriate in its current condition. As an unadopted road, it is not possible to control parking in the area, which is out of control and includes regular pavement parking. If problems happen on Ranelagh Road, then the highway authority will not resolve them, and through access will be prevented. As Foreman Homes were the developer of the land south of Ranelagh Road, they should be using this opportunity to resolve the situation - Ranelagh Road was included within the red line for the previous development (APP/12/00772), therefore Foreman Homes should take responsibility for situation - by either enabling adoption of the road, or take full responsibility for its repair and management.

In summary, whilst sustainable development could be achievable on this site, this application should be refused unless these transport points are improved and resolved. I would therefore like to 'red card' this application, but I suspect it will be heard by the Planning Committee anyway due to the size and issues involved.

Kind regards