



RE: Objection to Planning Application 27000/005

Dear Samantha Owen,

Traffic and Access Concerns

The developer's documents, including the "Land Use and Access Parameter Plan," "Framework Residential Travel Plan," "Parking and Cycle Strategy Plan," "Proposed Site Layout," and "Road Safety Audit," have been reviewed. These documents reveal several critical weaknesses in the proposed solutions for traffic and access:

Land Use and Access Parameter Plan

- **Document:** AND_USE_AND_ACCESS-REV_B-1334722.pdf
- **Key Issues Identified:**
 - ✓ The plan indicates that access to the site will be from Lymington Bottom Road, a single carriageway road subject to a 30mph speed limit. The proposed access points may lead to increased traffic congestion and potential safety hazards due to the narrowness of the road and lack of street lighting.
 - ✓ The absence of detailed measures to manage the increased traffic flow, particularly during peak hours, raises concerns about road safety and accessibility.

Parking and Cycle Strategy Plan

- **Document:** PARKING_AND_CYCLE_STRATEGY_PLAN_-_REV_B-1334714.pdf
- **Key Issues Identified:**
 - ✓ The plan proposes 99 allocated parking spaces, 20 covered allocated parking spaces, and 12 visitor parking spaces. This provision may be insufficient to accommodate the needs of residents and visitors, potentially leading to on-street parking and associated safety issues.
 - ✓ The plan does not adequately address the need for secure and accessible cycle storage, which is crucial for promoting sustainable transport options.



Walking, Cycling, and Horse-Riding Assessment

- **Document:** WALKING__CYCLING____HORSE_RIDING_ASSESSMENT-1334732.pdf
- **Key Issues Identified:**
 - ✓ The assessment identifies several deficiencies in the existing infrastructure, including narrow footways, lack of street lighting, and insufficient tactile paving. These issues pose significant safety risks for pedestrians and cyclists, especially during low-light conditions.
 - ✓ The proposed improvements, such as street lighting installation and footway resurfacing, are noted but not sufficiently detailed or guaranteed within the development plans.

Legacy Recommendations and Historical Context

In a similar development consultation in 2013, significant concerns were raised by Hampshire County Highways regarding the impact on local junctions, specifically Boyneswood Road and Lymington Bottom Road with Winchester Road (A31). These junctions were identified as bottlenecks, and it was recommended that an Environmental Impact Assessment (EIA) be conducted to fully understand the cumulative effects of increased traffic.

Historical Population Increase

Between 2011 and 2021, Medstead experienced a vast population increase due to new developments. Despite this growth, there has been no comprehensive EIA to assess the cumulative impact on local infrastructure, particularly the critical junctions at Boyneswood Road and Lymington Bottom Road with Winchester Road (A31). These junctions are already nearing capacity, and further development will exacerbate the congestion and safety issues.



Access to Essential Services

Lymington Bottom Road is a primary route to hospitals and other essential services. The proposed development's access plan, leading to Lymington Bottom Road, will further increase traffic, potentially hindering emergency services and impacting the whole of Medstead.

Conclusion

In conclusion, the proposed development at 61 Lymington Bottom Road raises significant concerns regarding traffic and access. The weaknesses in the suggested solutions, combined with the historical context and legacy recommendations, indicate that the development could exacerbate existing infrastructure issues and pose significant safety risks.

Given the council's current shortfall in the five-year land supply, it is crucial to ensure that any proposed sites can pass the sustainability test and provide robust infrastructure solutions. This development does not meet such criteria, particularly without a comprehensive EIA to assess its full impact.

I urge the Council to reject this planning application unless substantial revisions are made to address these critical traffic and access concerns comprehensively.

Thank you for considering my objection.

Sincerely,

Note: For privacy reasons, all personal information including a signature has been attached as a separate document, as any comments on the planning application are intended to be published by EHDC.

[MEANING OF 'WHEN ASSESSED AGAINST THE NPPF AS A WHOLE'](#)

[TILTED BALANCE](#)

[RURAL PLANNING: APPROVALS OUTSIDE LOCAL DEVELOPMENT PLANS AND SETTLEMENT BOUNDARIES](#)

[REF-198213-W7Y7 — URGENT: REGARDING THE SUBMISSION OF OBJECTIONS TO APPLICATIONS 55318/001 AND 27000/005](#)

[PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT \(NPPF PARAGRAPH 11\)](#)