

Deputation by Councillor Gary Hughes – Cabinet Lead for Planning

Members of the DMC, you will have read the officers report, recommending approval of this planning application.

I also have read the report and have spent many hours on the planning portal reading the objections. They primarily focus on traffic, access to local services and schools, and the threat of potential pollution problems in Langstone Harbour.

Firstly, I strongly believe that we have a moral obligation to build houses to meet our housing need, not just for our young people. It is worth pointing out that today, we have twice as many bedrooms in our borough than we need in 2037. However, those bedrooms are in larger houses (3+ bedrooms) often on very large plots, frequently occupied by individuals/couples who have spare rooms. We cannot force those individuals to downsize to smaller properties, thereby freeing up their property for greater occupancy. By facilitating the building of a mix of properties; flats, one bed roomed, two bed roomed (our greatest need), three bed roomed properties etc, we will create flexibility in the offerings across the borough and hopefully enable people to occupy and own their own home in a location of their choice.

The Hayling Island Transport Assessment Addendum is a detailed piece of work. As an impartial observer (I wasn't involved in its generation, analysis, conclusions and recommendations) I am not in a position to critique the content per se. I would, however, make the following observation; an assessment is just that... an assessment, based on limited real-time analysis, modelled and extrapolated over time. The Traffic Planning Appendix for the Major Development Area (MDA) to the West of Waterlooville delivered in 2010 comprised 1046 pages and was 10 times larger. Seventeen junctions were subjected to real-time analysis over a three-day period during the summer of 2009. From that data and additional modelling, detailed traffic assessments forecasting the expected increase in traffic were extrapolated out to the year 2021. A series of 'triggers' based on the number of housing completions were set out in the Section 106 agreement requiring modifications to the 17 junctions to accommodate the increased traffic. **What has become apparently clear is that the modelling when compared to actual traffic was inaccurate.** So much so, that there has been significant engagement with Hampshire Highways and the development company to get the completion figures increased before the triggers have been initiated. Additionally, and critically, the local residents' association has been able to influence the sequencing of the works at specific junctions, thereby using local knowledge and insight to assist highway planners in making adjustments to the local roads network that are timely, appropriate and strategic. As you may know, I have taken on the Chair of the Hayling Island Infrastructure Advisory Group (HIIAG). In my introductory communication with the civilian representatives, I proposed the above approach as a role for the group; making use of their local expertise and knowledge to shape infrastructure adjustments. The modelling used to develop the HITAA is based on two timelines; today and 2036, similar in approach to the MDA modelling work.

The HITAA highlights a series of interventions (package M1A) that could ameliorate the 'friction' and 'shockwave' events that occur on the A3023. In respect to the proposed

development at Sinah Lane, Developers Contributions in the form of Section 106 payments (approx. £679K) and Community Infrastructure Levy (CIL) receipts (approx. £1.7M) could fund these works.

One of the criticisms of the traffic assessment addendum is that it did not take into consideration 'real time traffic' during peak summer months and at weekends. This summer has seen record numbers of visitors to the island. It has been described by some locals as the 'busiest for thirty years'. There are three permanent traffic counters on Hayling Island. A3023 Langstone Bridge, A3023 Mill Rythe (outside schools) and West Lane (south of Brights Lane). I have seen the raw data from a ten-day period between 1 Aug - 10 Aug. The data covers vehicle type, volume (numbers), speed (including mean speed) for each hour and a 24hour total. The raw data shows that traffic flows for the whole 10 day period were very good. As you would expect, average speeds were slower during high volume periods compared to low volume periods. I am sure there will be many accusations of What does he know, he doesn't live here! In my Cabinet role, I have been making regular trips to Hayling Island, particularly West Beach since June 2018. It has become my norm since May to note the time to/from the junction with the A27. The time for each journey in either direction has always been between 11 and 14 minutes.

Many of the comments relate to the potential for the increase in 'pollution' into Langstone Harbour as a result of this development.

- Did you know that Langstone Harbour is not a European Designated bathing water?
- That locals have commented that it is cleaner now than it has ever been?
- Did you know that before the year 2000, all Portsmouth sewage was pumped straight into the Long Sea Outfall untreated?
- Despite this, that Hayling Beach has been awarded the Blue Flag status for the past consecutive 29 years and has had 'excellent' bathing water
- Did you know that even 'excellent' bathing water can have up to 825 poo bugs per 330ml (the average coca cola tin)?
- That the treated water pumped into Langstone Harbour from Southern Water is cleaner than the water it is going into?
- Did you know that only 3% of household waste contains solid matter the vast majority is water from toilet flushing, kitchens and bathrooms?
- And during storm water releases that the percentage of solid matter would be less than 0.1% but is in fact screened to remove that solid matter before discharge?
- Budds Farm and Thorham WWTW receive a combined total of 800kg of nitrogen loading each day, of which 130Kg is released in the final effluent. This is 21% below the maximum permitted. We should not forget that the two greatest causes of nitrogen in both harbours is surface water run-off and from the marine environment (it comes in on the tide).

Sustainable development has three pillars; social, economic and environmental. I do believe that this development meets all three pillars; who are we to say people can't live in their own home? The environmental challenges can be addressed and I do see a role for an upgraded flood resistant fully available Hayling Billy Trail. And finally, at the macro level, economic

growth through house-building and investment will enable Hayling Island to evolve to meet the demands of locals and visitors alike. I hope you support the recommendation before you.