

I would thank the Chair of the Parish Council and its elected members along with the elected members of the City and County Councils for the opportunity to voice the concerns of the Curbridge residents at the meeting today.

There are two major concerns that we have at the present time. These are:

- **The speeding of vehicles and the road safety in Curbridge, and**
- **North of Whiteley Major Development Area.**

To take the issues in that order...

Curbridge from 40 to 30mph Speed Limit Reduction

Source: <http://www3.hants.gov.uk/roadsafety/village30.htm>

“Criteria for inclusion in the Village 30 initiative

For the purposes of the initiative, the definition of a village was set as one having 20 or more houses within a distance of 600 meters.

Community evidence was required in order to establish the level of demand for the introduction of a 30mph limit. Many village residents outlined reasons including the strength of feeling for reduced limits, particular dangers due to the nature of the road, and the fears and concerns of the community generally.”

With regard to the definition above:

Curbridge has a total of 24 houses, 1 pub, 1 light industry yard (6 businesses/15 vehicles) 1 very busy farm, and 1 equestrian centre in a distance of 700 meters. Therefore it should be considered within the criteria.

Community Evidence and Fears

In 2002/3 traffic monitoring was carried out and statistical information gathered on the 85 percentile rule. This gave 10,000 vehicle movements a day and 1,500 prosecutable offences per day. Traffic has increased since then. Yet nothing was done apart from minor ‘gateway’ creation – one post of which was hit by a lorry 3 years ago and still lists quite severely to the side.

It has a total of 8 severely concealed accesses onto the road from private and commercial premises; four of these are on opposite sides of the bridge and road. Two further concealed accesses are hidden by bends.

It also has a narrow bridge that has had to have its stanchion in the Horse and Jockey car park rebuilt twice in a 3 year period. The pillar on the opposite side of the road is in need of partial/total rebuild due to a collision earlier this year. One resident’s block wall was demolished by speeding motorists twice in 8 months.

Issues with the road:

- The bridge is narrow, and often collided with,
- the road is narrow,

- there are 8 concealed accesses
- the road is a designated lorry route with dozens of HGV learners using it everyday,
- the bridge can only cope with one HGV at a time,
- Wessex Demolition lorries speed through the village even when fully loaded causing vibration to the roadside properties,
- the road is used by many cyclists,
- the road has been poorly maintained and currently has no 'fit-for-purpose' surface,
- average speed through the village is in excess of 50mph with some road users reaching speeds of over 70mph and overtaking when in solid double white lined areas,
- there are narrowly avoided accidents on the bridge on a daily basis, and
- walkers' lives are put at risk as they cross the road to move between the local woodland areas.

Community Demand:

On 29th April 2010 a petition was started amongst residents, local businesses and visitors to the pub specifically over the issue of seeking to have the speed limit reduced through Curbridge to improve safety for all road users, enable peaceful enjoyment of their property for residents and enhance the important natural environment.

The petition was closed on the 15th June to bring to this meeting and in that period of 7 weeks has collected a total of 358 signatures, 27 from adult residents of Curbridge and from 5 of the 6 businesses in Bridge Farm Industries employing over 25 people.

Community Involvement:

We know that anti-social driving behaviour is unfortunately far too common and blights many rural areas – including the whole of our Parish. Perhaps one area that could be considered, for development, is Parish monitoring using volunteers from the community. Certainly in Curbridge there are about 10 volunteers that would give their time to undertake speed monitoring/reporting through Curbridge and work in partnership with Curbridge residents to ensure a cohesive approach across the Parish. This could also strengthen the identity, community and inclusiveness of the Parish.

We ask that the Parish Council support our application, taking it through the required council channels, for an urgent review of the speed limit through Curbridge to reduce it from 40mph to 30mph.

Specific Concerns with the Proposed Development of Whiteley Areas 1 and 2:

Some of these concerns are centred on the obvious infrastructure problems especially considering any proposed development north of Hedge End. These being specifically the 6,000 homes suggested at Boorley Green, with even further development suggested at both Funtley (8000) and Knowle/Wickham. The whole area of the Southern Parishes already comes to a complete standstill should an incident occur either westbound or eastbound on the Strategic Road Network provided by the M27. This proposed development will only significantly exacerbate these transport issues. (We are aware of Eric Pickles' letter 27 May.)

However our major concerns are environmental for an area that is so rich in biodiversity and a recipient of both national and European protection for the upper reaches of the river Hamble and its tidal, mudflat, habitats. Development will, by definition, have a negative effect on these habitats.

If an entrance point for the development of Area 1 is from Bluebell Way, Whiteley, this is narrow and between the SINCs of Glassfield Copse and Round Copse. If the main entry point for the Whiteley Way is Whiteley Farm roundabout then an access road will destroy an area of ancient woodland designated SINC and which directly borders an SSSI. Within Area 2 there is no exit West onto the A3051 available without destroying SINCS.

Is the status of SINC supposed to protect these areas that are considered Important for Nature Conservation, or is it to be totally ignored to enable developers to partially or wholly destroy these SINCS? What is the point of this designation if they are just going to be bulldozed?

HCC produce guidance on SINCS and planning (Planning Policy Statements 2005) *'In line with Government planning guidance local authorities in Hampshire are following best practice and identifying the location of SINCS in their Local Development Frameworks together with policies for their safeguard.'* We see no safeguard for SINCS in this proposed MDA.

Finally, and most importantly, the proposed sites both have Environment Agency designated floodzones (levels 2 and 3a) including a major one between Area 1 and 2 by Bridge Copse and Moor Copse, leaving little scope for protection of the natural environment (and in particular the quality of run-off water entering the feeding tributaries for the Hamble).

Any additional fast water run-off from further development will cause flooding to existing homes in Curbridge by the river when combined with high Spring Tides. The floodzones continue along the length of these tributary streams, the line of existing buildings in Curbridge.

We have already experienced an increase in the mean low tide water level of the river with the development of Whiteley and especially since the development of Bluebell Way bordering Whiteley Lane behind Burrige – so the current peak flow level of run-off is not being successfully managed at the current time and the river is silting up thus reducing its outbound flow rate.

We have consulted with a retired civil engineer whose area of speciality is flood risk assessment and management, we are grateful to Tony Blewett for the time he has given to us. The informal risk assessment is that any development of Area 1 and 2 will create further water run-off into Whiteley Stream and take it beyond a critical flow

for a **tidal** water course. We are seeing rising water levels in our seas and this means rising tides in our tidal rivers. We are told to expect a 1m water level increase in the next 100 years (the expected lifespan of new developments). So the properties near the river in Curbridge will be put at significant risk from climate change. It is not a matter of Tidal Flooding or Fluvial (rainfall) Flooding but when the two combine that Curbridge has a very particular problem, a very real problem.

To explain how we see the problem of this proposed development; 3,000 houses are potentially to be developed on 110 hectares, a site total of 210 hectares. On average a typical house has a roof area of 80sqm with approximately 120sqm of driveway and other hard surfaces (including road access) this gives 200sqm of hard surface per home – multiply by the 3000 homes and we get 600,000sqm (or 60 hectares) of hard surface on what was agricultural land.

Let's say we get a typical peak flow situation of a heavy summer thunderstorm – with 100mm of rain falling (i.e. a 0.1m rainfall event) coinciding with a rising high spring tide of 4.85m or even the highest tides of 5.60m (as measured at Southampton Boxing Day 1999) – this creates 60,000 cubic meters of water that will be fast run-off. Its time of concentration (time between falling and entering the river) will be short, very short... Then add to this the same fast run-off from the already developed area of Whiteley (just the houses) of a further 60 hectares of hard surface, a further 60,000 cubic meters of water run-off **giving a total of 120,000 cubic meters - that is to say a block of water effectively 600m long by 200m wide by 1m deep – or if you prefer 300m long by 200m wide by 2m deep - of water...**

Half of Curbridge will end up under very significant amounts of flood water – almost all of which will have come from Whiteley and North of Whiteley Areas 1 and 2. Who will pay for this avoidable disaster? No Curbridge resident will be insured for it! This is Madness!

How does this proposed development of Areas 1 and 2 even begin to fit with Planning Policy Statement 25: Development and Flood Risk (December 2006)?

At the present time the occurrence of a high spring tide (3-4 days every 2 weeks) with significant fast run-off (about 4 times a year) causes the water level in Curbridge to rise to a level that is close to flooding the properties that are in the 3a floodplain area. These include 17 Botley Road, Saltings, The Old Thatched Cottage and the Horse and Jockey. Any increase in run-off would ensure that these would flood and Meadow Cottage, Bridge House and Bridge Farm would also be put at significant risk. I personally have seen large Thick-Lipped Mullet flapping around in the drainage ditch opposite the Horse and Jockey. We have seen the water less than a foot from the door of 17 Botley Road – a difference of 1 inch in height...

If you also add in additional run-off into the Hamble of another 120,000 cubic meters from other areas around Botley that might be yet be developed as an SDA the situation becomes even more desperate as the river level would rise by a further, estimated, 0.1m.

We therefore ask that the Parish Council take these concerns through to the representatives that are involved in the strategic levels of the planning application and insist on a formal flood risk assessment, in the light of the Pitt Review and the risk assessment we have been given of Peak Flood Flow along with Time of Concentration, Tidal and Fluvial Flooding combined, and floodplain behaviour to stop the madness of this proposed development.