

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: There is considerable history with regard to objections to any large-scale development on Hayling Island with good reason given the existing issues and constraints unique to an island population. The objection is divided into holistic and local issues.

1. Infrastructure and Holistic Issues

a. Nutrient load must be mitigated (Government Guidance)

A council cannot grant planning permission if a development poses a threat to a protected site or if the nutrient load is not mitigated.

It is clear that there is an existing hold on any development within Havant Borough area and with good reason. There is an increased risk to any natural/coastal habitat through any increased development and the area has already been listed as a protected site in unfavourable conditions.

As noted above the area is 'already' in unfavourable conditions, but this is increased several-fold because of Southern Water wastewater treatment works already pollutes 10 per cent of nutrients into Chichester harbour and four per cent into Langstone harbour during 'normal operations'.

This is compounded several-fold by the fact that Southern Water has already been fined £90M for discharging raw sewage directly into the sea in the harbour area surrounding Hayling Island. This has not stopped since the fine and continues to be reported on a regular basis with clear evidence that raw sewage is discharged on a regular basis.

It is also clear that Southern Water's inability to treat the volume of sewage is indicative of a sewage treatment facility that cannot cope with existing demands.

Given the above, any Council approval for further developments where, as things stand, there is no possibility to further protect/mitigate the damage to the natural environment must be considered in breach of existing guidelines set (and potentially considered illegal activity by the Council and individuals). Any mitigation must show reductions in existing levels along with all future building targets before any future approvals; this must include large scale infrastructure and treatment improvements that clearly demonstrate sufficient capacity for several years to come.

b. Road Access (Highway Safety & Traffic)

Access to the island is a single road for approximately 16000 current residents, access and emergency access are already strained and any further developments will only exasperate this to a point where it is no longer viable.

Additional planned developments are currently being submitted and subsequently approved on an individual basis given the current lack of a Local Plan (following rejection of previous plan by the Planning Inspectorate) and previous (now outdated) road survey complete by HBC in 2019 did not include this application or the additional application of to the South of Saltmarsh Lane [APP/21/01351] which is the opposite side of the same field.

Any application made for a housing development for 16000 people (say 8000 houses) with one access route would be summarily rejected; this in effect the current position and the continuing holistic situation cannot be removed from consideration because a current Local Plan is not in place.

Hayling Island is unique in its location and has no ability to mitigate overall traffic congestion; any suggestion of sustainable traffic solutions (i.e. cycle paths) to reduce traffic should be taken as recreational benefit only as there is clearly no additional work opportunities created on the island to support this concept (i.e. any work will be primarily off the island and therefore will inevitably directly contribute to safety and congestion issues).

c. Overloaded Services

The current population of Hayling Island is already suffering due to an overloaded services infrastructure.

The Medical Centre is overloaded (3 weeks to get appointment and majority of services provided by telephone consultations and self-examination).

The schools are at capacity and having to open traditional circulation or study areas as classrooms to cope.

2. Local application issues

a. Access

The current application refers to a single point of access to the site via Billy Road. This is a private estate on unadopted roads that is funded by existing residents of the Oyster estate. There has been no consideration or consultation on the access impact or cost implications of the development on a privately funded estate; there will long term effects of the heavy construction traffic and the longer-term additional residential traffic.

There are safety concerns for local residents (especially young children) that will have increased risks due to the additional volume in traffic.

b. Effect on privacy and outlook

There has been no consideration for loss of privacy, especially for those houses that face North and are directly adjacent to the proposed development. There can be no circumstances where this cannot have a detrimental effect to the privacy of these residence. The outlook will also be impacted in a negative way as the houses current boarder open fields and any houses built will change the outlook of the surrounding from these houses directly but also for outlook from adjacent views of area from neighbouring nature walks etc. The general outlook will change from small private estate to a larger estate with no open spaces as it is systematically being increased from either side of the field (application from same developer on opposite side of field accessed from Saltmarsh lane).

c. Loss of open spaces and countryside

The site prosed for development and that on opposite side of same field is systematically removing one of last green spaces and are of countryside from the area. This is also a loss of farmland and natural habitat for many species. Given the piecemeal approach from either side of the same field it can only be assumed that smaller developments of 29 & 60 houses (29 North of Oysters, 60 South of Saltmarsh Lane) will be viewed more favourably than 400 that will eventually fill this green space through subsequent applications if these applications are approved.

d. Noise, dust and fumes

The area for development directly adjoins the existing Oysters estate; this will mean 24 months of continued noise, dust and fume disruption for neighbouring residents. This will directly affect their ability to use gardens and leave windows open in summer months thereby causing considerable discomfort and effective use of their properties.

There will also be additional loss of privacy from construction traffic and machinery for the duration of the works.