

Our Ref: DJF/EVC/31000.10

Your Ref:

FOR THE ATTENTION OF MRS D HAYWOOD

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BY EMAIL (PLANNING.DEVELOPMENT@HAVANT.GOV.UK), BY POST

Dear Madam

**Hayling Island Sailing Club Overflow Car Park, Sandy Point, Seafarers Walk,
Hayling Island
Application Ref: APP/19/01141**

We act on behalf of [REDACTED] Whilst our client does not object in principle to the Sailing Club operation, nor to the use of the RNLI car park site for occasional overnight parking of cars, boats and trailers, there are significant concerns regarding potential impact which need to be mitigated by appropriate conditions.

During the passage of the previous application 17/01013 consent was sought for the use of the site by campervans as well as cars, boats and trailers. This proposal was removed in response to objections. Our client welcomed that change at the time and is pleased to note that there is no proposal to include campervans in this renewal. However, as a matter of fact campervans have used the wider Hayling Island Sailing Club site on numerous occasions. This is unacceptable, and if this cannot be properly regulated then permission should not be granted for this proposal. We consider that conditions are in principle capable of dealing with this matter, but only where such conditions are drafted in a way to ensure that compliance occurs and can be monitored properly.

Our client is concerned that car parking, and in particular the stationing of campervans, is occurring as a displacement from the car park alongside the access road to the Hayling Island Sailing Club. Our client has witnessed this on many occasions and you will be aware of this activity following correspondence during 2018 between our client and Mrs Haywood. You will be further aware that the Natural England consent for overnight motorhome parking on the causeway has been revoked and the Club has decided not to permit motorhomes in future. It is not appropriate, however, for our client to have to rely on the Club's current bylaws or resolutions, and proper enforceable planning conditions should be imposed.

The land in question is owned by the Hayling Island Sailing Club (copy of the Club's title attached). As this land is in the same ownership as the planning application, it is open to the Council to impose conditions on that land. We think it is essential that such conditions are imposed to ensure that the conditions proposed on the car park site are not merely bypassed by use of alternative land.

The Club has had difficulty in managing the car parking. The 28 day limit, the restriction of altering the landscaping and the management obligations and the have all been breached. As a small organisation it does not necessarily have staff on site during the crucial periods where any overnight stay restriction may be breached, either by overnight parking of cars and boats on the 28 days permitted, or by parking of campervans at any time. The Club also took some six months to prepare a management plan, which was required by condition 1 of permission APP/17/01013. That management plan has proven to be insufficient to control the nuisances to which that condition is directed. A similar management plan required by Natural England was also submitted late and only at the prompting of neighbours.

The conclusion of the report which led to the granting of permission APP/17/01013 recommended that a 2-year temporary consent be granted to enable an applicant to put in place management procedures to deal with potential nuisance, given the previous history of breach of condition. It is clear from our client's experiences and the complaints which you received during that period, that the management plan is still not yet of a type which can be said to mitigate the impacts of the development.

Specifically nuisance has been caused from noise and disturbance related to bonfires and/or barbecues and for the arrival and departure through the night. Occupational use also involves laundry being hung out and most crucially issues with the disposal of toilet facilities for which there is no provision. The existence of the parking area even with a restriction on campervans in the specific area applied for can encourage and facilitate the unlawful camping and its nuisance effects along the access road. Unless this is controlled, the overnight parking requested should not be permitted and should be conditional on this control being effective.

It is, therefore, clear from the same logic as applied in 2017 that a further temporary permission should be granted and more onerous conditions imposed to establish if the use, which my client supports in principle, can be successfully managed without the nuisance effects. Our client, therefore, objects to the grant of planning permission unless conditions are imposed to address the following:

- 1 Imposition of a further temporary limit to the overnight parking of say a further 3 years.
- 2 Conditions controlling the remainder of the Sailing Club land, preventing campervan/motor home parking generally and overnight car parking within their ownership.
- 3 An updated management plan identifying how overnight stays will be detected and dealt with before **any** new overnight stay is allowed.
- 4 A requirement for contact details to be available at the site such that somebody from the Club can be contacted in the event of problems during the overnight stay period.

- 5 A reporting requirement which identifies and records the 28 days which are used for parking, and also records complaints/breaches and steps taken to address them. That report should be provided to the council annually.

If those matters can be successfully addressed then our client would be happy that their objection has been met but if they are not our client is of the view that permission should be refused. We would be grateful if you would notify us if this matter is to go to committee and/or confirm when planning permission is granted.

Yours faithfully



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