



Havant Borough Council – Planning Department
Public Service Plaza
Civic Centre Road
Havant
PO9 2AX

Re: Planning Application APP/25/00979 – Change of use of 7 & 9 London Road to HMO temporary accommodation

Dear Sir/Madam,

I am writing to formally object to the above planning application on the following material planning grounds.

The proposed use of the building as a large House in Multiple Occupation (HMO) is out of character with the surrounding residential environment. The predominant character of this area is family housing and individual dwellings, not multiple-occupancy shared accommodation. Introducing a purpose-built HMO complex will alter the established residential pattern and is inappropriate for this locality. Although the applicant describes the proposal as accommodating “local homeless families,” this is essentially an HMO use, which by definition involves multiple unrelated households and shared facilities—a use more commonly found in urban town centres or near student populations, not in quiet residential neighbourhoods such as ours.

The planning statement claims the accommodation would be for “local homeless people/families.” However, Havant Borough Council is now working collaboratively with neighbouring authorities on housing placements, meaning residents could be re-housed from outside the borough. Without a clear definition or restriction on what is meant by “local,” this purported benefit cannot be taken at face value and should not carry weight in planning considerations unless fully explained and justified. I request that the Council clarify what “local” means in this context and confirm whether placements under this scheme would be limited to Havant residents only, especially in light of cross-authority homelessness partnerships.

Hillside Avenue and surrounding roads are already seriously congested, [REDACTED] street is used by workers of the children’s home to park, meaning that [REDACTED] visitors [REDACTED] often cannot park close [REDACTED]. The introduction of a multi-unit HMO with up to 14 residential units will increase traffic generation, exacerbating existing congestion

and pedestrian safety issues. You cannot assume that a homeless family does not have a vehicle. Based on this, there has been a complete lack of planning for a full-scale car park to be introduced at the site of 7–9 London Road. We [REDACTED] will not be put at a disadvantage because of HBC's lack of planning and consideration.

There are also longstanding concerns about speeding along Hillside Avenue, making it unsafe for children playing or walking to school. Additional traffic from an HMO will increase the risk of accidents, particularly for vulnerable pedestrians and families in the area.

The site is not served by strong, reliable, or frequent public transport. Bus connections in this area are limited, often infrequent during evenings and weekends, and not suited to supporting a development involving temporary accommodation for families who may rely on public transport for essential daily needs. A development of this nature should be located where there is accessible, dependable transport infrastructure, which this location does not provide.

There is no clear site management plan provided with this application. Local residents—especially those immediately backing onto the site—have no assurance that:

- noise, waste, and anti-social behaviour will be controlled;
- adequate security or supervision will be provided;
- crime or nuisance levels will not increase.

Research and council documents indicate that poor management and safety challenges are not uncommon in HMOs without strict oversight, leading to problems such as waste accumulation, property neglect, and anti-social behaviour if not properly regulated. It is unacceptable to approve a development without robust, legally binding measures to ensure responsible management, particularly when the wellbeing and peace of [REDACTED] residents are at stake.

HMOs generate significantly more waste due to the number of households living independently within a single building. Without robust management, this leads to overflowing bins, odours, increased refuse collection difficulties, vermin, and general environmental degradation. The application gives no clear management strategy for ensuring waste is properly stored and regularly monitored. This is particularly concerning in a quiet residential area where poor waste management can quickly impact neighbourhood amenity and appearance.

The site is adjacent to an existing children's home, and there is documented evidence that previous placements at this location have caused distress to the children living there. This sensitive context requires careful consideration. Introducing unrelated adult occupants who may have complex needs into close proximity to vulnerable children is

inappropriate unless comprehensive safeguards are in place—a matter not addressed in the application.

While Havant Borough does not appear to have a massive number of HMOs compared to larger urban centres, there are multiple HMO proposals being considered elsewhere in the borough. Recent planning committees are dealing with numerous HMO applications and community objections relating to character, amenity, and parking issues. The cumulative effect of several HMOs in a residential area can undermine community cohesion, increase transient populations, and disrupt the established living environment.

Increases in population density—particularly from temporary or transient accommodation—commonly result in greater demand for local policing and neighbourhood safety resources. Police teams already face stretched capacity and slow response times due to high demand across the wider borough. Without a formal management or supervision plan for the site, there is no assurance that disturbances, anti-social behaviour, or safeguarding concerns will be promptly or adequately addressed. This places unfair responsibility on already overstretched emergency services and surrounding residents.

Local infrastructure in this part of the borough is already under significant strain, particularly essential services such as GP surgeries, dental practices, and community healthcare facilities. Existing residents experience long waiting times, difficulty securing appointments, and limited capacity—issues that are well-known in the community. Introducing an HMO development of this size, accommodating multiple households in temporary accommodation, will place further pressure on healthcare providers that are already struggling to meet current demand.

Local drainage and sewage systems in this area were designed for low-density family housing, not multi-unit occupation. Increasing the number of bathrooms, kitchens, and households using the same network will add considerable strain to the existing system. There is no evidence that the applicant has conducted a capacity assessment or engaged with utility providers to confirm the network can support the increased load. Without such assessments, this poses a risk of system overload, blockages, or localised flooding, especially during periods of heavy rainfall.

Another key local infrastructure concern is the lack of capacity within local schools. Many schools in the area are already operating with waiting lists for new joiners, meaning parents often cannot secure places for their children at their nearest or preferred schools.

The introduction of a 14-unit HMO intended for families—particularly those in

temporary accommodation—will inevitably place additional pressure on already overstretched education provision.

If the scheme is intended for families, it is essential that local children have access to safe, accessible, and adequate green space. Local parks and recreational areas are already heavily used and not easily reached without crossing busy roads or navigating congested routes. The proposed site does not provide outdoor recreational space suitable for family use, meaning additional pressure would be placed on already limited local amenities.

Congestion, narrow road layouts, and overspill parking can all impede emergency vehicle access. Given Hillside Avenue's current traffic issues and pinch points, any additional vehicles or parking demand risk slowing fire, ambulance, or police response times. This is a significant material consideration that directly concerns public safety for both existing residents and any future occupants of the proposed development.

I respectfully request that the Council refuse planning permission for application APP/25/00979 for the reasons set out above.

It would be deeply disappointing if council decisions were to make residents feel unsafe and add pressure to already stretched resources away from families who reside in this area.