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Planning Development
Havant Borough Council
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Civic Centre Road
Havant
Hants PO9 2AX

Ref: App/18/11724: Erection of 195 No. dwellings, associated open space, pumping station, sub-station and formation of new vehicular access off Sinah Lane.

Dear Mrs Haywood

It is interesting to look at the simple search for Sinah Lane on the planning applications portal – they are mainly for single storey extensions, minor property improvements, TPO and even a swimming pool. The application for 195 dwellings sticks out like a sore thumb in this rural area. Having looked through many of the 341 documents and noted 555 comments which are mainly objections it is abundantly clear that this development is struggling to make any headway and is not a good fit for many reasons. The statement of compliance is laughable – Barretts seem to have audited their own document, as evidenced by the ticks and occasional cross – not something that I have come across when auditing such compliance documents. I have addressed my concerns below and would recommend that the development is rejected outright as there is a severe lack of evidence of compliance from the developer and a clear intent to buy support where they are able to.

Policy DR1 – the answer doesn't demonstrate how the development is sustainable. 

Policy DR2 – no clear information about regeneration, just the offer of monetary contributions 

Policy IN1 – the infrastructure is far from clear and definitely not effectively provided – a monetary contribution has been offered to one of the schools, but there are no additional jobs, the health centre is overburdened, the roads cannot cope with more people having to commute on and off the Island as there is insufficient local employment and reliable transport. What about the junction with the Billy Line, pedestrians and cyclists will be negatively affected by the new road opening, there are often families crossing at an already increasingly busy road-junction. Once again monetary contributions have been offered to mitigate but no solutions offered. 

Policy IN2 – transport infrastructure, again an offer of monetary contributions and no mention of the negative assessment by Hampshire Highways 

Policy IN3 – transport assessment, no mention that this has been negatively reviewed by the Traffic Team 

Policy IN4 – as above 

Policy IN5 – no detail about future management plans 

Policy E1 – high quality design. The properties proposed are not of a high enough quality and design to fit with the local neighbourhood 

Policy E2 – no detail about health and wellbeing, only a referral to another document 

Policy E12 – low carbon design, Barretts themselves admit that they do not comply, this is a major conflict with the requirements for climate change 

Policy E 14 – local ecological network, Barretts are misleading as the RSPB do not directly support this application. They have advised comprehensive mitigation strategies which would take at least 3 years to implement prior to any works being undertaken. The bat survey also made significant recommendations to mitigate the effects of any future developments. 

Policy E 15 – as above 

Policy E 16 - as above 

Policy E 17 – as above 

Policy E 18 – trees and hedgerows – the Civil engineering and landscaping team require resubmission of plans with significant remediation 

Policy E19 – flood risk, Hampshire County Council have deemed the information to be insufficient 

Policy E20 – as above 

Policy E 21 – as above 

Policy E 22 and E 23 – I can't see air quality, noise assessment or pollution reports, but Portsmouth has recently published that it has issues, so likely that HI does, especially during the commuting periods and summer holiday traffic peaks. 

Policy H1 – High quality new homes – at least Barrett recognise that they cannot comply, but that's a really negative admission as that's their core business 

Policy H2 – this appears to comply currently but plans need to be carefully monitored as there is plenty of evidence around the UK that this mix changes as the developments progress  

Policy H3 – housing density and housing mix, this does not fit with the surrounding properties which are mainly detached bungalow or 2 story houses. The proposal is for a dense development with 3 story properties and flats, which are not in keeping with the neighbourhood, which consist of mainly mature residents and with few young families. 

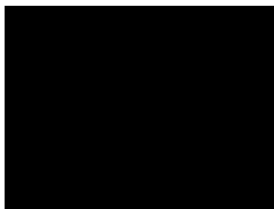
Policy H29 – This does not respect the relationship in any way between the properties in North Shore Road and Sinah Lane, see above Policy H3. Many of these properties will be severely impacted by the density of the proposed

development, mainly 2 properties per existing property boundary and the height of the proposed development is in excess of the surrounding houses. 

I also note a negative report about anti-social behaviour and associated policing risks which need to be addressed in the statement of compliance.

I will be raising this with my MP as well as this type of development on prime agricultural land (which incidentally brings jobs to the Island) and its proximity to the coastline is a not in keeping with Government initiatives for Action on Climate change and sustainability of rural environments.

Yours Sincerely,



Managing Partner

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