



Attn.. Mrs D Hayward
Havant Borough Council
Public Service Plaza
Civic Centre Road
Havant
PO9 2AX.
By email to planning.development@havant.gov.uk

19th December 2020

Dear Sirs,

**Objection Planning Application APP/20/01093
Land backing onto Northshore and Sinah Lane**

Please note my objection to this Application.

I have read the application documents with great concern. We all know that housing is needed for our identified housing needs, but I believe that the whole point is to ensure that development is sustainable. This should not just be a tokenistic approach. Unless development is sustainable we build up all sorts of problems for our communities in the future.

The main difficulty as far as Hayling Island is concerned is transport capacity– or rather lack of it. I think that those elsewhere in the borough may not realise how difficult, indeed desperate, the situation already is. Developing another 195 houses with the consequent population increase without the adoption of measures to deal with the capacity of our existing road connections is likely to lead to even more severe communication difficulties as new residents take to the roads to try to get to work etc.

We are all totally dependent upon a single road and single bridge which is now bearing a load of 25000 cars a day against an assessed capacity of 13000. It has been recommended since the 1980s that improvements to assist the flow on and off the Island should be made – but nothing has been done.

Other areas, even if they are dependent upon country roads, have the option of going one way or another – here all the traffic has to go to the bridge. Very often we also have the problem of congestion at the Langstone roundabout or from Havant Town centre. There is simply no leeway in the system. We now know that urgent repairs are needed to the bridge upon which we all rely.

Cyclists also are, and have, a problem. There is no provision for cyclists on the Havant Road or for those from the east of the island. They impede the flow of traffic especially at peak times when both sides of the road are busy and it is not possible for traffic to overtake. It is dangerous for cyclists especially at times of poor light or visibility. The Hayling Billy track could assist those of us on the west of the island in particular but this is poorly surfaced, and not lit, so is not usable in the early morning or evenings by commuters or schoolchildren. I would always use a bike in preference to a car for shorter journeys where this is safe. Unless it is possible to cycle (slowly) on the Hayling Billy track in daylight, cycling is limited to very local daytime trips. While the council indicates in other documents that it is proposed that cycleway improvements be made there seems to be no plan for this, and

there is no suggestion that the proposed development be conditional upon such improvements.

Those of us in the south part of the island have no provision for alternative access, and any stoppage between the seafront and the Langstone roundabout causes a jam all along our "cul-de-sac", which of course on busy sunny days in particular runs all the way to the seafront. If difficulties coincide with the waste collection or any road works all problems are amplified. We always worry about emergency vehicles in case of fire or medical emergencies. A gridlock is only a moment's carelessness away.

This particular application also produces specific issues:

1. There is clearly insufficient parking, as has been noted by the "Traffic" consultee who suggests that 417 plus 20% spaces are needed – ie. 500 spaces. We have to assume that most houses will have more than one vehicle, and many vehicle movements. There are no additional jobs on the island, and insufficient school places, so that in most cases residents will be travelling to and from the mainland by car. As well as the pressure on the roads, if there is insufficient parking for such a large development we shall have cars being parked in adjoining roads; this causes obvious safety issues. Cyclists already have to deal with some parked cars making cycling dangerous, and there is poor footpath provision – none at all on some local roads.
2. The fact that the site plan shows the roadway ending at the boundary to the northern field (in a similar way to that at the end of Northshore Road) is clearly indicative of a future wish to develop the land currently left undeveloped. This development already diminishes the local environment. The Billy Trail and the coastal path are an essential part of the green lung for our local population as well as for walkers and cyclists from all over. Losing the field at the side of the Billy Trail at the southern end would be a huge and irreversible loss. The potential of losing more in time is frightening.
3. Others will, I am sure, comment on the flooding impacts. We are already concerned about this for existing houses. Having a high density development which necessarily concretes over much of the land giving natural drainage cannot be sensible. We will also be losing (again irreversibly) good agricultural land.

I cannot see any justification for using this greenfield site for a development of this sort.

Please acknowledge receipt of this letter.

