

Re. Planning application P/20/0912/OA.

Appeal Reference: APP/A1720/W/21/327188

I strongly object to this planning application on several grounds, which I have already stated in the application. Is it possible for this inspector to read the comments on the first application and the previous appeal by Miller Homes?

A lot of the information dates back to 2016, when even then, some things were out of date. King Richard School was no longer there. For walking distances to White Hart Lane, the old Co Op and Post Office were no longer there in 2016, and have been combined on a different site for a long time. Portchester Engineering is no longer there and is being built on. It is very obvious, and has been right from the start that Miller Homes just rely on outdated computer information, and have no knowledge of the area. This is lazy, and Miller Homes do not do their homework properly. Miller Homes have had since November 2020 to make this appeal, but have chosen now, fully knowing when it would be held. This means that the inspector for this appeal will not be stuck in traffic during the August holidays, as the last one was. Miller Homes are putting a lot of unnecessary red herrings into the appeal. The first one is dropped kerbs and tactile paving. Already done. It would not be possible for Miller Homes to deliver the houses within their projected timescale, as the Nitrate problem in The Solent is stopping all building at the moment. This area is not in the current housing plan, and the new one has not yet been adopted. Would Miller Homes care to tell us who the second builder is?

The previous inspector was misled over the F3 bus service via Dore Avenue. It only runs on a Wednesday, four times each way, as it is a subsidised service for people in that area to get to Portchester market. So, no good for either work or school.

Would Miller Homes care to tell us what their plan is for the top north west corner of the field? If they get permission for 350 houses, would they come back for 150 more, to get the 500 allowed with only one vehicular entrance? Another red herring is Miller Homes' plans for what they call bus stops with as simple flag. The only relevant bus stop without a shelter is West of The Thicket on the A27. It is not possible to put a shelter there due to a junction box, and a drive to a house. Grades of agricultural land due not change to suit ideas. It is grade 2 to 3, not 3 to 4. If houses were built on this field, it would never fully integrate into the rest of the community, due to it's nature of being outside the rest of the urban settlement. This could give rise to it turning into a ghetto on an isolated site. A planning application should consider what is there now, not what may be in the future. Just because it is being talked about, it does not mean that a bus lane will be put in from Delme roundabout to Down End traffic lights. We now live in very uncertain times.

Portsmouth City Council has recently rejected plans for access to flats on James Callaghan Drive, which is essentially the same road as Down End road, due to the large number of fatalities on it. People have been killed at Fort Nelson,, and Skew Road junctions which are on Down End Road, as well as on Down End Bridge itself

Building houses on this site would not contribute to, protect or enhance the natural, built or historic environment. It would not improve the biodiversity, or protect areas of particular importance, i.e. the chalkland of Portsdown Hill. The road infrastructure is not there, and the school places are not there. This leads on to Hampshire County Council. Building houses should not be seen as a cash cow to get what is wanted by them. Money for mitigation measures does not solve problems and does not improve quality of life. Pollution levels in our small cul de sac are over the WHO's acceptable levels, so houses would be knowingly built in a polluted area.

This leads on to Miller Homes' biggest red herring:- The plans submitted to HCC for the traffic lights on Down End Bridge. Perhaps they think it is funny to submit so many plans that even HCC is confused as to which is the relevant one. They have also left off the dates of the survey, which was done by Encompass Surveys on 15.2.21. Despite this the plans are no safer this time around. No mention has been made of bad or missing pavements. Millers Homes are showing laziness in using data submitted by Mayor Brown, which was used against Miller Homes at the last appeal.

On 15.1.21 Brunel Surveying were working on Cams Bridge and the A27. I think that the inspector should also be looking at the planning application for Cams Bridge, P/18/0001/OA in conjunction with the appeal. In this appeal Miller Homes states that their plan ITB 12212 -GA-023 Rev B is to be used for Cams Bridge. They have sent us a different plan for the reserved matters stage which is nothing like this. Our hedge borders on to the track over Cams Bridge, and it belongs to us entirely. Not the farm, not Net Work Rail, but to us. Their plans for our hedge are to cut it down and to remove some of it entirely. This shows that Miller Homes are not to be trusted, and are capable of changing the truth once they have got permission. This is despite FBC saying that we must have security and privacy. New plans have also been put into the appeal for a cycle path across the A27 into The Thicket. Should new plans be considered, when they were not on the original planning application? What has not been addressed is the exit/ entrance to the track over Cams Bridge from The Thicket. Cycles and e .scooters could just shoot of there on to the dangerous corner there. Last week an elderly resident here, who uses a walking frame, was crossing the road, and was shouted at by a cyclist, "To get out of the way." Is this an area for more potential fatalities? Thankfully Net Work Rail will not allow traffic over Cams Bridge, and this has been accepted by Miller Homes but HCC has not caught up with that idea in it's comments.

Highways England has said that the slip road from Junction 11 of the M27 to Delme roundabout is already at over capacity, and cannot cope with more cars. In reality people are not going to walk from this site, and what Miller Homes are proposing would add at least 700 cars to this area. Building on this field would give development in the countryside, and I think that if this appeal is turned down again, then this site should be taken out of the new proposed draft plan.

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