

PLANNING APPLICATION - F/23/95844 - Full planning

Title: Proposed Suitable Alternative Natural Greenspace (SANG)

Address: LAND AT STOKE PARK FARM, BISHOPSTOKE, EASTLEIGH, SO50 6DW

The following document defines the Queries from Charlotte Kersley, 4 Gilbert Avenue, Bishopstoke, Eastleigh SO50 6JG which needs to be addressed before proceeding with the next stage of this proposed development.

Findings, Queries & Observations -

Query 4 Gilbert Ave/001: The extent of Sewall Drive shown within redline planning boundary, redline boundary should only include land owned by Eastleigh Borough Council (EBC)?

Location Plan (23036-CO-LP-0-03-REV-0) – Stoke Park Farm SANG - Site Boundary drawing, shows the redline planning boundary to include the whole of Sewall Drive. Sewall Drive is a private road owned by Bellway Homes Ltd and not owned by Eastleigh Borough Council. Bellway have confirmed in writing that Sewall drive will not be adopted, and therefore the redline drawing needs to be amended.

Query 4 Gilbert Ave/002: The Transport Assessment by Clarkebond (10/08/2023, B06275-CLK-XX-XX-RP-TA-001 Issue P4) contradicts itself throughout the document and is factually incorrect on many points, this document requires a review and correction. Phases below have been used throughout the document, yet the existing trip generator has concluded that there are 120 vehicles in 24hrs just for Stoke Park Farm and Fish Farm users?

- *'The existing volume of traffic on Sewall Drive and the access road serving Stoke Park Farm is low.'*
- *'Due to the function and character of the existing access road from Sewall Drive it lends itself to low vehicle speeds and is lightly trafficked.'*
- *'The existing volume of traffic on Sewall Drive and the access road serving Stoke Park Farm is low.'*

Query 4 Gilbert Ave/003: The Traffic Assessment does not represent an accurate appraisal of the traffic usage. This document data would have been the 'accumulation' of the worst-case scenario of activity across various days. As this never happen all on the same day and spread across several days/months, this usage quota should be averaged over a whole year, considering the highest and lowest traffic usage as a mean.

Table 6.1 from the Transport Assessment (TA) is a summary of total number of weekday trips generated over 24 hours and the AM 0800-0900 and PM 1700-1800 peaks for the commercial units, the Hampshire Carp Hatcheries fish farm and activity associated with the farm itself.

Table 6.1: Stoke Park Farm & Fish Farm - Existing Vehicle Movements

Vehicle Type	24 Hours	AM	PM
Milk Lorry	2		
Feed Lorry	2		
Tractor	40		
Dairy Farm Staff (Car)	30	15	15
Delivery (Vans/Rigid)	4		
Artic (HGV)	2		
Tractor Delivery	20		
Commercial Units (Car)	6	3	3
Fish Farm Staff (Car)	12	6	6
Fish Farm Delivery (Vans/Rigid)	2		
Total	120	24	24

The data used for the Transport Assessment was provided by Eastleigh Borough Council to estimate the traffic on Sewall Drive and the access road serving Stoke Park Farm.

Section 6.2 states that.

'The worst-case scenario estimates that 120 vehicle movements occur per day and 24 movements during the AM and PM peaks accessing Sewall Drive towards Stoke Park Farm.'

During an assessment of the farm usage, I have conducted further research to validate these numbers. This has been via correspondence with the Hampshire Carp Hatcheries fish farm, former staff of Stoke Park Farm and many residents on Sewall Drive. Considering this additional information, I have amended the following table which appears to be a more accurate and representative reflection of the traffic for the commercial units, the Hampshire Carp Hatcheries fish farm and activity associated with the farm during the same period observed as defined in Table 6.1.

Vehicle Type	24 Hours ^[7]	AM ^[8]	PM ^[8]
Milk Lorry	2		
Feed Lorry ^[1]	2		
Tractors ^[2]	7		
Dairy Farm Staff (Car) ^[3]	6	0	0
Delivery (Vans/Rigid)	4		
Artic (HGV) ^[4]	2		
Tractor Delivery ^[5]	2		
Commercial Units (Car)	6	0	0
Fish Farm Staff (Car) ^[6]	12	0	0
Fish Farm Delivery (Vans/Rigid)	2		
Total	45^[9]	0	0

Notes: [1] Only attended site every 2 weeks.

[2] includes the period during harvesting when farm traffic is at its peak.

[3] 2 employed staff lived on the farm premises, and an additional staff member who travelled in every day outside of the assessed time slots. The farm staff started at 6am in winter and finished at 6-8pm and at 8am-11pm during the summer period.

[4] Fuel tanker once a month.

[5] 1 tractor delivery in the last 3 years of its operation.

[6] Fish Farm Staff start at 7am (5am spring) – finish at 4pm.

[7] Defined as the worst-case scenario.

[8] Amended in response with, Query 4 Gilbert Ave/004 below.

[9] Green for reference for Query 4 Gilbert Ave/006 below

Query 4 Gilbert Ave/004: No traffic entered or left the junction at Sewall Drive during the AM and PM peak times. The 15 vehicles in the morning and 15 vehicles in the afternoon from Table 6.1 (Transport Assessment by Clarkebond) needs to be amended to reflect the Traffic Assessment from planning application O/13/73660.

A Transport Assessment accompanied the planning application O/13/73660, 06 November 2013 (Outline application for residential development of up to 60 dwellings, allotments, extension to existing cemetery and public open space with access off Stoke Common Road including additional bridleway link.)

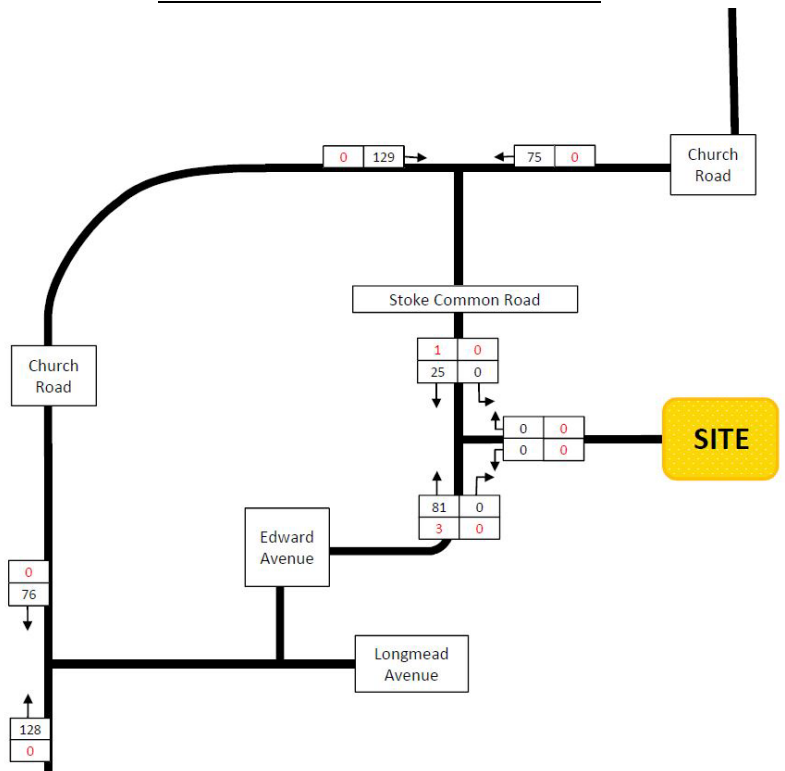
This document i-Transport Ref: EP/DF/ITB8277-003A R (06 November 2013) conducted an Automatic Traffic Count (ATC) survey, which was undertaken on Stoke Common Road in the vicinity of the proposed site access (Sewall Drive) for the week-long period from 9th March 2013 to 15th March 2013. This established the baseline traffic flow on Stoke Common Road at the proposed site access junction (Sewall Drive).

These plans below show the baseline traffic flow for AM & PM, it can clearly be seen that no traffic entered or left the site entrance (Sewall Drive). I have embedded this information into this document for ease of understanding.

I-transport FIGURE 3.2 - Stoke Park Farm, Bishopstoke

2013 Baseline Traffic Flows

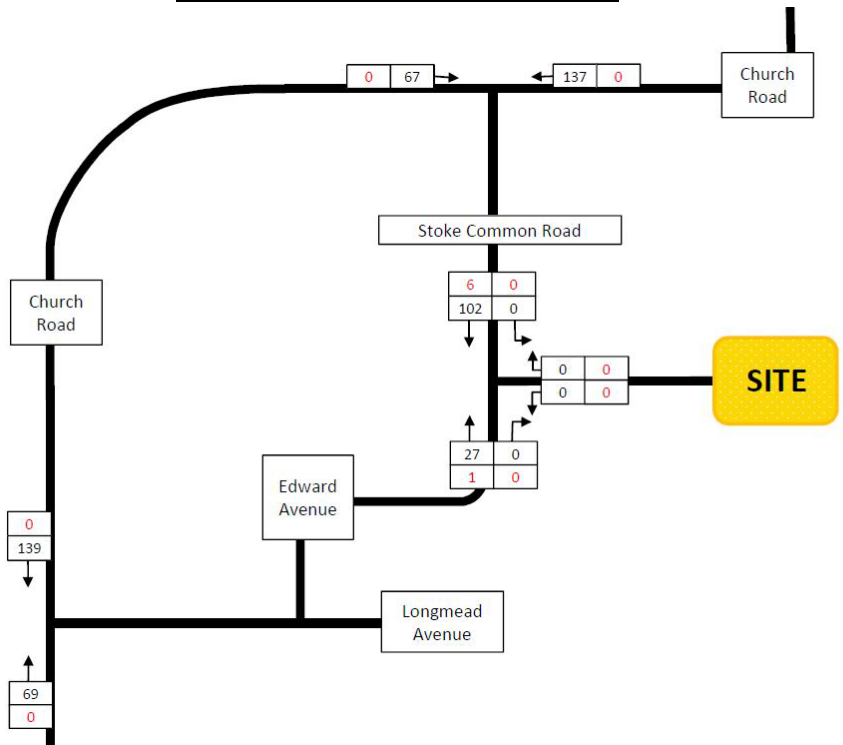
AM Peak Hour - NO VEHICLES INTO OR OUT OF SITE



I-transport FIGURE 3.3 - Stoke Park Farm, Bishopstoke

2013 Baseline Traffic Flows

PM Peak Hour - NO VEHICLES INTO OR OUT OF SITE



Query 4 Gilbert Ave/005: The Transport Assessment by Clarkebond Section 6.4 Traffic Impact, Table 6.3 Traffic Impact of Sewall Drive includes '60 residents, cemetery & allotments' as being affecting the number of the traffic trips to the farm. These should be excluded as this traffic does not travel on the Stoke Park Farm service road.

Query 4 Gilbert Ave/006: The Transport Assessment by Clarkebond Section 6.4 Traffic Impact, Table 6.3 Traffic Impact of Sewall Drive, this table has excluded 24 hours and only shows the peak AM / PM periods which is inconsistent with the rest of the document. 24 hours data as shown below:

The data presented in table 6.1 of the TA which states 120 traffic trips added to the additional SANG 100 proposal equals 220 traffic trips in 24 hours.

Using the data in table 6.1 and removing the Stoke Park Farm usage data (Milk Lorry 2, Feed Lorry 2, Tractor 40, Dairy Farm Staff (Car) 30, Artic (HGV) 2, Tractor Delivery 20) this equals 24 vehicles and then add the 100 vehicles for the SANG totals 124 vehicles.

Therefore, this represents an increase of just over 3% (120:124).

Using my updated data for table 6.1 to calculate this figure the increase is nearer to 176% (45:124)

Therefore, the additional 100 vehicles for the SANG development within 24 hours will have an impact on Sewall Drive.

Query 4 Gilbert Ave/006: EBC should perform a full person/traffic survey for use on the Sewall Drive/ Access Road / Bridleway to gain knowledge of usage.

BRIDLEWAY SAFETY

The SANG proposal has a pedestrian and vehicular access along a current bridleway, there is no separation for pedestrian, cyclist & horses.

Having serious concerns for safety of pedestrians, I have conducted a persons/traffic count over a 2hr period on the days/times below, this also encompasses the AM/PM peak times mentioned within the Transport Assessment. Below are the numbers of pedestrian/cyclist/horses/vehicles that use the Bridleway. (Survey conducted from 4 Gibert Avenue see Appendix 1)

Monday 28th August Morning – 8:15am – 10:15am: Total of 37 people, 19 dogs, 3 children (2 with pushchairs) no cyclist, no horses, 3 vehicles

Friday 1st September Morning – 8:15am – 10:15am: Total of 31 people, 24 dogs, 0 children, no cyclist, no horses, 2 vehicles

Friday 1st September Evening - 4:35pm – 6:35pm: Total of 26 people, 16 dogs, 3 children, 2 cyclists, no horses, 1 vehicle

Sunday 3rd September Morning – 8:00am – 10:00am: Total of 36 people, 25 dogs, 1 child, 3 cyclists, no horses, 1 vehicle

It can be clearly seen that many pedestrians use the Bridleway with an average of 17 people including children, 11 dogs, 1 cyclist and 1 vehicle an hour during AM/PM Peak times.

OPEN SPACE SAFETY

The closest classified open space to The Chase Estate is at the entrance into Sewall Drive, this area is not suitable for play! The estate residents prefer to play on the grass area alongside the Bridleway / Sewall Drive this is to the side of the property of 4 Gilbert Ave, and regularly used for football / cricket / exercising and The Chase Estate residents BBQ.

Increasing traffic flow over the Sewall Drive / Bridleway would be a safety issue.

Query 4 Gilbert Ave/007: EBC should be understanding of EBC Cabinet statement following the committee meeting on Friday 14th July regarding Traffic on Sewall Drive

'(2) Make a commitment that future uses will not lead to traffic movements in excess of those that could already be generated from the site prior to the Council acquiring the land'.

This statement from Eastleigh Borough Council Cabinet Committee is for **all the Stoke Park Farm proposals not just the SANG development.**

The SANG is 5 % of the overall proposal for Stoke Park Farm so the SANG traffic should also be a 5 % of the traffic prior to the council acquiring the site. **5 % 120 vehicles is 6 vehicles**

Query 4 Gilbert Ave/008: EBC Proposal is not in compliance with National Planning Policy Framework Section 8 paragraph 100 - Open space and recreation. The proposal is not protecting nor enhancing the PROW but increasing traffic flow passing over it.

'Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails'

Query 4 Gilbert Ave/009: EBC Proposal is not in compliance with the National Planning Policy Framework Section 9 paragraph 110 - Considering development proposals. The proposal does not ensure safe and suitable access for all users.

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

(b) safe and suitable access to the site can be achieved for all users;'

Query 4 Gilbert Ave/010: EBC Proposal is not in compliance with the National Planning Policy Framework Section 9 paragraph 111 - Considering development proposals. 176% increase in traffic flow on a road & bridleway would have an impact on highway.

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

Query 4 Gilbert Ave/011: EBC Proposal is not in compliance with National Planning Policy Framework Section 9 paragraph 112 - Considering development proposals. Increasing traffic over a bridleway does not give priority to pedestrians, cycle movements and does not minimise conflicts between pedestrians, cyclists, and vehicles.

'(a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas;

(c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;'

Query 4 Gilbert Ave/012: The document -Natural England's Guidelines for Creation of SANGs (2021) a is guideline not mandatory for a creation of a SANG.

Query 4 Gilbert Ave/013: Road Works/Land Ownership

The SANG proposal intends to improve many sections of the Stoke Park Farm access road/bridleway where narrowing occurs, to provide new passing places and upgrade the existing passing places provision. **Why increase the width of the road etc when there is no additional or very minor (3.3% based on TA data) increase in traffic than currently in use today from your calculations?**

B06275-CLK-XX-XX-DR-C- ACCESS ROAD INTERVISIBILITY LAYOUT SHT1 – this plan highlights the areas of widening of Sewall Drive (Farm Access Road). This widening brings the Farm access road closer to the property of 4 Gilbert Ave by removing the end of the private footpath this **land is not owned by EBC**.

It needs to be noted that some of the additional passing places to be provided along the access road are within TPO root protection areas.

Query 4 Gilbert Ave/014: EBC what measures a put into place to protect The Chase Estate from the additional visitors to the SANG?

The residents of The Chase Estate pay a maintenance company for the upkeep of the grounds around their properties, this includes the gravel Bridleway. Non-residents have already created a 'Permissive Path' around the back of one of the SUD's ponds, and therefore additional measures will need to be taken to protect non-public spaces on the estate. EBC needs to be removed from the estate road name signs and a form of private road access only signage erected at the entrance to Sewall Drive to prevent any additional traffic and inform people that The Chase Estate is private property. The following questions form part of this query and need to be considered and addressed during the application of this planning proposal.

1. Will any additional maintenance be paid by EBC for the increase of foot/vehicle traffic?
2. Will EBC provide private property and PROW signage to direct visitors away from using Sewall Drive through the estate and the private associated footways?
3. How do EBC intend to prevent SANG users from parking on The Chase Estate or any parts of Sewall Drive?
4. How do EBC intend to manage the cemetery overflow carpark when visitors of the SANG / Stoke Park Woods populate the carpark spaces designated to funeral goers. As this has been presented within this planning application as an overflow carpark for the SANG!
5. Who will be responsible for the locking & unlocking of the proposed SANG gate?
6. Will the cemetery overflow carpark be locked / unlocked during the same time periods to discourage antisocial behaviour?

Summary

The SANG in principle is a great idea for local people but the proposal will increase current vehicle & foot traffic on Sewall Drive and safety is a major issue for users of the bridleway and for residents of The Chase Estate. Based on the revised data above the traffic movements are estimated to increase by 176% and this does not take into consideration any further development proposals for Stoke Park Farm.

Segregating pedestrians from vehicles needs to be a priority, Natural England's Guidelines for Creation of SANGs (2021) is only a guideline and therefore not mandatory. A reduction in carpark spaces or no carparking spaces would ensure Bridleway safety for all users. This additional vehicle traffic will arrive at the SANG from Sewall Drive via Edward Avenue or Stoke Common Road, these roads are already very congested with vehicles and this would further compound the current traffic issues.

Eastleigh borough Councils SANG proposal is not in compliance with National Planning Policy Framework as explained above in this document.

The Eastleigh Borough Council Cabinet Committee statement regarding the traffic movements is for all of the Stoke Park Farm proposals not just the SANG proposal. The SANG is 5 % of the overall proposal for Stoke Park Farm so the SANG traffic should also be a 5 % of the traffic prior to the council acquiring the site.

The planning application should not include the private road of Sewall Drive.

Appendix 1 – Survey Data

Monday 28th August

Weather dry / fair

Car	Van/Lorry	Cyclist	Children	Pedestrian	Dog	Time
1	van van (Return)			2		08:10:00
						08:15:00
				1	1	08:20:00
						08:42:00
				1	2	08:59:00
				1	1	08:59:00
				2	1	09:01:00
				1		09:08:00
				2	1	09:12:00
				4	1	09:13:00
				1		09:14:00
				1		09:18:00
				1		09:19:00
				1	2	09:19:00
				2	1	09:21:00
				1	2	09:29:00
				1	1	09:32:00
				1	1	09:35:00
			1	1		09:49:00
				1		09:50:00
				1		09:56:00
				2	1	09:58:00
				1		10:01:00
			1	2		10:05:00
				1	1	10:09:00
						10:10:00
				1	1	10:12:00
				2	1	10:13:00
			1	1		10:15:00
				1	1	10:15:00
1	2		3	37	19	Total

Total of 37 people, 19 dogs, 3 children (2 with pushchairs) no cyclist, no horses, 3 vehicles

Friday 1st September
AM
Weather raining heavy

Car	Van/Lorry	Cyclist	Children	Pedestrian	Dog	Time
1				1		08:19:00
				1	1	08:22:00
				2		08:24:00
				1	1	08:31:00
				2	2	08:32:00
				3	3	08:34:00
				1	1	09:06:00
				1	1	09:10:00
				1	1	09:13:00
				1	1	09:19:00
				1	1	09:22:00
				1	1	09:28:00
1						09:29:00
				1	1	09:29:00
				2	1	09:29:00
				1	1	09:43:00
				1	1	09:44:00
				1	1	09:52:00
				1	1	09:52:00
				1	2	09:54:00
				1	1	09:55:00
				2	2	09:55:00
				1	2	09:55:00
				1		09:57:00
				3		10:08:00
				1		10:09:00
2	0	0	0	31	24	Total

Total of 31 people, 24 dogs, 0 children, no cyclist, no horses, 2 vehicles

Friday 1st September PM
Weather Sunny

Car	Van/Lorry	Cyclist	Children	Pedestrian	Dog	Time
1			2	2	1	16:39:00
				1		16:42:00
				1	1	16:48:00
						16:49:00
				1		16:51:00
				1		16:52:00
				1	1	16:53:00
				1	1	16:58:00
				1	2	17:01:00
						17:10:00
				2	1	17:12:00
				1		17:22:00
		1				17:32:00
				1	1	17:35:00
				1		17:38:00
		1	1	1	2	17:40:00
						17:40:00
				1	1	17:42:00
				2	1	17:42:00
				1	1	17:50:00
				1		17:57:00
				1		18:02:00
				1	1	18:02:00
				1	1	18:07:00
				1		18:12:00
				1		18:34:00
				1	1	18:35:00
1	0	0	1	26	16	Total

Total of 26 people, 16 dogs, 3 children, 2 cyclists, no horses, 1 vehicle

Friday 3rd September PM

Weather Sunny

Car	Van/Lorry	Cyclist	Children	Pedestrian	Dog	Time
1		1		1		08:04:00
				1	2	08:14:00
				1	1	08:39:00
				2		08:42:00
				1	1	08:43:00
				2	1	08:46:00
				2	1	08:47:00
				1	1	08:48:00
				1	1	08:49:00
				1	1	08:50:00
				2	1	08:51:00
						08:55:00
				1	1	09:07:00
				1	1	09:08:00
				1	1	09:10:00
				1	1	09:11:00
		1	1	1	09:13:00	
				1	09:17:00	
			1	1	09:21:00	
			2		09:28:00	
			2	1	09:31:00	
			2	1	09:34:00	
			1	1	09:35:00	
			2	1	09:36:00	
			1	2	1	09:45:00
				1	1	09:47:00
						09:52:00
			1			10:00:00
				1	1	10:00:00
				2	1	10:00:00
1	0	3	1	36	25	Total

Total of 36 people, 25 dogs, 1 child, 3 cyclists, no horses, 1 vehicle