

## The Planning Inspectorate

### COMMENTS ON CASE (Online Version)

Please note that comments about this case need to be made within the timetable. This can be found in the notification letter sent by the local planning authority or the start date letter. Comments submitted after the deadline may be considered invalid and returned to sender.

### Appeal Reference: APP/A1720/W/21/3272188

#### DETAILS OF THE CASE

Appeal Reference APP/A1720/W/21/3272188

Appeal By MILLER HOMES

Site Address  
Land to the east of Downend Road, Portchester  
Portchester Fareham  
PO16 8TS  
Grid Ref Easting: 459881  
Grid Ref Northing: 106317

#### SENDER DETAILS

Name PROFESSOR RICHARD HEALEY

Address  
55 The Ridgeway  
FAREHAM  
PO16 8RE

#### ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- Appellant
- Agent
- Interested Party / Person
- Land Owner
- Rule 6 (6)

What kind of representation are you making?

- Final Comments
- Proof of Evidence
- Statement
- Statement of Common Ground
- Interested Party/Person Correspondence
- Other

## YOUR COMMENTS ON THE CASE

This is a cleverly crafted appeal document designed to focus on the Down End bridge issue in isolation (and the traffic modelling seems to do the same) when the real problem is the overall augmentation of traffic from the proposed housing scheme, adding to an already overloaded set of junctions and lights between Down End bridge and the Delme roundabout. I have discussed these at length, along with dozens of other residents in earlier submissions, so do not repeat them here. The fact that a single traffic light on a free-flowing road might not be at capacity according to the modelling is of no relevance when queues can already extend farther up Down End road at busy times, even before any new houses are built. My suspicion is, that under the actual circumstances at peak periods, adding traffic lights will simply cause the queue to grow longer, even without additional cars. It is also completely disingenuous of Miller homes to try and make out that FBC councillors were acting without evidence. Both the councillors and residents have ample personal knowledge and experience of the actual traffic problems at present, so it is entirely reasonable to expect that adding many more cars will make the situation much worse. This knowledge has also been garnered over a much longer period and wider range of traffic circumstances than the very limited data and forecast traffic fed into the traffic model. Miller homes actually give their own game away in paras 5.15 and 5.16 of their case when they confirm their software is designed for use with isolated traffic-signal controlled junctions, and they assert that Down End Bridge is one of these. The key point is that it is not an isolated junction but part of a complex logjam of interlinked traffic flows at peak periods.

Miller homes are simply continuing their long-standing approach of trying to minimise any expenditure on supporting infrastructure for their planned housing project while offloading future decades of worsening traffic delays onto residents. I trust the Inspector will see through this, as in the previous appeal, and require major investment to be made by Miller Homes in proper additional transport infrastructure (including a second traffic exit from the site) before any scheme is approved. Tinkering with new traffic lights adds to the problem, rather than reducing it.

I should add that had it not been for the pandemic and the requirement for home working that has necessarily greatly depressed traffic levels on a temporary basis, I, and doubtless others also, would have been happy to assist FBC in gathering additional traffic data at the relevant junctions, so the actual problems could be seen more clearly.