

## 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"**