

Planning Application APP/21/01071 at Land south of, Lower Road, and west of Old Manor Farm, Havant
Appeal Reference: APP/X1735/W/22/3305704

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

Attn: Aimee Peckham, VE.RT@planninginspectorate.gov.uk,

Objection to extra 43 dwellings.

Dear Inspector,

I wish to provide you with evidence of the extreme undesirability of overruling HBC's refusal to give planning permission to Bargate Homes & Vivid Homes for a further 43 dwellings which would be in addition to the 50 dwellings currently being completed on the site after HBC were also overruled.

I will submit my evidence in the capacity of:

- A resident for 40 years of No 14 Lower Road and hence an interested party,
- Chair of the Manor Trust Registered Charity, located at 2 Lower Road with 2 buildings in Lower Road.
- The Lodge, an elderly persons Care Home (8-10 Lower Road)
- The Elms, a Grade 2* Listed Building with 5 tenants. (2 Lower Road)

I have been involved in the planning process for many years and was given leave to speak by the Inspector at the previous Hearing which unfortunately allowed the first 50 dwellings to be built, currently nearing completion. You will no doubt have seen the huge amount of evidence which sought to persuade the Inspector not to allow the 1st 50 homes. I provided some of it so I will not repeat it. One issue that was very much in my mind however was road safety. An unsatisfactory situation has been made much worse by the first 50 houses and is likely to be catastrophically dangerous if another 43 dwellings are permitted. I really do not believe the relevant authorities have absorbed just how dangerous to children, joggers, cyclists, walkers (including dog-walkers), elderly and infirm adults from the Care Home I run, etc. actually are. The access/exit arrangements between the blind double bends have no room for a footpath and no space for the considerable 2-way vehicle traffic to pass each other if even one pedestrian is present. There is just one narrow road into the area and the same road back out again.

The problem was compounded in the 1st 50 home phase by Bargate's Consultants (i-Transport) who made a monumental error (27,000 fold) in their statistical calculations. They calculated there was only a 1 in 56,000 chance of 2 vehicles, travelling in opposite directions, meeting a pedestrian on the shared surface between the blind bends, implying a safe situation. As i-Transport acknowledge, there is no room for 2 vehicles and a pedestrian to pass each other on this section. Their calculation was massively wrong, the correct figure is 1 in 2. I know this because I am a Chartered Engineer and Physicist. My son is a PhD mathematical modeller and researcher at Bath University. He constructed a computer model using the same data published by i-Transport. After running the model many times, the answer was clear and irrefutable. We published a Technical Note as part of the submissions to the first appeal. I also sent it directly to Hampshire County Council (Economy, Transport & Environment) who acknowledged receipt.

Our model predicted that using i-Transport's own survey data, vehicles travelling in opposite directions in the 50 metre stretch between the 2 blind bends will meet a pedestrian (which may be a child, dog-walker, elderly person, leisure walker etc) around 400 times a year. More often than once per day.

If on any one of those occasions, a vehicle fails to brake to a sufficient extent to either pull in behind the pedestrian(s) or tries to overtake at the moment the on-coming vehicle is coming around the blind bend ahead, an accident is certain. This will either mean the pedestrian is hit or the 2 vehicles have a head-on collision. Hence "safety" relies on the drivers seeing the pedestrian 100% of the time and always driving sufficiently slowly to be able to stop, regardless of the road surface being wet, slippery or conditions being dark.

This I respectfully suggest cannot possibly represent a "safe" situation for pedestrian road users and cyclists alike. Unfortunately, it gets even worse.

The above was a theoretical prediction. Now that the 1st 50 houses are near completion and being occupied by families, it is already clear that the prediction is an under-estimate. As a Trustee, I regularly walk between [REDACTED] and The Lodge Care Home (No 8/10) and The Elms Grade 2* Listed building (5 tenants). I meet cars coming

in both directions every time and sometimes they meet together. To date I'm pleased to say the drivers have seen me and stopped.

The situation will get catastrophically worse if yet another 43 houses are permitted.

What should be done?

Inspector, whilst I earnestly wish you do not allow the extra development to proceed, I actually wish you to go further. I believe it is essential the 50 metre stretch be re-engineered to provide a safe route for pedestrians. This can be done. It means creating a single lane (instead of 2 narrow 2-way lanes) which are governed by traffic lights so only one direction at a time is permitted between the blind bends. This will allow a pavement to be constructed, keeping pedestrians out of the potential collision zone.

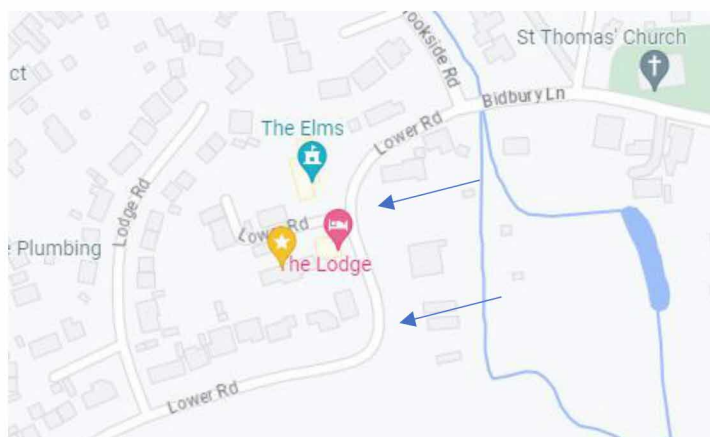
Please visit the site more than once if you can. Eg 08.00 am weekday or late afternoon.

Best Regards

(PS: As I write this, I am called round to The Lodge Care Home. After the heavy rain, raw sewage has backed up from the main Southern Water drain, lifted the manhole cover and is leaking down the drive. About the 5th time in as many months. Southern Water visit (again). The system can't cope say Southern Water engineers.)

The rest of my evidence is in the form of photos of actual events:

Fig 1



Between the arrows is 50 metre section which cars and people cannot pass together. Blind bends at each end. Elms & Lodge Care Home as shown on symbols.



Fig 2 A car driver's view approaching The Elms, Grade 2* Listed building. The Lodge Care Home is on the left, just out of picture.



Fig 3 Going around the first blind bend heading into Lower Road and the new housing development.



Fig 4 Sudden (but frequent) encounter with a lorry coming the other way(date is incorrect – Filmed 2021)



Fig 5 Both halt with car into hedgerow. Car reverses. No pedestrians this time. Part of The Lodge Care Home is visible.



Fig 6. 15 June 2019; my wife driving; The Lodge Care Home entrance is directly to the walkers' left. If a car came towards them from around the blind bend just ahead, it would have to stop in time or swerve out and hit my car head-on.



Fig 7 Typical scene. But hundreds of houses should not be built when this is the only road to serve them. Only one way in and out.



Fig 8 28th October 2022 Cyclists and children mixing with lorries



Fig 9 18 April, 2023; 18:00. Seconds earlier, the 3 joggers, line abreast jogged past me by the Lodge Care Home (which I manage), completely hidden by the blind bend they had just run around. A car came round the same blind bend, up behind them and swerved out around them and is now out of the picture. Fortunately, the cyclist had not yet got to the point in the photo.



Fig 10 Ambulance reversing back into the Lodge Care Home (a frequent occurrence)



Fig 11 A regular, everyday encounter; no pedestrians involved this time



Fig 12 This lady and her dog (left hand photo edge) are about to have a close encounter ...



Fig 13 with a cement mixer



Fig 14 Fortunately, both survive. On this occasion.



Fig 15 More Dog Walkers; many more since 1st 50 houses built



Fig 16 More dog walkers



Fig 17 and more



Fig 18 Wet, narrow and slippery
The Lodge Care Home entrance on the right

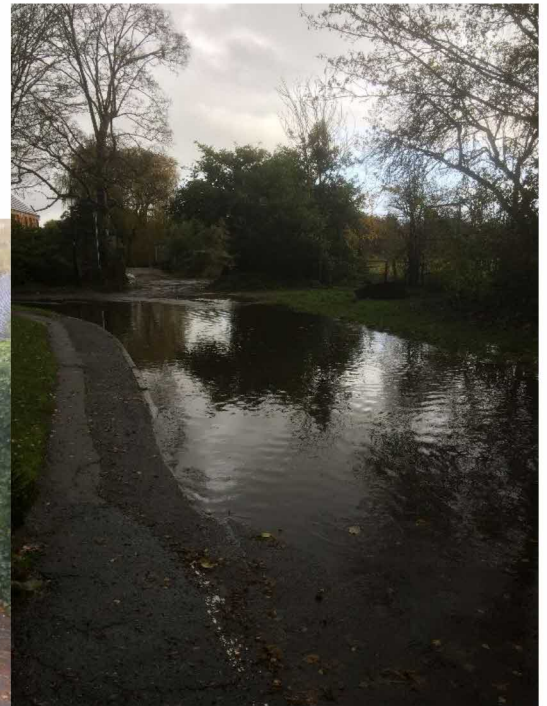


Fig 19 Flooding in Lower Road
– also a regular event.