

Cllr Clare Satchwell – Ward Councillor Hayling West

Written Deputation for the Planning Committee

10th March 2021

Application APP/20/01093- 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 more widely and 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 Planning Committee.

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 is it only the fear of the implications of the 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 500 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 undone. We need housing but at what cost?

With so little land in the borough it is even more important that we approve the right plan in the right place and that mitigation measures are delivered before development.

Transport

Whilst it is not the local plan on trial, the Hayling Island Transport Assessment Addendum informs this application. The TA is just that an assessment, there are no firm decisions it is an assessment of the situation, It 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 its 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 he or she would be able to look at the island as a whole and either review or re enforce 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".

Many 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. The recommendation does not require mitigation to be required before occupation.

The recommendations ask for just under **£700,000** to be paid to the Highway Authority for future projects.

You can find in **The Hayling Island Transport Addendum**

Summary : Proposed interventions on page 14, 15 & 16

<https://cdn.havant.gov.uk/public/documents/Hayling%20TA%20Addendum%20final%201-01%20incl%20App%20A,D,E.PDF>

At the site view meeting a member mentioned the potential changes to West Lane Junction for example, this is estimated at £1,840,000. 'Friction reduction' measures (north and south) £2,217,000. The Highways' contributions will not deliver these identified changes.

The principle of proposed mitigation and developer contributions just do not add up.

There is no evidence to support what any identified improvements may deliver. In the technical note issued on 15th March 2020 following the call in of the cabinet decision to publish 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 is required, who should pay 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 urge that you read again the highway conditions in the officer's recommendation which may help you understand why residents are so alarmed.

Brent Geese & Wildlife

Barratt homes recently developed another almost adjacent 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.

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. In recent years failures of this pumping station have led to raw sewage in peoples houses, gardens and Langstone Harbour. Problems are not limited to Stoke, lorries manually pumping sewage out of the sewers are 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.

Portsmouth Water have not been consulted despite two burst water mains in close proximity to the site in recent months.

Flooding

The Flood Risk Assessment published in November 2020, 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 councils new Nitrate Neutrality off setting 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.

Safety and Walking to School

Walking through West Town is hazardous due to very narrow pavements and lorries that deliver to the many businesses including builders' yard.

It is suggested that the appropriate route to school diverts children through Hayling Park. Both residents and common sense can inform us that this would be dangerous and unsustainable.

Widening pavements has been considered but moving telegraph poles means that this is not possible.

The previous application

11th March 2021 is the closing date for submission of evidence for the appeal brought by Barratts for non-determination. The meeting to decide this application would have been held in the first weeks of lockdown and so quite reasonably the DMC could not go ahead.

Conclusion

This application should be considered 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.