

Good afternoon,

Site Address: Rook Farm, land off St Marys Road, Hayling Island

Proposed Development: Outline application for development of up to 300 dwellings (including affordable housing). The proposal includes provision for structural planting and landscaping; informal public open space; children's play areas; sustainable drainage system (SuDS); a new vehicular access from St Mary's Road; and associated ancillary works; and the demolition of an existing agricultural building. All matters reserved except for means of vehicular access. Accompanied by an Environmental Statement.

Reference: APP/21/01434

The site lies in Flood Zone 1 for tidal flood risk in the present day and is not predicted to be at greater risk of tidal flooding in the future. However, we are able to offer the following comments and advice.

Flood Risk to Hayling Island

The LPA should note that in July 2025 the Environment Agency approved Coastal Partner's Hayling Island Coastal Management Strategy, following approval by Havant Borough Council. This strategy reviews in detail the flood and erosion risk to the whole of the island's coastline, the condition of the existing defences and the changes that are expected as a result of climate change. Preferred options for addressing changing risks have been identified for each 'Option Development Unit' (ODU), or section of the island's coastline.

ODU16 covers the area from Langstone Bridge Carpark to Langstone Bridge and includes the northern part of the A3023 access road onto the island. The Strategy identifies that without defences in place the flood cell could merge with adjacent flood cells to the east and west during larger return period events. In this scenario, safe access and egress on to and off the island would be severely compromised.

ODU15 from Stoke to Langstone Bridge Carpark also recognises that significant sections of the A3023 are at risk of tidal flooding without defences.

The strategic intent for this area is to protect and maintain the viability of the A3023 into the future, as critical road infrastructure on the island, with the preferred option being to construct new defences which keep pace with sea level rise. A study to investigate this further is identified in the short-term action plan. However, the Hayling Island Coastal Management Strategy also clearly highlights that the implementation of this option is dependent on funding availability, which is not guaranteed. At the present time, no funding has been identified to progress any defence works to protect the A3023 south of

the bridge (NB a scheme has been developed and is fully funded to protect properties and the A3023 north of the bridge and is currently subject to a planning application).

We advise that the LPA should formally consider the emergency planning and rescue implications of new development in making their decision in light of the issues highlighted by the Hayling Island Coastal Management Strategy.

End Note

Coastal Partners makes comments only in relation to tidal flooding, and it is for the LPA to consider all other forms of flood risk as required by the NPPF and PPG. Equally, it is for the LPA to satisfy themselves that any NPPF / PPG / local policy requirements for passing the sequential and exception tests have been met for all forms of flooding, including tidal risk.

Kind regards,


**Coastal
Partners Emma Howarth**

Coastal Engineer

Coastal Partners, Havant Borough Council, Public Service Plaza, Havant, PO9 2AX