

How does our Local Authority justify transforming the Borough's major leisure and holiday destination into an engine for open-ended housing growth?

The HBC Local Plan was approved on 9<sup>th</sup> September. The intention is to load this small, vulnerable holiday island with a massive housing programme over 15 years, beginning with at least 1300 units. This is an act of cultural violence against a defenceless community.

The Local Plan does not follow Government advice or conform to the NPPF requirements in many key areas including:

- The NPPF requirement that suitable developments are backed up with a sustainable infrastructure for the normal lifecycle of the programme (60 years minimum.) The Local Plan infrastructure programme covers only the next 15 years.
- HBC does not recognise the A3023 single road/bridge access as a major constraint. The A3023 is the sole access to Hayling and has a finite flow capacity which is already running at 85%. There is no economic action possible to increase the road's capacity. The only way to determine the future of the road network is to undertake a flow/capacity analysis of the A3023 through the lifecycle of the new buildings in the Local Plan – 60-100 years – not 15.
- Road junction changes costing £10.5 million were announced in the Plan make no economic sense as they further reduce the performance and capacity of the only route to the Island.
- Hayling is extremely vulnerable to sea flooding and coastal erosion. 50% of the Island is Cat 3 flood risk, and 80% of our coastline does not qualify under Government Flood Protection rules. The Local Plan does not attempt to address these major threats. The ESCP Coastal Strategy Project will not report until 2022. Only then will we understand the risks and options regarding the future of the Island. As an example, go to West Beach and see the impact of the revetment removal.
- The Natural England Nutrient Neutrality Plan requires all Councils in the Solent to ensure nitrate pollution does not increase from this point. The Councils plan to mitigate for the wastewater pollution created by the new buildings, which is sent through the Treatment Works, by allowing fields on the IoW and in Warblington to lie fallow. This constitutes less than 1% of the nitrate pollution. The remaining 99%, which is not addressed in the Local Plan, is all forms of surface water runoff, which will increase constantly as a result of Climate Change.
- Developers like Barratt Homes have still not got the message. Housing proposals for Hayling are sub-standard and do not follow Government and NPPF recommendations: e.g. no mature trees on developments, no bungalows, limited charging for electric cars, limited disabled access.
- The Government has produced a White Paper which outlines a complete revision of the Planning Process to get Local Councils and Developers back under control.

The Local Plan for Hayling should be delayed until the outstanding issues are resolved and the Coastal Strategy is concluded in 2022.