

I wish to register my objections to the Bargate Homes planning application for the land south of Lower Road in Old Bedhampton (App/19/00427) for the following reasons:

1. The land is 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 is scheduled in the autumn of this year. It would be inappropriate to allow any development 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. Heritage assets 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 which will 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 application states "this is almost unique to the borough, a rural village conserved with heritage assets in a rural setting" referring to Old Bedhampton. This only goes to prove the inconsistency shown within the submission.

3. Petition with 1785 signatures opposed to development in Lower Road submitted

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. It was 'lost' within the early consultation responses to the Local Plan. The arguments have not changed but the reference of the land has changed 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. No other proposed housing site irrevocably detrimentally affects the Borough's heritage assets. Supporters of this petition include 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.

4. The Old Bedhampton Conservation Review is not yet completed

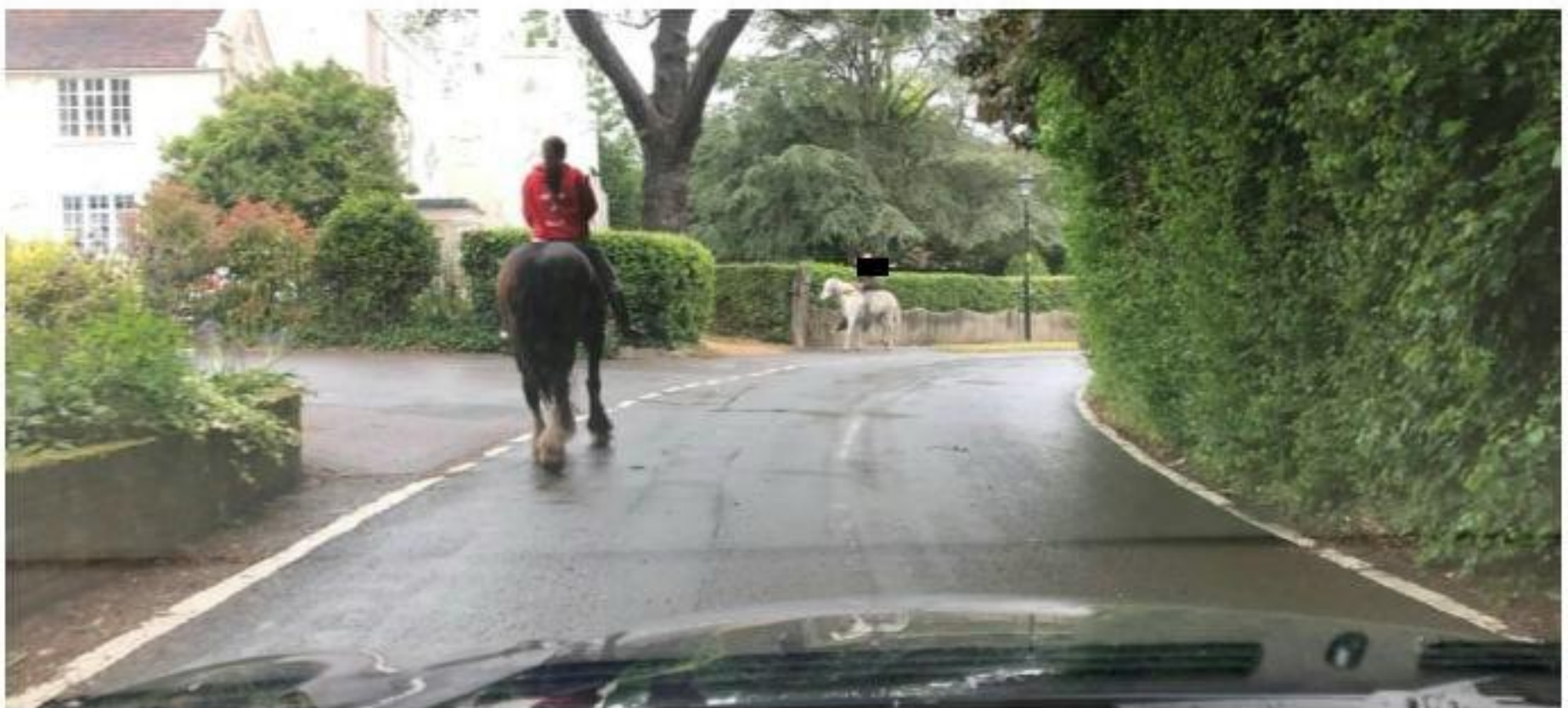
The recent Conservation Area Review, which has been submitted to the Council, provides a unique opportunity to take positive action to safeguard these individual and collective heritage assets. The conservation area has justifiably been awarded its status with buildings of historical interest and the independent review recently undertaken recommended extensions to the conservation area to include sections of the proposed site. This application seeks to achieve an advantage by being lodged before the Old Bedhampton Conservation Area Review has concluded. The outcome of which could profoundly affect decisions regarding the proposal and it would be inappropriate to allow any development prior to the outcome of this process. The developer is yet again being underhand in the early submission of this application in order to avoid the outcome of the conservation area review.

5. Lack of consideration for protected Bats

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 is inadequate for the protection of these bats.

6. Increased Traffic would present Increased Danger

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 which on these narrow, pavement less roads with treacherous blind bends will cause a very real 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 could not support the increase in traffic that any development on this site would bring. It would just be a case of an accident waiting to happen.

7. Blind bend Near Misses are 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 & 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. Please find attached evidence from other local residents to verify the number of near misses that have occurred. 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 inevitable going to be more dangerous. Why would Havant Borough Council consider this to be acceptable?

8. Alternative footpath is not a viable option

Using Lodge Road footpath as an alternative to using the Lower Road bends is not an 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 at night and in the winter. Natural human behaviour would be to take the shortest route, via Lower Road shared space, which means this inconvenient and intimidating footpath would not be used.

9. The Proposed development House type is 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.

10. The Destruction of Narrow Marsh Lane

The historic Narrow Marsh Lane would be destroyed forever by this development. The plan is to move Narrow Marsh Lane to another position, but this is not a viable option as it would remove the historical interest and heritage of the lane, proving that Bargate do not respect the heritage of this site. Please see a recent photograph of Narrow Marsh Lane below.



The destruction of this historic lane leading to the railway bridge should not be allowed. This lane has remained in public use for many years but was recently locked by the land owner and is currently under investigation regarding public access.

11. The Destruction of the Hedgerow

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.

12. The Proposed Road Junction 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. The access has been tracked for a super large refuse vehicle, demonstrated in drawing number ITB12174-GA-006, showing the movement is tight based on the bellmouth radii. It should therefore be investigated whether the radii of the junction can be increased slightly to aid the movement of a refuse vehicle and other large vehicles in and out of the development. In addition, tracking is required to show how a super large refuse vehicle can turn in to and out of all roads including accessing and egressing Lower Road. There is also 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.

13. Harm to the historic rural character of Lower Road

The development will cause harm to the historic rural character of Lower Road. The proposed footpath in front of the hedge will negatively affect the appearance of the lane and should not be permitted.

14. The proposed visitor parking is not evenly distributed across the proposed development

The Parking SPD requires long term cycle parking for schemes of more than 10 houses - this is likely to have been overlooked in the application process. I'm sure it is easily resolved but it does help the "if not this, what else?" argument.

15. Opportunities for sustainable transport modes have not been taken up

Sustainable transport modes have not been taken up within the proposal. Why it is appropriate to provide high levels of parking when that suggests car ownership will be high and therefore there is no incentive not to use the car for most journeys.

16. Lack of footway for some around the blind bends in Lower Road

The paths around the blind bends are narrow and not suitable for wheelchairs, buggies or mobility scooters which use the road. There is no provision to prevent this within the planning application and will only add to the shared space dangers.

17. Concerns over the Bus Stop distances provided

There are some serious concerns about getting to and from the eastbound bus stops - 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 in winter be?

18. The timetable for Bedhampton Rail Services is inaccurately reported

The service from Bedhampton railway station is not regular and does not have good work commute links.

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

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

20. The Road accident data provided is out of date

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

21. Neglect of exit traffic effects on the roundabout

There is no assessment for the Brookside Road entrance/exit in the light of possible changes to the mini roundabout. The proposal is missing how the additional "right turn" traffic from Brookside Road will affect the roundabout. What else within the proposal is also missing?

22. Incorrect calculations 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? Also I think the maths is incorrect (0.056% is 56 in 100,000) which I make 1 in 1785 (not 1 in 56,000) so perhaps three pedestrians will be passed by a car in each peak hour on every working day. What else is incorrect within the planning submission?

23. Plans for the development of 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."

This current planning application proposes 50 dwellings but the Government Inspector has previously rejected the site due to the adverse effect on the Conservation Area. What has actually changed in that time?

24. Dangerous increase in the traffic on shared space for streets

Any additional traffic will increase the danger presented to all users in the shared space.

25. Increased levels of vehicle noise

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 in the proposed development.

26. Increased levels of air pollution

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 and 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.

27. The Proposed Tree Screening is 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 to be effective. The proposal recognises the need to screen the development but does not meet the required standard to achieve this.

28. The Proposal 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. This proposal certainly does not fit this description.

The distance to local facilities has been assessed from the development based on the criteria set out in the National Travel Survey 2014 which states 800 m. is a "comfortable walking distance", 2 km. is a "reasonable" walking distance and 3.2 km. is a "maximum" walking distance. The Highway Authority does not accept the methodology for determining the likelihood of walking trips. Adopting 2 km. as a reasonable walking distance and 3.2 km. as a maximum regular walking distance is therefore not agreed. The CIHT publication 'Providing for journeys on foot' states the preferred maximum walking distance is 2 km. for commuting and sight-seeing. Acceptable walking distances are also considered for a range of journey types within this document. This places a number of destinations highlighted in table 5.2 over the maximum distance that pedestrians are prepared to walk. This matter should be reassessed within the TA

29. The Proposed development footpath utilises private drives

There is a footpath shown on the proposed plans looping through an area of Communal Open Space, the western link of which utilises a private drive serving plots 31 to 33. It is not recommended to have public rights over a shared private drive.

30. The Development will 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.

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

The land is currently agricultural and is 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:



32. 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.

33. Detrimental effect on already congested nearby Roads

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, back to the 'Rusty Cutter' roundabout and to the junction with Hulbert Road. This development would make the situation even worse and has not been clearly addressed.

34. 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?

35. Excessive development already completed within the local area

A huge amount of housing development has already taken place within the local area with the houses built off Portsdown Hill Road, the development north of the Forty Acre site and off Maylands Road. Further development on the site south of Lower Road is a development too far.

36. Lower Road is liable to flooding and with snow becomes 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.

37. Detrimental effect on Old Bedhampton

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?

In summary, the number of objections raised above does not include other valid points made by the high number of objectors to this development and may be reduced by some changes to the proposed plan but will never be removed totally and the cumulative effect of these remaining objections signify a major reason for refusing the planning application. I strongly object to the proposed development and hope the council will agree with the objections raised regards this flawed and poor quality application. The right decision is to refuse any planning permission. Havant Borough Council should be proud to have the Old Bedhampton Conservation Area within its borough and fight to maintain and enhance it. I can only hope that common sense will prevail and this development proposal will be rejected because the harm created will be greater than the benefit provided.

