

MATTER 6.8

HA56 Land West of Downend Road

Item 48. The Downend Sites Highway Review of 2021 appears to concentrate on many issues, but not on the additional traffic on Downend Road, and states that **only 17** additional vehicles movements would occur in the morning rush hour at the Downend Road/A27 junction. It is inconceivable that extra traffic generated by the site will almost exclusively use the proposed Link Road to the A27. HA56 provides for 550 houses in the proposed Miller Homes Phase 2 development, with a likely 700 plus associated cars. Surely half of these would be heading East or South, during rush hour, and so would cross Downend Road railway bridge, after of course queuing at the new lights. Strangely only 17 of these would then get as far as the A27 traffic lights, having mysteriously disappeared, or more likely travelled via The Thicket to reach the A27.

Item 50. Surely it is essential to phase HA56, and only commence development after HA4 has proved to be sustainable in terms of infrastructure, including the impact of increased traffic. HA56 has been very recently included in the plan because of a recent alleged increase to the Central Government target. This Government target has been subject to many ups and downs in the last two years, such that the site of HA56 has been yo-yoing between 'never to be developed', to an SGA, to 'not needed for development, to 'in the plan'. Maybe this land, outside defined building boundaries, a greenfield site in the countryside, and used to produce food shouldn't be in the plan at all. We are told that Central Government supports brownfield development over greenfield, so perhaps this valuable countryside should be given a chance of a reprieve, pending the next possible change of mind by Central Government, rather than condemning it to concrete concurrent with HA4.

It would seem unrealistic to build on the entire remaining area of greenfield between Portchester and Fareham, to the north of the A27, in one epic of mass destruction. This highlights a common potential failing of long term plans; individual approved sites should have a coherent timed strategy to their development, and not be available to be cherry picked for immediate consumption.

Item 51. The necessary infrastructure support does not exist, or is planned for, and a smokescreen has been set by the proposed Downend Link Road, which will do little to alleviate problems along Downend Road and the surrounding minor road network. The recent debacle where FBC and HCC publicly contradicted each other regarding recent proposed road changes between Downend Road and the Delme roundabout, demonstrates the lack of joined up thinking, or any real strategy in road planning. This site is not viable unless all access is by private car, and if Downend Road and surrounding roads are to be subject to the patently unplanned for extra traffic.

Central Government are supposedly committed to walking and cycling, yet this development would eliminate the country walk alongside the railway line, popular with dog walkers, pave over Paradise Lane (reminder of a popular song?), and remove the country walk along the top of the field, which allows walkers to regain Downend Road just South of the motorway bridge. Additionally extra traffic would make the Downend Road Bridge even

more lethal to cyclists than the potential impact from Miller Homes Phase 1, (HA4). Quite an achievement when compared to the following document claim, see following quote from the report's 'conclusion'.

5.3 The Downend sites are in a sustainable location for development, where opportunities for sustainable travel can be taken up and high quality walking, cycling and public transport facilities can be provided.

Item 52. The inspector for the second HA4 appeal stated that it was accepted that almost all access would be by private car, the same would apply to HA56. There has never been a bus service along Downend Road. A bus service for the considerable number of dwellings to the North of the A27 in Portchester, lying to the East of Dore Avenue, and to the West of Hill Road, had so few takers when reinstated that it is now restricted to three buses a day, and on Wednesday only. The viability of installing a railway station in the cutting is probably just above zero.