

Comments for Planning Application APP/21/01350

Application Summary

Application Number: APP/21/01350

Address: Land north of Oysters, Station Road, Hayling Island

Proposal: Outline application for erection of up to 29 dwelling units and associated highway works with all other matters reserved.

Case Officer: Lewis Oliver

Customer Details

Name: Not Available

Address: Not Available

Comment Details

Commenter Type: Complainant

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I wish to make some comments and observations with respect to the outline planning application APP/21/01350. It is worth noting that this application CANNOT be viewed as a single application as another application (APP/21/01351) for outline planning permission is on the table for 60 dwellings immediately adjacent to this. Therefore the 2 applications need to be reviewed together. My comments relate to them both.

Overview

The applications both will cause stress on the local infrastructure, environment and wild life let alone emergency, health and education services which are associated with them.

Specifically these are:-

Planning Objections - Saltmarsh Lane and Oyster II Infrastructure

a) Foul Water pumping station at the west end of Woodlands Lane and north of Denhill Close already is at capacity and is known to backup raw sewage which overtops manhole covers outside No 8, 11, and 15 Woodlands Lane. This means Southern Water have to use tankers to pump the contents of the storage tanks and transfer it to Budds Farm in the event of a pumping station failure.

Although I note the application above includes provision of a pumping station on its northern boundary I suspect it will be connected to the pumping station either directly or indirectly to ours at the western end of Woodlands Lane.

b) West Lane is a Lane not designed for 2 way traffic. There are sections of the southern end of Lane which do not have footpaths. The development of 29 dwellings in Oysters Close and 60 in the Saltmarsh area, when coupled with the ongoing 'Peebles' development off Sinah Lane, of 195 dwellings will only exacerbate the problem on this road increasing the risks of accident and fatal injury. West Lane is used as a rat run for people living in the West Town area of Hayling. Although governed by a 30 MPH speed limit which turns to 40 MPH north of Brights Lane the majority of users do not obey these limits and regularly travel at speeds in excess of 50 MPH in the southern section south of Brights Lane.

Further it would cause greater congestion at the Havant Road and West Lane junction, a known bottle point, creating greater pressure on the network and emergency services and tailbacks on Havant Road resulting from traffic travelling south and turning into West Lane.

The current Local Plan (rejected by HM inspectors and withdrawn) did not correctly evaluate the traffic pressure over the single access to the island which would result from proposed developments of Rook Farm and Sinah Lane. The two speculative developments at Saltmarsh and Oysters II would only add to the pressure on the Island's infrastructure, on top of the HBC allocated developments.

c) We know that new developments tend to attract a higher proportion of young couples. They have children who need both medical and health services. Both of these are already stretched on Hayling. Therefore what provision will there be to increase their capacity?

Wild Life

a) The proposed sites border the internationally protected area for Brent geese. These areas are the fields immediately west of the Saltmarsh and Oyster Close developments. These sites are on the flight path for Brent Geese from Tournurbury Woods through Rook Farm to the RSPB site north of Sinah Lane.

Environmental

a) The proposed sites at Saltmarsh is 3 metres Above Ordnance Datum (AOD), 1.8 metres lower than the 4.8 metres required by the Environment Agency. This suggests increased likelihood of flooding.

The Coastal Partnership current plan is to allow natural erosion in the area west of the Billy Trail. There is NO plan to reinforce or raise sea defences along this coast line. As a result the saltmarsh areas west of Billy Trail will be allowed to flood causing high risk of flooding of the proposed developments.