

Cllr Clare Satchwell – Ward Councillor Hayling West

Written Deputation for DMC 29th October 2020

Application APP/18/00724 - Land at Sinah Lane, Hayling Island

You will all have heard many times that Hayling Island is unique. The primary reason for this from a planning perspective is the road network and the impact that the one road on and one road off has. This road causes issues far and wide and so the only way to look at the sustainability of development on Hayling should be holistically.

You are going to be asked to make a decision that affects tens of thousands of borough residents. I will attempt to highlight the primary reasons why this application should be refused permission by the Development Management Committee today.

There is no question that officers have worked incredibly hard to try and find a way that in their opinion tips the planning balance to the recommendation to grant permission but it is this level of complexity that forms part of my reasoning that this site cannot and should not be considered alone.

Does this development meet that test or if it is only the **fear** of the implications of the potential lack of five year land supply that has potentially tipped the balance which has led to this recommendation?

I urge you to read the more than 400 submissions by residents about this application who are terrified that the lack of infrastructure, damage to our wildlife and ecology, flood risk, and transport issues combined create an unsustainable development that if granted cannot be un done. We need housing but at what cost? we must get it right.

Transport

Whilst it is not the local plan on trial the Hayling Island Transport Assessment (which forms part of the emerging local plan) informs this application. The TA is just that an assessment, there are no firm decisions it is an assessment of the situation and includes information for example about how the Hayling Billy trail 'could' be used but it also identifies for example that there is no plan in place for it's long-term maintenance or any feasibility to some of the 'ideas' it suggests.

If we were looking at the Local Plan in front of the inspector, then we he or she would be able to look at the island as a whole and review their comment from 2013 (albeit pre NPPF)

"I concur 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 the local road network at peak hours".

More alarming is the lack of scrutiny and independent review on the Transport Assessment Addendum. It took a call in of a cabinet decision (one of only a handful **since 1974**) by me and other colleagues to even get it in front of the OPS board who has been denied the opportunity. The board were tightly controlled by rarely used unfamiliar process (due to the nature of the call in). We were lucky to have a professor in attendance, but he was given 2.5 minutes to address the committee and strict rules were applied which meant that no questions could be asked of him.

It is disappointing that this extensive officer's report for this application that mentions the Hayling Island Transport Assessment more than 42 times does not mention that the addendum was not made available for scrutiny and there was very limited public involvement.

A couple of days after the scrutiny meeting to everyone surprise a technical note was issued which sought to answer the initial questions raised and the addendum was published. There was no inclusive process and opportunities to inform the assessment were missed.

Transport continued

Many residents have asked me what in real terms will be delivered to improve the road network by developer contributions relating to this application. The extensive officers report sets out what could be delivered but there is nothing confirmed therefore no timescales. There is no evidence to support the improvements that what could be implements will offer.

In the technical note issued on 15th March 2020 following the call in of the cabinet decision to publish of the transport assessment says

The HITA concluded that with new development but without mitigation, the local plan proposals would lead to a cumulative severe impact on the road network. However, with a costed and proportionate mitigation package, new development can be accommodated on the road network without a cumulative severe impact.

Why does this application not inform residents and indeed this committee what will be done and when it should be done? How can we be sure that there is enough money to deliver anything meaningful that will mitigate the severe impact described by our planners. I recommend reading the highway conditions in the officer's recommendation which may help you understand why residents are so alarmed.

Details of the proposed funding by the developer is below (taken from the TA addendum). Most of the money would go in to the CIL pot and there is nothing to guarantee that it would have to be spent on Hayling Island.

Type of funding	Amount
Community Infrastructure Levy	£1,708,219
Direct contribution (through S106) to improvements along the A3023 corridor up to, and including, the A27 roundabout	£679,000
Walking route from the development to Mengham Infant and Junior Schools	£35,000
TOTAL:	£2,422,219

Brent Geese & Wildlife

Case law and guidance has stressed the need for a full set of environmental information to be available for consideration prior to a decision being taken on whether to grant planning permission. There seems to be inaccuracies in the application which suggests for example that E26 is adjacent to the onsite refuge when in fact it is not.

Barratt homes recently developed another site 'The Oysters' and at that time the site that we are reviewing now was identified for refuge. It seems it is perfectly acceptable to keep moving these birds on when there is money to be made.

The RSPB is mentioned 52 times in the officer's report and the RSPB says

'The application site lies within 150m of Langstone Harbour to the west, designated as a Site of Special Scientific Interest (SSSI), and forming part of the Chichester and Langstone Harbours Special Protection Area (SPA) and Ramsar site in recognition of its national and international importance for wildlife, including wintering waterfowl and breeding seabirds.'

Due to the amount of work to attempt to address this issue and the fact that even now the report is not correct it must raise the question, should we be building on such a significant site? How sure are we that we are really offering protection to these important birds?

Infrastructure

Infrastructure is of particular concern. The Southern Water network regularly fails on Hayling Island and this development would make the problem worse. For this application, sewage would end up going through the infamous Stoke pumping station which has led to raw sewage ending up in peoples houses, gardens and Langstone Harbour. Problems are not limited to Stoke, lorry's manually pumping sewage out of the sewers is a regular and unwelcome sight. Due to the age of the Islands sewage network roads are often closed for weeks and months due to failures in the network. Budd's farm the processing site for sewage fails regularly, and evidence of raw untreated sewage is a plenty for users of our harbour and beaches. Our residents in the borough need existing issues and capacity to be fixed before we potentially add additional housing on this site that is perched just 150 metres from Langstone Harbour.

Infrastructure

The Flood Risk Assessment published in March this year, raises many issues. It confirms Southern Water has rejected any future involvement in the SuDS on this site, it also shows that Langstone Harbour will now be the destination of water drained from this site.

Hayling Island Coastal Strategy & Flooding

In 2022 the ESCP Hayling Island Coastal strategy is anticipated. This strategy will be invaluable in helping to understand whether further development on Hayling Island is sustainable. Surely a flat Island with little or no flood protection needs this to truly make an informed decision on whether development is sustainable?

Nutrient Neutrality

This site is located next to Langstone Harbour which is one of the areas the new policy is ultimately designed to protect. The new idea of offsetting has unknown results.

The Solent is an area of particular concern and it is unclear how the success of these schemes will be measured and monitored.

Prematurity

The level of complexity (and hard work by officers) demonstrates why this site cannot be decided on its own. It needs to be considered as by an inspector as part of the examination of the local plan with community involvement.

If permission is granted the opportunity is lost, either for a development that is truly in keeping with its surroundings or one that has integrity at its heart and factors in the long term wellbeing of potential residents that may occupy it.