

HUNSTON PARISH COUNCIL

Minutes of a Planning Meeting to be held on Wednesday 27 August 2014 at 6.00pm in Hunston Village Hall.

Present: Ms L Kenney (Chairman), Mr R Pagram, Mr S Solliss

In attendance: Mrs C Smith (Clerk)

The meeting commenced at 6pm

48.14/P Questions/Comments from members of the public.

None raised.

49.14/P Apologies for absence.

Apologies or absence were received and accepted from Cllr Baker.

50.14/P Declarations of Interest.

There were no declarations of interest.

51.14/P Minutes of the Planning Committee meeting held on 16 July 2014.

The Chairman called for the approval of the Minutes of the Planning Committee meeting held on 16 July 2014. These were **AGREED** and the Chairman duly signed the Minutes as being a true record of the meeting.

52.14/P Planning applications.

52.1 SY/14/02186/OUTEIA - Park Farm, Park Lane, Selsey

Hybrid planning application for comprehensive mixed use development of land at Manor Road. Full application for Class A1 foodstore, car parking, Class A3/A4 pub/restaurant, petrol filling station, new access, landscaping and ancillary works. Outline planning application for up to 159 dwellings, hotel, Class D1 building, open space, landscaping and new access.

Councillors expressed concerns about a wide range of issues which included:

The impact of additional traffic on the B2145

The impact of the long term increase in HGV traffic servicing the supermarket and petrol station.

Sustainability, given that a high proportion of those living in the new homes will have to travel off the peninsula for employment or education.

Councillors noted the comments from Selsey Town Council that detailed infrastructure requirements from the development. Hunston Parish Council would not object to the provision of a lay by between Southover Way and Meadow Close to accommodate a bus stop. The Parish Council did however object strongly to the proposal to widen the B2145 around the Foxbridge Drive mini roundabout. This mini roundabout is frequently traversed at speeds in excess of the road's speed limit. An increase in the width of the road would only serve to make it easier for road users to speed through this part of the village.

Hunston Parish Council would strongly support an Independent Traffic Assessment for the entire length of the B2145 from the A27 down to Selsey. Much has been made of the impact (or lack of it) on traffic entering or leaving Selsey without recognising that this development will also have a detrimental impact on villages to the north of Selsey.

AGREED RESPONSE: Hunston Parish Council objects to this application on the following grounds.

- A large percentage of the traffic leaving Selsey comes along the B2145 to reach the A27. Traffic is frequently backed up through Hunston village which has an impact on the safety and operation of the strategic road network in particular the A27/B2145 Whyke roundabout. This development will significantly add to these problems.
- Para 32 of the NPPF requires that where a development creates significant amounts of movement it should take into account that; 'improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'. The Parish Council believes that the introduction of a further 159 dwelling alongside a supermarket, hotel and petrol station will have a significant and severe impact on the local road network through Hunston where road improvements are unachievable due to the proximity of dwellings to the road.
- For the reason stated above the proposal also fails to meet the requirements of Policy 39 of the draft Chichester Local Plan.
- Hunston Parish Council does not believe that this development is sustainable due to the significant creation of traffic movements.
- Sustainable developments would be placed near to local opportunities to work to reduce pressure on local roads. Jobs within Selsey itself and on the Peninsula as a whole have a tendency to be seasonal and are typically low paid. The Transport Assessment suggestion that jobs would be available hugely overestimates the availability of jobs in the area. Data appears to be based on the 2001 census which is significantly out of date. The reality of the situation is that the majority of people will be employed in the city of Chichester or beyond and therefore will add significantly to the increase in traffic on the road network.
- Para 34 of the NPPF states that; 'decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised'. A development where the majority of residents cannot find well paid local work, where the only sustainable mode of transport is a bus service and most residents would use their cars to get to work thereby increasing an already over used road network is not sustainable.
- Para 39 of the NPPF states that; 'where practical, particularly with large scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties. Selsey only has two primary schools which are currently oversubscribed. This means new families moving into the Town are likely to have to drive their children to school adding further congestion to the road network.
- The Transport Assessment provided is flawed in that it does not mention the impact of traffic coming to Selsey to use the proposed Asda store. With the nearest Asda stores being Havant to the west and Ferring to the east it is likely that people will travel from Chichester/Bognor and the surrounding areas to use an Asda supermarket.

- Hunston Parish Council would urge the undertaking of an up to date independent traffic assessment that covers the entire length of the B2145 from the junction of the A27 to Selsey to establish the current impact of the traffic, on pedestrians, cyclists and other road users, before permission is granted to any further developments along or at the end of this very busy road.

52.2 SY/14/02418/OUT - Land North West of Park Road, Selsey
Outline application for residential development for 110 dwellings, and vehicular access off Drift Road

Councillors concerns about this proposal remained the same as for the hybrid application at Park Farm. In particular Councillors were concerned that given approval both developments could be undertaken at the same time which would have an even more severe and detrimental impact on traffic congestion and the quality of life for residents on the B2145 through Hunston.

AGREED RESPONSE: Hunston Parish Council objects to this application on the following grounds:

- A large percentage of the traffic leaving Selsey comes along the B2145 to reach the A27. Traffic is frequently backed up through Hunston village which has an impact on the safety and operation of the strategic road network in particular the A27/B2145 Whyke roundabout. This development will significantly add to these problems.
- Para 32 of the NPPF requires that where a development creates significant amounts of movement it should take into account that; 'improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'. The Parish Council believes that the introduction of a further 110 dwelling alongside the application for 159 dwellings, a supermarket, hotel and petrol station will have a significant and severe impact on the local road network through Hunston where road improvements are unachievable due to the proximity of dwellings to the road.
- For the reason stated above the proposal also fails to meet the requirements of Policy 39 of the draft Chichester Local Plan.
- Hunston Parish Council does not believe that this development is sustainable due to the significant creation of traffic movements.
- Sustainable developments would be placed near to local opportunities to work to reduce pressure on local roads. Jobs within Selsey itself and on the Peninsula as a whole have a tendency to be seasonal and are typically low paid. The Transport Assessment suggestion that jobs would be available hugely underestimate the availability of jobs in the area. Data appears to be based on the 2001 census which is significantly out of date. The reality of the situation is that the majority of people will be employed in the city of Chichester or beyond and therefore will add significantly to the increase in traffic on the road network.
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the need to travel will be minimised and the use of sustainable transport modes can be maximised'. A development where the majority of residents cannot find well paid local work, where the only sustainable mode of transport is a bus service and most residents would use their cars to get to work thereby increasing an already over used road network is not sustainable.

- Para 39 of the NPPF states that; 'where practical, particularly with large scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties. Selsey only has two primary schools which are currently oversubscribed. This means new families moving into the Town are likely to have to drive their children to school adding further congestion to the road network.
- Hunston Parish Council would urge the undertaking of an up to date independent traffic assessment that covers the entire length of the B2145 from the junction of the A27 to Selsey to establish the current impact of the traffic, on pedestrians, cyclists and other road users, before permission is granted to any further developments along or at the end of this very busy road.
- The cumulative effect of this development alongside an additional proposal in Selsey from the point of increased traffic congestion would be detrimental to the quality of life for residents along the B2145 and would have a detrimental impact on the tourism economy on the Peninsula.

53.14/P Planning decisions as advised by Chichester District Council

None

54.14/P Enforcement action required or action pending.

None

55.14/P The date of the next meeting.

The next meeting will take place when there are applications to review.

Signed _____ Date _____
Chairman