

Supplementary Information **Deputations**

HAVANT BOROUGH COUNCIL
CABINET
18 December 2017

Dear Councillor

I am now able to enclose, for consideration at meeting of the Cabinet, to be held on 18 December 2017 the following supplementary information that was unavailable when the agenda was printed.

Agenda No	Item
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3	<u>Consultation on the Draft Havant Borough Local Plan 2036</u> (Pages 1 - 8)
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This latest version of the Draft Local Plan published this month is a significant body of work.

The scope and level of detail is impressive and we now have the complete analysis of Havant Borough Council's housing growth plans. The plans for 9,500 new houses, we understand, now satisfy the government and PUSH targets.

In the case of Hayling, this represents a doubling of the housing allocation to 1000 units from the previous revision. This, together with a major expansion of the Tech Park and a development on the Hayling seafront to attract tourism adds pressure on an already overstretched road network. The ongoing transport assessment of the A3023 is nowhere near completion as confirmed at my meeting with the road authorities this morning (estimate February/March) and consequently the public consultation starting in January will not (certainly in the case of Hayling) provide the residents with a reasonable or complete picture of the proposed environment against which they can formulate a considered option. This is unacceptable.

Now it is time for you ... the members and officers of the Council ... to display vision and positively direct the development companies' projects to provide a focused future environment which people should be proud to see, and be seen in.

You must take every opportunity to improve the quality of life through the provision of centres of culture and entertainment, constructed with worthy architecture, excellent primary services and a sustainable infrastructure sized and expandable to support the future ... as you are voting to cover almost all of the Borough with this Urban sprawl.

Do not accept the lowest common denominator with acres of pink brick boxes differentiated only by the architrave over the front door, and a local infrastructure based on legal minimums on road widths and parking etc. .

And please hold this thought in focus ...

In 10-20 years' time, when future generations are evaluating the quality of their living environment, their judgments will be a measure of the decisions you make now ... moving forward with this plan.

You must get this right the first time as there will be no land left to fix mistakes.

Dave Parham
Save Our Island

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HAVANT BOROUGH COUNCIL

EXTRAORDINARY CABINET MEETING held 18 December 2018

Deputation by David Pattenden for The Langstone Residents' Association

“CHAIRMAN - MEMBERS

I speak to represent the views of people living in Langstone. It is fair to say that we acknowledge the efforts made by the Officers in preparing the draft plan for the period up to 2036 and understand the reasoning for its production at this early stage. It will be an invaluable tool in your work of controlling inappropriate or opportunistic development throughout Havant. The research undertaken as part of the process, especially the infrastructure studies, have provided a database of invaluable quality and depth about the Borough.

My task is to focus on the most significant local issue in this part of St Faith's Ward, Langstone. The concern of residents is the absence of really meaningful information about our roads and the A3023, Langstone Road in particular. The plethora of statistics about numbers, travel times, and theoretical values for capacity, fail to recognise the real time problems faced by people simply going about their normal business. I will not repeat the various numbers quoted, but simply say we are thankful for Para 3.30 in this Draft Plan, which notes the Infrastructure Delivery Plan for Hayling Island and Langstone is incomplete in respect of Highways matters and acknowledges you are not yet able to make a definitive decision as to whether further development on Hayling Island and in Langstone would constitute sustainable development. In consequence, we are still protected from further building, including the newly identified sites, by the existing Guiding Principle 4. The transport assessment is a vital missing link.

In addition to the new housing sites required on the basis of regional statistics, we note a proposal is included for the redevelopment and expansion of Langstone Technology Park. Laudable though such technological facilities are in Havant, and Objective 1 of the Sustainability Assessment, aiming to develop knowledge based employment and innovation, increases in traffic to and from this poorly accessed site must be prohibited from the A3023, in order to avoid complete gridlock of the highway system south of the A27.

The example of the addition of just two modest national retail outlets in Solent Road must be considered. The increased traffic has virtually brought the road system from A27 into Park Road South and Solent Road to a complete standstill at several times of the day. This is a lesson to be learned and traffic modelling must be undertaken to foresee the problems that lead to such chaos. Solutions do not appear to exist, but by adding to the current 27,790 annual average daily traffic movements, already predicted to grow to between 33,000 and 35,000 by the year 2031, road conditions can only become more intolerable. These figures are based on the original

assessments of growth on Hayling Island from windfall sites and those new ones proposed in the First Draft of the Local Plan 2036. Road conditions will deteriorate to a state where they will be a positive disincentive to further development in this important southern part of the Borough of Havant.

I urge everyone involved in the development of the Local Plan to stop and think carefully about the impact such growth will have on this important part of the Borough served as it is by what amounts to a long single carriageway cul-de-sac.

Thank You”

Campdown UE70 – Policy 41

Our Officers are always quoting NPPF chapter and verse to us but rarely **paragraph 109**. Which states:

‘The planning system should contribute to and enhance the natural and local environment by: and the first bullet point is:

- **protecting and enhancing valued landscapes, geological conservation interests and soils.’**

Also Para 119:

‘The presumption in favour of sustainable does not apply where development requiring appropriate assessment under the Birds or Habitats Directives is being considered, planned or determined.’

Draft HBLP 2036 map **Figure 63 on Page 271** – we see ancient forest remnant **Littlepark Wood West** in the north and Solent Waders and Brent Goose Strategy study fields **H02a** and **H125** covering much of the remaining area. These fields have been classified a ‘Primary Support Area’ and ‘Secondary Support Areas’ for geese and curlew from **Special Protection Area Langstone Harbour** which is less than a mile south.

Much is made of the **EVIDENCE BASE** in the preparation of this Draft. Within that evidence is the Solent Waders and Brent Goose Strategy Steering Group’s report dated November 2010 which states: **‘Any impact on a wader roost or Brent Goose feeding site outside of the SPA/ Ramsar site boundaries may be considered to have an effect on the international site itself.’**

Our winter visiting birds do not fly for **fun**, the endangered Curlew, which is on the Red List, are forced off the mud flats at high tide and fly up over Portsdown Hill to these fields not because they **want** to but because they **need** to in order to survive the winter. They need these fields.

Many years of grazing by horses and cattle have created the ideal larder for both Curlew and Brent geese. This month it hasn't been unusual to see between 30 to 50 Curlew feeding on these fields. The Brent usually move onto the fields after Christmas probably as their food stocks on the mud flats are getting low. Brent are fairly tolerant of human disturbance and can often be seen grazing local playing fields. Curlew in contrast are very easily spooked therefore require a higher level of protection.

If you look at Figure 18 on Page 117. According to this Draft plan the vast majority of mainland Havant Borough would be urbanised by 2036; this is not sustainable. Where will our children's children live when they leave home? Once these green fields are gone it will be for ever. Until recently Campdown formed part of the Strategic Gap between Havant and Waterlooville, Officers may care to tell us why such gaps are not longer considered desirable when other LA's think it the way forward.

This time last year the **Housing Statement** put before you suggested 350 dwellings on this site, this Draft takes that figure up to 560; Purbrook and Widley residents were recently shown plans for 700. That developer isn't hanging about; in March this year all eight of the mature oak trees on site were felled before our depleted Tree Department had time to do a tree survey; six of the eight were certainly worthy of PTO's.

I therefore urge you to ask the Planning Officers the following question: In light of NPPF para 109, can you explain how building up to 700 dwellings at Campdown will contribute to and enhance the natural and local environment?

If, as I suspect, they aren't able to give a plausible answer I urge you to have Urban Extension 70 removed from this Draft document before it is put out for public consultation.

Mr M Hawthorne, WYG Planning Consultants
Hulbert Road Deputation

On behalf of the landowner, we are promoting land situated west of Hulbert Road, north of Purbrook Way and east of the A3(M) for a mixed-use development. I understand that David Hayward has circulated a location plan earlier today to you all.

This land was submitted to the Council during the Call for Sites in February of this year, when part of the site was identified for employment uses but not the mixed residential/employment uses we were seeking. However, in the Plan that is before you Officers have completely removed the site.

We understand that Officers were minded to allocate the site in line with our aspirations, however they didn't due to concerns over crossing the site's streams, providing access without the removal of trees, potential bat activity and the need for buffers as well as tree removal in the wooded areas.

We understand that Officers recognise this site is one of the most sustainable sites in the Borough and there is an opportunity to create a pedestrian and cycle link between Dunsbury Park and Purbrook Way, which we are happy to support.

However, none of these concerns should stop the allocation of the site as no streams will be crossed, the site already has existing access points which do not require the removal of any trees and the suggested development areas have been changed to avoid the removal of any woodland and to provide buffers for any potential bat activity.

We have consequently suggested that the open area in the centre of the site could be identified for residential use, which is suitable for 80-100 houses. The open area in the south, situated to the west of B&Q and to the north of ASDA, is appropriate for commercial / employment development. Also, we have been approached by the Office for the Police and Crime Commissioner and the Hampshire Fire and Rescue Services, who would like a quick response site in the northern part of this land. Development in the north would require the removal of some trees but this could be compensated by a comprehensive Ecological and Woodland Management Plan; as the woodland area is currently in a poor condition. There may also be an opportunity for additional employment development adjacent to the emergency services unit.

As with various other identified sites an allocation policy for land west of Hulbert Road could require that specific assessments are necessary to support a planning application; such as ecological assessment, transport assessment, noise impact assessment, arboricultural assessment etc.

On this basis, the land west of Hulbert Road is a deliverable and sustainable site that would make a considerable contribution to the Borough's housing and employment land supply as well as provide an important site for the emergency services.

I hope that you will consider that this is a deliverable and suitable site to allocate in this plan.

Thank you for your time.