

Regeneration and Economy Strategy refresh

Havant Borough Residents

input to

HBC Regeneration Team

The communities that we represent

- Bedhampton Heritage Alliance – Iain Fairley, Ron Tate
- CPRE Hampshire – Caroline Dibden
- Emsworth Residents' Association – Charles Ashe
- Havant Borough Residents' Alliance – *Ann Buckley (Apologies)*
- Havant Civic Society – Bob Comlay, Vernon Stradling, Peter Hammond (*Apologies: Christopher Evans*)
- Havant Climate Alliance and Friends of the Earth - Pat Brooks
- Hayling Island Residents' Association – Ann Skennerton
- Hayling 'Save our Island' group – Dave Parham
- Langstone Residents Association – David Pattenden
- North Hill Bedhampton Residents Association – Jim Graham
- Save Long Copse Lane – *Andrew Hunnibal (Apologies)*
- Warblington and Denvilles Residents Association – *Graham Beeston (Apologies)*

Note: Future Waterlooville and Leigh Park representation to be identified

About us

- We share your objectives for Havant Borough
 - To exploit its unique geographical position, transport links, the harbours and its proximity to UK strategic ports and airports.
 - To build on its heritage, raising its commercial position and growing its stature and reputation.
 - To raise local educational standards and employment opportunities for our children and grandchildren.
- We're on the same side
 - We bring a complementary perspective and represent a skilled and experienced resource. As residents, we are invested in the future of the borough and have valuable experience to offer.
 - We are encouraged by and agree with the observations made by the Planning Inspectors in their recent report on the Local Plan.
 - We use the Borough's facilities and roads daily – we know what's broken and what isn't.

Our experience of the inhibitors to 'Regeneration'

- There has been a complete absence of timely stakeholder engagement.
- There is no clear strategy for the primary employment sites.
- There is no evidence of 'master planning' within an overarching programme plan.
- The programme plan is dependent on improvements to existing infrastructure.
- Improvements to the traffic and transport infrastructure are fundamental pre-requisites to successful delivery of regeneration.

There has been a complete absence of timely stakeholder engagement

- Engagement to date has been 'too little, too late', with each regeneration project defined and presented as a 'fait accompli'.
- HBC 'visions' appear to have been delegated at considerable cost to third party graphic designers unfamiliar with the borough's regions and heritage.
- Our documented responses to engagement opportunities to date have mostly been ignored, leaving us with the impression that our opinion is neither understood nor valued.
- Having had no input to the underlying requirements and 'vision' activity, residents cannot reasonably be expected to buy into the proposed 'solutions'.

There is no clear strategy for the primary employment sites

- Edge of town:

- Langstone Park / Langstone Gate
 - Town centre accessible – Office space available
- Broadmarsh / Brockhampton West
 - Solent Distribution Park, Hermitage Park
- Dunsbury Park
 - Given PCC ownership, do HBC have any influence over use?

- Town centre:

- New Lane
 - Landlocked by residential property, ideal opportunity for green, advanced manufacturing employment, now lost to a 'last mile delivery' centre and large scale shed developments.
- Solent Road / The Tanneries
 - Portsmouth Water/Chancery Gate application for more sheds.

There is no evidence of ‘master planning’ within an overarching programme plan

- The Local Plan sets out the Policies and the Allocations, but individual development proposals are considered piecemeal, rather than in the context of other developments within the same region of the borough.
- The standard response is that HBC Planning Policy cannot/will not challenge applications which technically fit with Local Plan allocations and meet NPPF guidance but which clearly do not make sense in context.
- We expect HBC to show leadership and take the initiative to assess applications in the context of overall strategic master plans for the borough. Those master plans must be interlocked with a master plan for Traffic and Transportation.
- Without a holistic approach to planning, there can be no stable foundation for the Regeneration programme.

The programme plan is dependent on improvements to existing infrastructure

- **Water management**
 - The existing wastewater treatment infrastructure cannot handle today's sewage and surface water drainage load.
 - Water supply pressure low in places, e.g. Hayling Island, needing significant infrastructure improvements.
- **Education**
 - Capacity already stretched, standards acknowledged as unacceptably low.
 - Poor standards relate to the quality of the employment offer.
- **Healthcare**
 - Capacity already stretched
 - Patient lists closing to new residents.
- **Telecoms**
 - Need for ultrafast broadband. (CityFibre is currently installing Full Fibre in Portsmouth and HBC should be leveraging the company's £4B investment in new locations.)

Improvements to the traffic and transport infrastructure are fundamental pre-requisites to successful delivery of regeneration

- The current road transport infrastructure is already overstretched and with no clear strategic master plan for the borough, individual 'application level' transport assessments, e.g. 32 New Lane, have questionable validity.
- Highway junction 'hot spots', including the limited number of rail crossing points, will become increasingly overloaded by the volume of new housing and commercial/industrial shed developments within the town centre.
- The incremental increases in loading at these junctions from *successive planning applications* combine to cause major traffic problems across the borough.

Key junctions impacted by multiple planning applications

- Warblington A27 interchange – additional load from *Saxon Corner, St Georges Avenue, Bartons Road* and *Chichester DC housing developments* east of Emsworth. See also, *Southleigh link road* and *New Lane* generated traffic. 'Option 1B' needs revisiting.
- A3(M) 'Rusty Cutter' roundabout – additional load from *'Harbour View', Lower Road, Campdown, HSDC Crookhorn car park development* and *New Lane* developments.
- Middle Park Way / ASDA roundabout / Hulbert Road – additional load from A3(M) through traffic from *New Lane, Campdown, HSDC Crookhorn car park development*, the *Bedhampton Lidl* supermarket and *Hulbert Road housing* plans.
- A3023 and A27 Langstone roundabout - *Any additional housing* on Hayling Island will increase the load.
- Solent Road traffic will be further throttled by parking availability and further stressed by *Portsmouth Water / Chancery Gate* development plans, *Langstone Park, Broadmarsh, Southmoor Lane* and *Solent Distribution Park*.



Our recommended way forward

- The Planning Inspectors' report, which is in line with our own thinking, offers an opportunity to 'regroup' and refresh both the **Local Plan** and a viable **Regeneration Strategy**.
- Refresh and update the Regeneration strategy through combined workshop sessions with an integrated team including Planning Services, HCC Highways, resident stakeholders and local business and services stakeholders to scope and plan a viable and deliverable programme.
- Scope of workshop activity needs to include Waterlooville and Leigh Park in order to appreciate the options and priorities by region in the overall context of the borough.
- Use the same integrated team to jointly develop a deliverable vision for external marketing purposes.
- Adopt a robust Programme Management discipline. Residents, local businesses, external investors and the Ministry expect such discipline and will recognise and value it.