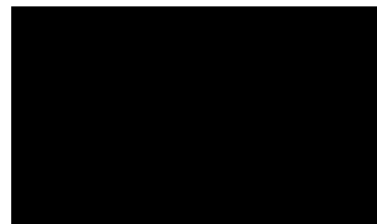
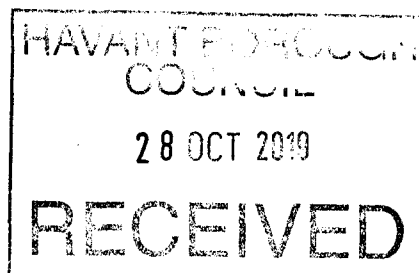


Your Ref: APP/19/00427



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.

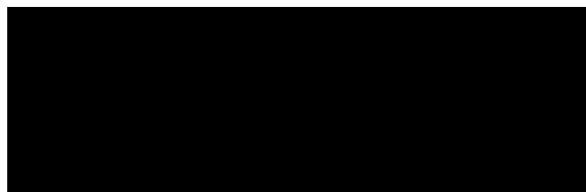
Footway 107 is extremely narrow and inaccessible to the same types of pedestrians.

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

A large black rectangular box redacting the signature and name of the sender.