



Warblington & Denvilles

Residents' Association

Please reply to:- 15 St Georges Avenue

Planning Services (fao Mrs D Haywood)
Havant Borough Council
Public Service Plaza
Civic Centre Road
Havant
Hants PO9 2AX

Havant
Hampshire
PO9 2RU

23 August 2016

Dear Sir,

HBC Planning Application No. APP/16/00774

Site Address: Land north of Havant Road and west of Selangor Ave, Emsworth

Proposal: Erection of 192 dwellings with associated parking, access, landscaping, and surface water drainage, pumping station and sub-station.

Thank you for the opportunity to comment on this application.

The Warblington and Denvilles Residents' Association strongly object to this application.

As previously stated, we consider this application is premature. Should it be accepted now, it would bring the planning process and local planning into disrepute. The site is currently discounted and remains so until its status changes. While recognising that this may happen in the Local Plan Housing Statement currently in the consultation phase, this is no reason to pre-empt that Plan and ignore the existing Local Plan. The whole principle of adopting a Local Plan is to ensure that piecemeal development does not take place without ensuring that the necessary infrastructure is in place. As this site may eventually be part of a much larger development in the future, it would be sensible to ensure that the necessary foul and surface water drainage and road infrastructure is in place to cope with any larger potential development without it being constrained by this proposed development. The Council should be robust in defending the status quo regarding Local Plans or their adoption is meaningless.

The applicants continue to argue that this site is not a part of the undeveloped gap. Their argument was tested against the Government Inspector and this site was ruled to be part of the undeveloped gap. The submitted ACD Gap Report disputing this is flawed, entirely selective, biased in favour of the applicant and demonstrates little knowledge of the site in

referring to Bedhampton in a quotation which cannot even be traced to the Kirkham report or the Havant Gaps Review. The ACD Gap Report should be disregarded.

One of the key points made when previously supporting the undeveloped gap is that this provides a north-south corridor for wildlife. By developing this site, this corridor will be closed and full consideration should be made of this.

The following points are particularly relevant if the Council disregards its local residents, council tax payers and electorate and decides to approve the application.

We have considerable concerns regarding the traffic junction onto the A259 proposed to the west of Selangor Avenue. Traffic flow, particularly during rush hour and most particularly when traffic diverts because of closure of the eastbound carriageway on the A27, is already high and causes considerable delays not only to motorists but almost more importantly to the local and South Coast bus network. The increase in traffic in Southleigh Road, Warblington experienced following the development of 190 plus dwellings at Manor Farm and Nursery Fields is well above that indicated by the traffic modelling, suggesting the models may not be effective in predicting traffic levels. We would suggest that a new junction so close to the A259/A27 junction will cause tailbacks onto the junction and ultimately the A27 as well as back to Emsworth Town Centre. If the proposed junction is fitted with traffic lights, the problem will be further exacerbated. We consider that inadequate consideration has been given to this matter and that more detailed work based on local knowledge is required to establish the full effect of adding the traffic from any new development at this site.

In earlier discussions, it became apparent that the foul drain in the vicinity is inadequate to cope with the additional outflow from the number of dwellings proposed and that the nearest node where the capacity could be handled would need to be sought. Given the large increase in number of dwellings recently built in the area and proposed in future, this would suggest that the foul drainage infrastructure is already under strain. Under severe stress, this could result in unsatisfactory discharges into Chichester Harbour threatening wildlife, local industry and health.

While earlier submissions proposed to re-site the high pressure gas main, we still have reservations about the safety of repositioning the gas main closer to a trunk road and then building in close proximity. Leaving it in position is similarly dangerous. It now appears that Scotia Gas Networks also hold reservations about the efficacy of doing this. In our view this constitutes a serious matter that should not be taken lightly. The increase in development costs, while not a matter for the Council, may be reflected in the retail cost of the properties, thus going counter to the perceived requirement to provide new homes that young people can afford.

We have viewed the new sites at Manor Farm and Nursery Fields where the density of housing is out of keeping with the existing housing. We have long held the accepted position that high density housing leads to higher stress levels amongst residents. While the sites may look light and airy, there is little space for individual residents to call their own, with houses packed cheek-by-jowl, and a cursory nod to recreation areas for children and young people. To construct 192 dwellings on this site is totally out of keeping with the local environment, particularly the single storey bungalows in Selangor Avenue. In addition the houses will be close to a busy, noisy trunk road, with dust and pollution being blown into the site by the prevailing wind. It will hardly be a pleasant place to live.

Experience of the site traffic involved over an extended period of years for the development of a similar number of dwellings at Manor Farm demonstrates that this will have a seriously deleterious effect on the A259 especially at its busiest times. Despite efforts by Barratts to control site traffic, contractors' vehicles and suppliers' lorries arrived outside of site working hours, parking in the nearest available places which will either be on the A259 or in Selangor Avenue. There will also be problems with mud on the A259. At Manor Farm all efforts to prevent this in Fifth Avenue fell far short of the requirement. There will also be considerable dust from the site which, given the prevailing south west wind, will blow into Selangor Avenue properties. Regrettably, our experience shows that Barratts appear incapable of meeting the conditions laid down for control of sub-contractors, dust, mud and noise. This gives us little hope of any respite from this for the residents of Selangor Avenue and those travelling on the A259 in the vicinity. Regrettably, the Council were of little help in monitoring or enforcing the conditions, and admitted they do not have the resources to do so, relying on local residents to draw their attention to breaches. Even then the Council was unable to do much to enforce them, and the WDRA became instrumental in resolving the most serious breaches – though respite was very brief despite promises from Barratts' senior and site managers. This is totally unacceptable.

Our experience shows that the local health resources are also fully stretched at present. Simple GP appointments cannot be obtained less than 2 weeks in advance. Local facilities in Emsworth have been closed down and efforts by local surgeries to expand their operations appear to be thwarted by the NHS. To quote from the Emsworth Surgery Summer 2016 newsletter:

“General Practice in Crisis As your local GPs we are sadly aware that our patients are finding it increasingly difficult to access appointments and services that you have come to expect from us.”

and:

“Emsworth Cottage Hospital Update The Practice is fully engaged with NHS Property Services, the owners of the Emsworth Cottage Hospital, with a view to building a new GP surgery on the site. Further meetings are planned and Alan Mak, MP, is lending his support, however, there is no further progress to report at the current time.”

In summary, there are many very good reasons why this application should not be approved.

Yours sincerely,



Andrew Norton
Planning Officer

Copy to: Mr David Dowland, Chairman WDRA