

Appendix A

Third Party Comments

Policy

Deferred Site

Deemed as 'uncertain for development' (housing Statement) – how can development be considered

Objections to Local Plan still stand

NPPF – housing proposals should be considered in context of presumption in favour of sustainable development

Lack of Economic Sustainability – insufficient employment opportunities – not bring employment other than temporary building work – any economic benefits short lived

Lack of Social Sustainability – Local services unable to accommodate increase in residents

Lack of Environmental Sustainability – Impact on Brent Geese

House of Commons and Local Govt Committee Operation of the NPPF Fourth Report of Session 2014-15 "We should ensure that the same weight is given to the environmental and social as to the economic dimension; that permission is only given to development if accompanied by the infrastructure necessary to support it; and that the planning system places due emphasis on the natural environment.

HBC actively engaged in production of new Local Plan to cover period to 2036 and has placed on hold major development on Hayling Island pending preparation of Infrastructure Delivery Statement.

Cabinet decision ratified by Full Council to only consider further greenfield sites if the Infrastructure Delivery Statement contains proposals which fully mitigate the impact of development on the Borough's Infrastructure network.

Local Plan Housing Statement 2016 site UE77 is considered to have uncertain potential.

Guiding principle 4 states if any such proposals are submitted as a planning application they should be accompanied by an Infrastructure Delivery Statement (in accordance with the requirements of the LPA) to demonstrate how the impact of development would be completely mitigated. The IDS must be produced in collaboration with the LPA.

Document entitled Planning, Affordable Housing and Infrastructure Statement submitted December 2016 but cannot be considered IDS because there is no evidence that it is produced in collaboration with the LPA. Does not demonstrate how impact of development would be completely mitigated.

NPPF Presumption in favour of sustainable development does not apply where land deemed uncertain potential for development.

Housing development needs to consider employment – developer has not any proportionate employment planning. Policies CS2 and CS3

Local Plan undemocratically fast tracked

When formulating its Core Strategy and subsequent Local Plans , the Borough council has failed properly to discharge its planning function when formulating the policies in its Core Strategy that relate to Hayling Island.

The Borough Council should take steps as specified in Local Democracy, Economic Development and Construction Act 2009 to remedy this failure.

BC should carry out fundamental review of HI's infrastructure to determine proposed housebuilding programme relating to HI is appropriate, sustainable and deliverable. BC should publish and consult on the implications that review of HI infrastructure has for the Island and Core Strategy in general

Current plan contrary to the three main priorities in the Hampshire Local Transport Plan

Contrary to Local Plan Housing Statement December 2016 – Site removed from Local Plan 2036 until full and robust 'Infrastructure' review and plan developed

Site removed from Adopted Plan and this endorsed by the Government Inspector less than 3 years ago

Core Strategy Document that covered period 2011-2026 stated on traffic grounds, future housing development on Hayling should be restricted/curtailed.

Figures in 2016 OAN specifically state that its proposed figures are not targets and each council should consider its own ability to meet them and respond accordingly.

Infrastructure (General)

No large sites should be developed until infrastructure addressed

Existing Infrastructure Inadequate

HBC committed to carrying out infrastructure report – road, schools, medical cover

Shops not suitable for a mass of people – travel off Island for choice of supermarkets increasing traffic.

Infrastructure appraisals should take place first

Application premature

Local Amenities cannot cope

Need to recognise unique geography of Hayling Island – unsuited to further development

Does not meet HBC sustainability objectives:

Cannot be demonstrated development would increase patronage and growth in local businesses and services

No evidence development would meet requirement that all development provide 30-40% affordable housing

No reason to assert development would encourage healthy lifestyles and encourage long term health.

Increase pollution through additional housing, utilities demand, congestion and commuting.

Impact on flood risk, demands on gas, water and electricity utilities. No proposals to mitigate environmental impacts.

No provisions to ensure no adverse effect on listed features of Rook Farm and St Marys Church
Loss of historic farming heritage

Impact on sense of place and local distinctiveness.

Fail to protect, enhance and manage biodiversity and geodiversity – impact on wading birds

Fails to protect and conserve natural resources – loss of agricultural land

Additional demand on waste facilities

Impact on transport networks

Would not reduce air, soil and water pollution

Would not reduce poverty and social exclusion

Access to services impacted by congestion

Infrastructure Investment needed before more housing unit addition approx. 500 in Local Plan is 5.5%. Cannot be regarded as inadequate response to Government housing need.

This year 2017 Save Our Island group together with other resident support groups forced establishment of an infrastructure group led by HBC and consisting of residents groups, local councillors, HBC Planning, HCC and service providers.

Chasing financial incentives and desire to support Governments demand for housing expansion must not override logical and considered approach to development assessed via the Infrastructure Review which is in progress and supported by all interested stakeholders.

Nothing here for teenagers

In 2012 Planning Inspectorate recommended that growth on Hayling Island should be limited/restricted, to take account of flood risk, the need to minimise impacts on the natural environment of Chichester and Langstone Harbours and access difficulties on local road network at peak hours.

Not heeded development has continued apace 370 approved since 2012 and further 125 in allocations before we look at Local Plan number approx. 500. Housing

Perhaps 10% sustainable infrastructure charge could be introduced to new development on HI to help contribute to resolving additional strain of new housing

Hayling Island not sustainable – development not sustainable

How much S106 money will go to infrastructure needs?

Child Care expensive

Lack of facilities for young

Grocery shopping off the Island

Maybe we need major supermarket and other chain stores

Application premature when infrastructure review taking place

Fire Station cut to 1 tender

Natwest Claim we do not need a bank

Reducing amenities such as pubs and leisure

Recommendations of Hayling Island Infrastructure Group must be adhered to

Sustainability of whole Islands Infrastructure is unknown.

Team consisting of all interested parties commissioned by HBC and I now active. Key objective to review and plan way forward to establish and maintain a sustainable infrastructure against which all new development can be evaluated

We do not believe HBC or HCC are empowered to independently change (uncertain) category or approve development outside auspices of Hayling Island Steering Group under the overall HBC Infrastructure Statement process.

Sustainability of single field cannot be viewed independently from the Island. Until Infrastructure Group conclude study and recommendation, all significant development proposals must be placed on hold as no one in a position to evaluate their impact.

Gas will not cope

Electricity will not cope

CIL proposal needs special consideration – without major alterations to infrastructure (cost developer should bear) detrimental to existing residents

Lack of employment opportunities on Hayling Island

Poor Mobile signal

Broadband signal fragile

No entertainment facilities on Island

No leisure centre

Social services already stretched

Impact of foul drainage works over long period with recent developments

Windfall sites constructed over past few years should be taken into consideration in overall plan and infrastructure assessment

Road/Highways

Long delays on road at peak times

One road on/off Island

Bridge inadequate

Horrendous traffic on/off Island

Emergency vehicles difficulty accessing the Island

One entrance and exit to development – traffic at Gable Head cross roads, already a busy junction

Residential roads already lined with parked cars

People working on mainland will not want to live on Hayling- facing slow daily commute

Narrow site access unable to cope especially with construction traffic

Parking infrastructure a key consideration – already parking problem in area

Safety concern for cyclists/pedestrians

500 + additional cars impact

Pavement on St Marys Road inadequate and have to cross road with children. Proposals make this worse – safety of pedestrians

Roads unsuitable for traffic

Intermittent pavement to St Marys Road

Traffic impact on Infant School/Children's Nursery /public Car Park/busy Vets Practice

Road constantly used by school children (secondary and infants), pedestrians and vehicles – no traffic calming in place – vehicles weave in/out of parked cars.

Development + Hayling Billy site would add to congestion

Transport policy report ideas – only time would tell if they make any difference at all.

Minor incident gridlocks road

One bridge not enough

Traffic/congestion impacts from this and other development

Public Transport beyond Havant tortuously slow

Impact on Church Road junction – already hazardous following Halyards Development

Cycle routes off Island difficult

Access point an accident blackspot

Impact on Manor Road roundabout

Road capacity reached some years ago

A3023 over capacity

Small number of spot surveys at unrepresentative times- not representative

Impact of Traffic on Havant Town Centre and A27

Online shopping increases delivery vehicles from off the Island

Other sites in Borough with better transport links and multiple routes to and from

Each morning upward of 200 very young children walk along St Marys Road from either end
– traffic danger concern

More road traffic jams

Emergency services will at some point be prevented from reaching casualty in time due to heavy traffic gridlock

Roadworks on road with delays and missed hospital appointments

Perhaps if Council Tax paid by HI used for bus lane (and emergency services) or to improve local services so self sufficient then it could make contribution to housing need

Refused Internet delivery as we live on the Island

Commercial vehicles stuck in traffic

A27/M27 over-capacity

Junction Tournebury Lane/Elm Grove/Church Lane dangerous –roundabout should be considered

Junction to site too close to TL/EG/CL junction

Parking issues

Infrastructure Group will address all respects of Island infrastructure, but key area loading and performance of A3023. Single lane winding country lane at 5 miles one way is longest cul de sac in the country with no meaningful opportunity for expansion/improvement. We have analysed traffic activity for number of years and know that:

Island Gridlock occurs at 29,500 vehicles per day, reached on 5 consecutive days in August 2016.

Average vehicles/day 26,500 with 2% growth p.a.

Average vehicles per day will reach saturation point within 5 years

Impact on Langstone from traffic and concerns over changes to Langstone Road

Langstone congestion, difficulty in accessing side roads and crossing already dangerous Langstone Road

In recent years 3 front boundary walls in Langstone driven into or through in Langstone Road – just luck no pedestrians injured.

Impact of traffic on buses

Seriously alarmed by suggestions from Applicant that width of Langstone Road A3023 be increased over greater proportion of its length creating a 'dual carriageway' dividing the community of Langstone in two.

Construction traffic

Cumulative impact of developments on road traffic

More traffic means less income

2 ladies seriously injured just meters away from junction in 2016

What are contingency plans if bridge damaged or just needs essential repairs?

Concern over cyclists using main road, traffic delays, danger to cyclists

Bus fares prohibitively high

Impact on businesses of junction proposals

Fire Station located on Elm Grove close to junction concern over delay to emergency vehicles

Buss services dwindles to nothing too early to allow people to go out in evenings –reliance on taxis/cars

Alternative route off needed whether rail or road

Summer traffic worse

Cycle routes inadequate – Billy trail unlit and serves west side of Island - not an option for regular commuting

Need proper road capacity counts

Constant repairs to unsuitable roads

No more development until we have 2nd bridge and 2nd road onto Island

Langstone Roundabout rapidly becoming accident blackspot

Opportunity to walk footpaths in area of open space impacted

With hindsight closure of railway branch grave error of judgement – would be asset in relieving holiday traffic. Today as preserved railway it might even make money.

Car ferry to Portsmouth would ease vehicle access to Island and probably be less costly than widening bridge

Build a tunnel to Eastney

Buses to access further education unreliable and take a long time

Ferry service unreliable for commuting

Only one site access junction danger

Speed limit on A3023 reduced capacity of road

Blind Corner St Marys Road with delivery vehicles to business including new pub

Bridge Safety needs attention

Is bridge strong enough to cope?

Bridge to Eastney should be considered would ease problems for Hayling and A27 to Portsmouth

Congestion in Havant at Shops

Alterations in Langstone will bring overtaking cars closer to one of the crossing points to road and be detrimental to road safety

Support idea of narrowing entrance to Langbrook Close which may inhibit unsafe practice of Langstone Technology Park employees doing U turn in Langbrook Close

Access to footpaths should be made at regular intervals and they should be converted to dual use to allow cycle access to Church Road and Manor Road

Struggling to get a bus to run to the Ferry to help support it and get school kids back on it

Hayling Bridge – maintenance plans and impact thereof. Where is the plan, what funds allocated?

What is the traffic management plan for this and Halyards?

Increased traffic with more accidents/incidents for residents

Any small incidents cause traffic delays

Do not support the narrowing of Langbrook Close based on road safety and difficulty of manoeuvring a left turn into spasmodic and fast moving traffic (impossible to make right turn at peak times).

Wide entrance a safety feature for visibility

The local access scheme under the Strategic Infrastructure Delivery Plan May 2014 makes reference to a cycleway travelling southwards to join with Mill Lane pedestrian crossing to join Billy Line. Police and Highways should look at this prior to any works taking place in lieu of development of Rooks Farm.

Infant and Junior schools have no parking apart from St Marys Road car park which cannot cope

Critical incident plan for bridge needed with back up route on/off Island

Traffic gridlock around schools at start and end of day

School bus has been cancelled

Traffic survey inadequate

Cycle routes unsuitable for commuting

Journey time to Langstone Technology Park takes no account of any minor incident or new houses being built

St Marys Road unsuitable conflict with other uses, residents, schools and new planned development

Contravention of the Local Transport Plan which requires a safe...and more resilient road network

What happened to the Stoke Bypass?

Tournebury Lane Junction operating beyond capacity

Traffic danger to school children – Mill Rythe, Hayling College and Mengham Schools

Road traffic undermines business, commerce, employment access, emergency medical care, education access

Parents won't let their children cycle due to danger from motorists

Cycle routes from Autumn to spring and in wet weather are hazardous – no provision for improvement of any of the network

Detailed highway traffic assessment disputes Transport Assessment figures resulting in two scenarios:

- Small, largely in-fill housing growth with natural traffic increase and saturation occurring in perhaps 10 years
- Significant housing growth. 100 + year and natural traffic growth. Congestion occurring in as little as 5 years or even before Gladman houses are finished.

All such large scale planning applications should be blocked on HI until Local Authorities have proved all such proposals are sustainable and in accordance with National Planning criteria, particularly for roads

No planning decisions should be made on basis of Gladman traffic conclusions until they have been fully checked

Clear that placing current development plan load on existing A3023 will result in an unmanageable and dangerous situation – impacting economic future of the Island and causing increasingly degraded emergency services

Bin collection congestion

Report states there were no fatalities on HI in the period studied but there are press reports dated Sept 2011 of two men killed and of a minibus driver killed in Dec 2015.

As student already find journey off the Island to get to college difficult

Threat to critical road infrastructure

St Marys Road a rat run – narrow, double yellow lined lane with near nil pedestrian or mobility scooter provision

Hazardous on road parking taking place

Intersection between St Marys Road and Cherrywood Gardens notorious RTA point

Parking provision on HI should be higher given commuting patterns

No room to accommodate parking overspill

What restrictions proposed on St Marys Road car park to dissuade overspill parking?

Congestion on A327/A3023 junction frequently causes further congestion towards Emsworth along A259 especially at peak times and in tourist season

Exit from Southbrook Road towards Langstone Interchange is at times impossible

St Marys Road/Elm Grove junction already one of worst junctions for accidents and near misses and congestion with vehicles and pedestrians

Health

GP practices cannot cope

Long delay to doctors appointments

Health Centre admits they would struggle with more patients

Residents would have to travel to Havant to access doctors- more congestion.

No A&E healthcare available – no ambulance on Island – access for emergency vehicles impinged

Funds needed to increase Dentists

No NHS dentists on Island

Impact on QA Hospital - combined with other development

Doctors, Nurses and Community Nurses overstretched

Impossible to get carers for vulnerable housebound people, we have too many older/poorly folk.

Doctors Surgery too small

Possibility of mistakes if seeing more patients than is practical

Lack of police station

Health centre at physical capacity and cannot be extended

Looks to be an emerging plan to remove GP services to another location close to Havant. Given Hayling demographic would cause chaos and exacerbate congestion on A3023

Concern over flaws in Transport Assessment

Not enough GPs even if facilities provided

Should have to build health centre

First responders get call outs and ambulances delayed getting to them

Call outs to first responders when people could not get an appointment and become more unwell resulting in hospital treatment

Impact on charity Hayling based First Responder service

Build us a minor injuries unit

Clear that our Primary Care Authority is making no sustainable provision for the existing and any future residents health care on the Island.

Taking longer for local lifeboat crews to reach lifeboat station

How many preventable deaths have there been due to delays in receiving paramedic support or delays in arriving at hospital?

No ambulance Station on Island

Drainage/Flooding

Only one main sewer off the Island – this struggles to cope –flow back to toilets in some areas

Southern Water have no answers

Area gets very wet with heavy rain – where will water run off to?

Inadequate sewerage treatment facilities

Drainage to existing surface water systems already at times overloaded

Fields flood

Water supply pressure problems

Stream crossing site blocked/diverted flooding problems Tournerbury Area

Who will maintain attenuation basins?

Flooding to 45 to 51 (St Marys Rd)

In emergency flood situation how are we going to emergency evacuate?

Tankers are removing waste water – assume this is because drains cannot cope

Flooding by bridge restricting traffic flow

Concern over maintenance of ditch running along back of properties in Rook Farm Way

Flooding to garden 61 St Marys Road

Sea defence needs attention

Foul sewerage flooding at Stoke when pumps failed capacity problems worsened by more development.

Strategic flood risk issues for Island and access

Sewerage pumped into harbour damaging tourism and beach quality

Flooding –defences already stretched

In past years despite maintenance the pumping station at end of Victoria Road has broken down and leaked sewerage

Pumping station at Fishery Lane has had difficulties and led to sewage coming up through drains

Disruption from upgrading sewers and drainage pipes

SUDS – mosquitos problem

Education

Primary Schools are near capacity. Money unlikely to solve problem

Traffic hazard to Schools

Schools small and overcrowded

Parents have to travel off Island

Believe last September 11 Hayling children did not secure places at local infant schools.

Senior School under achieving

Infant school class sizes are large, funding is being reduced - additional pupils will only stretch already limited resources.

Report from Children's Officer shows there will be a shortfall of 63 spaces at Infant schools for expected number of children on site. Would developer lodge sufficient funds to build new accommodation for these children?

Impact on Tourism

Businesses/traders rely on holidaymakers to boost incomes – visitors being put off by traffic and loss of peaceful ambience

Weekend congestion will decimate tourism economy – sailing clubs, golf clubs, holiday camps, cafes, restaurants, pubs, shops, B&Bs will suffer

Havant Borough Core Strategy states because of limitations of road, tourism provision has to be limited on Island. Tourism contributes to wealth of borough, providing 10% of jobs. Important to enable tourism to flourish and this should be balanced by restricting house building as far as possible.

Hayling the 'lungs' of Havant area providing water based leisure facilities – without adequate access to these facilities will be less attractive and another industry on Hayling will be lost

Does nothing to make tourism more sustainable

Wont be any tourists if natural features of Island are all ruined

Hayling over the years has specialised in superb sports and holiday facilities which will be hampered by constant traffic jams and overcrowding

Ecology

Brent Geese feed on fields every winter.

Brent Geese visited field on daily basis (sometimes twice/day) for past 2-3 months

At least 200 in flock

Brent Geese 300 recorded at a time

Protected species.

Brent Goose activity every year between October and March – activity for at least 9 years

Brent geese using the site for over forty years to myknowledge

Hedgehogs

Birds of Prey

Bats

Insects and wild flowers flourish

Skylarks

Destruction of fields, hedges and trees – impact on wildlife

Nature good for health of residents

Fields provide habitat, food, shelter and nesting for may birds – some quite rare

Brent Geese fly 3000 miles to Hayling to overwinter

Lapwings seen quite often

Fields provide key part of food chain for other birds such as Kestrels

Responsibility to protect habitat.

Ecology report inadequate

Impact of sewerage on seabirds

Loss of hedgerows – impact on wildlife

In recent times landowners have done their best to frighten away Brent Geese – despite this birds natural instinct draws them back to historic wintering grounds

Believe pond central to development has Great Crested Newts – protected species

Area know as breeding ground for Adder

Shrews

Slow worms

Deer

Foxes

Owls

Voles

Field Mice

Chichester /Langstone harbours have special status and home to many varieties of wildlife – loss of farmland means loss of habitat

No sufficient environmental assessment of site conducted on potential damage to site and species that use it

Contrary to DM23 – Brent Geese –Pictures taken of Brent Geese using field since 2011

Brent Geese afforded full legal protection under national legislation (1981 Wildlife and Countryside Act)

Site has become an even more important resource for these internationally protectd and valued birds following recent development

Site supports Buzzards, Woodpeckers other wild birds

Green corridors needed for biodiversity

Haven for insects

Outline plan is to build very close to southern boundary removing shrubbery. – Gladman identified reptiles and we would point out that Stag Beetles, Slow Worms and Great Crested Newts to name just a few are present along this boundary.

Impact on trees

Sewerage pumped to harbour harming wildlife

Land integral part of the SPA/RAMSAR area supporting Brent Geese and wading birds

Likely additional impact on Chichester and Langston Harbours Ramsar Site SPA and SAC

Ecological Survey presents highly inaccurate picture of a “low value site”

Failure to show evidence of complying with regional, national and international obligations for HI's critical location in protected marine zones

Loss of Agricultural Land

Loss of Agricultural Land

Loss of Grade 2 farmland

Loss of Grade 3a prime farmland

Loss of food source

Loss of farming jobs

NPPF suggests building in prime farm land should be avoided in favour of sub prime farmland

Climate change and Brexit impacts on food supply and concern over loss of agricultural land

Other

Loss of open space

Loss of Rural Aspect

Noise

Noise report inadequate

Air Pollution

Overdevelopment of Island

More Space to build off the Island

Firemen are on a retainer

Impact on walkers

Loss of open space for children to play

Lack of trees to offset pollution

Precedent

Loss of recreational space

Assumptions of socio economic report questioned

What is the record of applicant regarding affordable housing?

Overdevelopment

Agreed saturation point for residents needed

Concentration of development in south east unacceptable

Pollution levels along Havant Road increased

Miniscule plot sizes – car dominated

Running sand on site

Loss of outlook – losing semi-rural nature

Affordable Housing not affordable

Langstone traffic noise and pollution

Loss of privacy

Area used regularly for recreation area for exercise and walking dogs

Lots of empty houses and flats should be filled first

Understood previous tests show site unsuitable due to shingle

Slowly losing sense of community and camaraderie

Question use of local companies/workers in construction phase

Children play football here

Urbanisation from recent developments

Too many sheltered homes for pensioners being built

Housing should be affordable for local community

If housing has to be built consider north of the Island

Views of Grade 2 Listed Church will suffer

Consider unused land north of Havant

Ruins separate communities and makes blurred housing estate

Impact on quality of life

Merging Mengham with West Town contrary to character

Build on brownfield land

If there is a housing shortage why are there over 200 homes for sale on the Island?

Proposed wall would put garden in deep shade

More commercial premises should be built in preference to housing

Not affordable to first time buyers

Windfall developments running at rate in excess of 200% of planned development rate

Statement of Community Involvement out of date

S106 wider community should be deciding on projects where funds are made available for the whole community.

Impact on garden tree

Green space should be used as buffer to existing residents

Impact on Gable Head from recent and proposed development

A lot of other areas in Hampshire can easily stand development

Should be limited to two stories

Play facilities welcomed but concern over maintenance and durability

Air pollution outside Mengham Infant School

Over 300 houses for sale and 45 for private rental not taking into account large numbers of social housing arrangements.

Will end up with complete conurbation stretching from Sandy Point to the west side of West Town.

Proximity of homes to Boundaries, size and density needs to be in keeping with homes in the South West corner, current proposals totally unacceptable

Young people moving off Island and retirees moving in to live by the sea

Are enough of these homes affordable for families needing social housing or young first time buyers?

Loss of Greenfield sites

Develop boarded up locations in Havant town centre – ideal for retirement homes close to shops, buses and trains

Amusement Park (Beachlands) designation misleading as already designated for housing

Brownfield should be used first – unused warehousing blocks etc. can be re-developed

Overdevelopment of Island

Could be Archaeological remains

What is the contamination?

Heavy machinery on site could damage the listed building of the church and farmhouses (having little or no footings to protect them)

Garden Villages/Townships – what consideration has HBC given to these?

Contravenes prime NPPF maxims in eroding already critical partitioning green belt, thereby exacerbating urban sprawl

The government must put a population limit on England

SUPPORT

Development will benefit businesses on the Island

Desperate need for affordable housing, well designed and well built and this central space is good location

Would like to see some of our buildings breaking 8-10 floor barriers to offer views and we could consider greater density if we build up as well as out

Second bridge to Portsmouth would be useful – under which generate energy to pay for its construction. Release pressure on road to north and afford easier access to work for Hayling population

Would allow us to continue to add property to Island in particular allow tall on seafront