

Comment on TP04 & Gladman's Rook Farm RSA Designer Report

Please Note: **References in bold** are to sections found in each of the Report & Havant Borough Council's TP04

Gladman RSA Designer's Report

Re: 1.1.2 This Report is ostensibly for up to 210 dwellings plus apartments. **4.1.1.** Appears to amend this to 390 dwellings I understand because Government's NPPF 2019 requires intensification of land use for dwellings. The Report's initial 210 figure does not make clear if it includes the apartments numbers, each of which could potentially result in 2 additional vehicles with more than 1 occupant thus substantially increasing vehicular movement both for private & properties' service vehicles.

Re: 2.1.1 This Report focuses on the St. Mary's Rd. access only, objections to which have already been made during Stage 1 Hearings by local residents on the basis of: Mengham Infant School's access & egress is directly onto St. Mary's Rd.; Hayling's long-established Veterinary Practice is on St. Mary's Rd. & opposite the Infant School; St. Mary's Rd. has developed out of a pre-existing rural route so it is lined by private properties fronting onto the Rd. & in many cases the gardens terminating on the road itself with no pavement for pedestrians. Cars are routinely parked because older homes may have either no or insufficient parking space having been built before cars were in wide-spread use; St. Mary's Rd. already has: cycling & pedestrian access from the populous Fathoms Reach housing estate; road access along a narrow rural South Rd. leading to another heavily used Hollow Rd. route; Elwell Grn gives access to populous housing estates with narrow non-adopted roads but densely populated; Cherrywood Gdns another quiet residential road could become a rat run to avoid inevitable queues onto Elm Grove directly from St. Mary's Rd.

Re: 4.1.3 Given the density of dwellings & their inhabitant numbers as given above, which include some apartment blocks on St. Mary's in close proximity to Elm Grove, the Fire Station & Co-Op, plus the Infant School, Vet. Practice, Post Office Sorting Office, commercial sites both of which are directly onto St. Mary's Rd. & others accessed from behind these directly onto St. Mary's Rd., it defies common sense that the traffic associated with 390 dwellings can be acceptable in principle onto a road that was never designed nor built to accommodate such intensive use. The dwellings & businesses that have developed on St. Mary's Rd. are not, in themselves, causing a threat to both people's well-being & livelihoods. 390 Additional dwellings & their traffic represent almost a doubling of the traffic already there with no possibility of any additional pedestrian pavements nor increase in road width to cope with the traffic generated.

Re: 2.1.4 Personal Collision Data since 2020 is not the result of 390 dwellings & associated traffic. Furthermore **Appendix A Section 3 Recorded personal injuries** are on the road into which all Rook Farm proposed 390 dwellings' traffic will be queuing to exit/enter thereby inevitably adding to the likelihood of these numbers increasing. There is no room for cyclists' lanes & many Islanders are so fearful of current and increasing motorists' speed and impatience that they do not allow their children to bike to school; conversely all climate change news emphasize the need for people to walk, cycle to school & to employment wherever possible. How can St. Mary's narrow road, Church Rd. & Elm Grove accommodate cycle lanes & pedestrian pavements along all routes? The popularity of mobility scooters amongst Hayling's disproportionately high number of the infirm & elderly means a) our pavements are not all wide enough to take both them & pedestrians b) many use the roads which are themselves already narrow necessitating cars/vans/lorries to travel at mobility scooter speeds before they are able to overtake.

Appendices 4 & 5: These photos & drawings do not reflect the impact of the number of proposed Rook Farm occupants & their associated service vehicles choosing to take the already congested St. Mary's Rd. to access Beach Rd. There is little appreciation for the realities of 'permanently' parked vehicles on both sides along St. Mary's Rd. on the approaches to Beach Rd.

TP04 Havant Borough Council Rook Farm Access

Re: 9-10 Regarding the St. Mary's proposed access, the Council's statements are welcome because they underline the realities for all those already living, working, visiting, servicing this central area of Hayling Island, so that St. Mary's is an unacceptable access route for a Rook Farm development.

Re: 11 It is most refreshing to read that the Council recognizes the difference between "transport modelling" and the "real constraints" resulting in "congestion". I would add that it is also time to recognize the need for a genuinely sustainable life for those already working & living on Hayling's highly restrictive road network particularly at a time of, now, international Governments' acceptance of global warming, more intensive rainfall, storms, rising sea levels directly affecting our Island. Southern Water, our sewage/wastewater company, seems incapable of coping with such problems as demonstrated by its illegal discharges of raw sewage & sewage found in eg Gosport's residential streets 9-10th August 2021 (BBC South Today) following localised heavy rainfall. Hayling's wastewater system frequently breaks down every year at key points, so how can 390 dwellings' inhabitants be safely accommodated with our pumping stations' annual failures? What impact must such a high number of 390 dwellings' additional

wastewater generation have on pipes that occasionally fracture due to sub-soil/sand & shingle movement on an island that will gradually have an even higher water table? Rook Farm development's future residents must depend upon a Development Management Company: what happens when the SuDS system, on which all our new developments must depend for drainage, cannot cope with the intensive development on Hayling's high water table? Who will be expected to bail them out? What impact will the loss of land, currently absorbing the surface water, have on neighbouring properties? Climate change will have unforeseen consequences to intensification of building developments as written into the 2019 NPPF.

Re: 15 Lulworth Close access may have the benefit of proximity to the A3023 roundabout leading off/on the Island but the proposed associated intense development means a permanent loss to an area providing heritage and environmental benefits to all. The Council's Plan has still not provided realistic cycle routes even on such a modern road as the section of Church Rd. To cope with the additional 390 dwellings' associated traffic, how will the increased number of school age children be able to safely cross to the College & Junior Schools on the eastern side, and how will they safely be able to use their bikes? Any interruption of traffic flow on such a major – for Hayling – road, will cause queues back north of the roundabout at periods around school access, egress and arguably lunchtimes. None of these is properly identified and simply requiring CIL developers' money just leaves the residents with the permanent problems that the 390 dwellings – as required by the Government's own NPPF 2019 – will bequeath Hayling.

It would most welcome if the Local Plan Inspectors would appeal to the Government's Housing Minister to regard Hayling Island as an Island that has clear, obvious and potentially dangerous constraints made worse by rising sea levels and no plans for permanent all Island sea barriers as planned for Portsea Island. To enforce a patently and genuinely unsustainable intensity of building development such as that proposed for Rook Farm's location, is building the wrong number of dwellings in the wrong place. All of this is entirely foreseeable and unsustainable in the real meaning of the word.

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