

Notes for 125 House Appeal

Feb 2022

Good afternoon, ladies, and gentlemen

I am Andy Jackson; I have lived in Funtley for over 20 years

I am against this application, as I was for all new building in Funtley, including the 55 New Houses application.

Funtley is a village, and it is being ruined with loss of character, countryside and creating dangerous hazards, and health and safety issues. These are some of my reasons for opposing this application.

For my statement I am going to take an Unusual approach >> >>>I am visiting the site for 125 Houses as if it has been in place for some time, and I am talking for the future residents!!

We build for residents and should do all we can to get it right, if we get it wrong, then people and places suffer for years to come, *As has happened to some residents living near to me next to the RESIDE 27 houses that have just been completed in the village. Which I opposed.* (Loss of Privacy, New houses overlooking the Roebuck estate houses) Complaint to FBC.

As I do my “visit”, I will point out what is wrong, with this Planning Application, . I.E., Planning issues and H & S, danger risks to residents, sustainability, flooding with poor non-motorised access and appalling highway, traffic, and access issues

My approach to the site is **from the west along River Lane** over the river Meon into Funtley road.

Firstly, on River Lane there is a Narrow one-way river bridge with brick parapets, a **vehicle hazard**, with a dangerous one-way approach, the cause of accidents and **many** near misses.

Funtley Road

As you enter **Funtley Road**, which is just a **normal country lane you go under a width/height restricted bridge on a difficult dog leg bend. Which means it has poor vision both ways!**

Under that bridge and now we can track the visit on the Master Plan diagram

Please Follow on the Illustrative Masterplan diagram, as we go

Down the straight on Funtley Road, there are several **hazards**,

On the immediate right there is a small road entrance, on the left houses with cars often parked on the road, next are the 3 Pedestrian Crossings and 3 major estate entrances, all this in about **350 metres** (to the 125 House site entrance).

Houses, Houses, Houses, on the south side now, as if the builders wanted to show them off and completely ruining the views and the countryside character. There is a pond or ditch alongside the road. No hedges or nearby open spaces just houses, cheek by jowl.

Awkward Delays and hold ups all along the straight stretch, due to the hazards mentioned. until we get to the entrance to the site, with even **More hazards!!!!!!!!!!!!**

At the Entrance to the site, mindful of the **small road entrance opposite** on the left! **Difficult to get in**, large delivery wagon at the shop and cars pedestrians' coming out Compounded by traffic from the houses on the Left trying to leave as we go in. Vehicles, cyclists and pedestrians everywhere.

One main road in and out, For all the 125 houses, the only way in and out for large vehicles is one main road 5.5 to 10 metres wide. Not sure if it will take removal trucks or furniture deliveries for residents moving in, let alone later deliveries.

Refuse truck also has only one route and then people need to push/pull up to three bins to that road and back some distances to the outer fringe houses!! That evening or next morning, Bins all over the roads, almost unusable, causing chaos.

Unadopted roads will cost residents all the time, more expense for young owners! This should factor into the sustainability argument.

Very small houses many inward looking with no front gardens, straight onto street, lane, or mew, like the old Portsmouth 2 up and 2 down houses with outside loos!!
"Farm clusters "the design called them, farms have few people but big barns in there building clusters. The clusters on site, are made up of all houses **with many families, living cramped together. and Narrow dangerous roads**

Lanes. only 3.5 to 4.1 wide with moving cars, pedestrians including children!!!

Mews, same but for parking? 1.7 to 2.36 metre wide (Privacy strip. i.e. house to road. half a metre)

Private drives 3.5 wide cars moving, frustrating walking pace only, with pedestrians again!!

Note, Size of vehicles today

Bus	2.55 Metres	
Trucks,	7.5 tonne	2.35 Metres / Larger trucks 1.7 to 2.3 metres
Vans	2. Metres	
Car	1.7 Metres	

Emergency services

The one road in and out with only very narrow roads internally could be **very dangerous** for the residents as far as getting assistance from the Emergency Services.

Noting the size of the vehicles it would be difficult to get them to some of the buildings or residents. **A major fire, for example, could require both fire engines and ambulances to attend and these narrow streets would make it very awkward to get there and operate.**

Ambulance	Width 2 metres
Fire engine	Width 2.3 metres

Flooding Danger

10 ponds onsite, must become untidy, dirty, and full of rubbish over the years, hotter climate and will get fetid and encourage insects. Dangerous for children especially for toddlers? **Who maintains them when builders leave? (Our local anti-flood ditches are poorly maintained now)**

Flooding and surface water dispersal using the swales, **Swales (shallow trenches or channels)** are a common way of capturing and dispersing surface water but they are not very effective on slopes and hills, As the water moves down it collects rubbish and topsoil, this then gradually can fill in the swales and stop the dispersal/ They are planned to be used on this site extensively and could be practically useless.

Other bad design and engineering issues

Parking in the middle of clusters I have experienced this on other estates. Noise and rubbish will be generated in these inner areas as some people carry out car repairs, or kids will hang around in these spaces with noise such as music!! These sorts of activities will also leave the space untidy and in the end difficult to fully use.

The use of all the **internal car parking spaces** will cause friction in the estate. Arguments will break out over who can use what space etc. I have had personal experiences of the division and anger this issue can cause in tight constrained areas.

Up to the South of the site now and we can see the **Permissive Path** This is claimed to make it >>>” EASY TO WALK to Fareham, shops, doctors and schools” NOT SO TOO STEEP NO GOOD FOR ME I AM DISABLED. It will also be difficult for young mothers with prams or young toddlers, people with heavy shopping bags and also for the elderly who will find the climb very hard work. There are now new rules for paths and cycle routes which would make this path better for all people, disabled and elderly etc

- **Department of transport, Cycle Infrastructure design July 2020 Local transport note 1/20**
- **Inclusive Mobility, A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure December 2021**

The Permissive Path does not follow all those rules and could be deemed to be illegal or unlawful for disabled people. **It should be changed or not used**

The Permissive Path is very steep and will also be dangerous to come down especially in frosty or very wet weather. Also, most of the time for young children especially on scooters and small bikes. Difficult for the elderly or disabled too, certainly, on the path itself the use by both cyclists and pedestrians, families and older children will be a dangerous mix.

Also worrying is that if a child comes down the wet, frosty or snowy grassy slopes they could end up in the ponds or trees and injure themselves.

There could be more crime at the southern edge of the site with access from Fareham North into the woods and bushes in that area. This includes nefarious activities in the woods there such as drug taking.

As we get ready to go, we see the chaos of multiple parking. But is there enough for the shop, Community Centre, park, playground plus houses nearby. All with the site main road running through it and the Permissive Path flooding cyclists and pedestrians into the same area. In and out for deliveries (ONLINE), and Bus in and turn round, 300 +on site vehicles will make it a very dangerous area!

Leave through the combined ENTRANCE/EXIT, with the bus trying to go and cannot get out to go east, hold ups and gridlock, caused mainly by the cars queuing at the bridge traffic lights on the single lane rail bridge (100metres to the East) hampered also by another small road exit opposite or the vehicles stopped at the pedestrian crossing and the nearby Roebuck Avenue junction.

A useless unworkable Access point to a large housing estate.

Conclusion

- This estate is badly sited on a delightful countryside area.
- Very badly planned with too many houses crammed in this space, no privacy causing friction
- Inadequate and dangerous flood defences, and an unworkable internal road infrastructure.
- An unsustainable site with poor unmotorised access all of this with **an unworkable access.**

A miserable, expensive place to live for all.

55 houses will be much the same.

My complaints were the same then, and for the flawed manner (I believe) in the way the Planning Application was approved.