

22 Dec 2020

The Planning Dept.
Havant Borough Council
Public Service Plaza
Civic Centre Road
Havant
Hants
PO9 2AX

Dear Sirs

Re APP/20/01093 Application for 195 dwellings Land at Sinah Lane, Hayling Island

I am writing to **object** to the application APP/20/01093.

As an island, Hayling has some characteristics, which need special attention when there are proposals to large increases the resident population, by as much as in this application - by 3 to 4%. These aspects will generate costs over and beyond the norm that should be borne by the developer who is generating the problems, rather than the local population. It is very unlikely that HM Government will pay neither for the changes nor for the moving of the population not if but when there is an inundation.

1. Hayling Island has only the one way on or off, the bridge built in the 1950's and via the A2023. The other parallel routes are basically country lanes. There are no plans (in the public domain) to accommodate any increase in traffic on or off the island.

The A2023 is single lane and the main road off the Island, which has

- Narrow pavements, sometimes not on both sides of the road and in places incomplete connection of pavements.
- There are bramble hedges along the side of the pavement, which are seldom trimmed and so are a hazard to pavement users.
- Most of the gas, water and sewage pipes run down this single road. Any change to them, which there are (see below) will affect the traffic.
- The nearest hospital is QA at Cosham and half the journey will be along this single lane road with a series of sharp bends for about half a mile. Hayling Island with a resident population of 30% over 65 years old (nationally it is 17%) there is a larger than normal movement of ambulances and similar vehicles along this road.
- The main road being single lane, when the Council is collecting waste from houses along it, despite the operatives running between houses to minimise their time on the road, they have a significant effect on traffic flow.
- There is a significant flow of traffic in both directions and cyclists, even if they wanted to, are gvery often unable to use the pavement as there isn't one.

The A2023 single lane caters for lot of tourism (visiting cars and large vehicles) and it has no ready access to the motorway network (as have other parts of the borough). In summer it can take four hours to get off the island due to this extra traffic.

- The presence of sailing clubs, shipyards and marinas bring a lot of extra cars and boats on lorries so large they need wide-lorry escorts being transported on this narrow road, often the whole length of the Island.
- The presence of caravan parks, mobile home parks, holiday camps, brings a lot of extra cars, caravans and transports lorries with wide-lorry escorts onto the Island. Additionally, there are extra lorries to supply the needs of the visitors beyond those needed by the resident population.
- The car parks on the seafront for day visits to the beaches, horseboxes and Motorhomes
- The additional population on the island is several times the resident number with these visitors.

2. There is a secret plan by Southern Water to change their fibre pipes to metal ones on Hayling Island. The data is held by HBC out of the public domain. These changes will affect the A2023 road.

3. The electricity supply will need to be upgraded, not least, to meet the requirements consequent of the switch to electric vehicles, cars, buses and lorries. Many changes will include increases of the household main fuse from 60Amp to 120Amp.

4. The gas supply pipes, which have in part been upgraded, but may need to be upgraded again throughout the Island, with the switch from North Sea gas to hydrogen.

5. Flooding. The Met office says optimistically that over the next 80 years there will only be a 0.3m rise in sea level, but they say it could be much more than that. Storm surges of 1.5m have been observed on Hayling in the 1980's and that was on a flat calm day without storm wind drift. Hayling Island is low lying and generally only just above the high water spring tide level. There is no protection whatsoever against flooding from the sea into the field north of North Shore Road. It is noted that Northney Road has flood marker posts on it.

The proposal does not include any proposals to prevent the SUDS system from being a conduit for a sea surge inundation flooding this development and all the neighbouring properties.

Southern Water recently repaired their seawall but that will have no effect in protecting the Saltmarsh (I) area if there is a surge from the sea, including the area for which approval for this development is being sought. (It is noted that the architect for the development is based in Newcastle upon Tyne).

The chalk from the Downs goes under Hayling Island and it has a clay overburden. The spring line in Havant is well known for the streams that flow from the chalk. Less well known is the spring line on Hayling Island, from the east Eastoke (Fishery Creek) to the Kench and onwards west to Portsmouth (Eastney Lake which is tidal). All this leads to the understanding that the ground water level, below the clay is being fed from the downs and maintained at a mean level, close to the surface by the sea. This could explain in part why the SUDS system, on the recently built estate on the Island, is not working properly, with the ponds dry and the gardens wet. The SUDS system for this development should be reviewed by some independent consultants with the geology and poor performance of

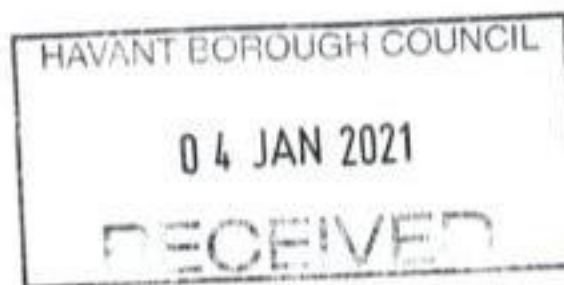
those systems on Hayling Island in mind, to protect those who may want to come to Hayling and come up to poor design.

6. Each year thousands of pounds are spent re-building the shingle and stone bank from Eastoke Corner to Sandy Point to prevent flooding from the sea, of roads that are below sea level. At this time, the bank has not been high enough to prevent the sea going over it in recent winters. Even without storms the sea removes the shingle and large stones are being used to reinforce the bank. There is no end to the need for this shingle bank and it will have to be built higher in future to deal with the sea level rise due to global warming. This Planning Application does not include any contribution to anything similar at the western end of the Island to protect its customers for the whole life expectancy of the houses they wish to build.

Protection from flooding by Barratt in this proposed estate has to be for the whole life expectancy of the houses Barratt wish to build. Because the risk of Hayling Island being overwhelmed by the adjacent sea is forecast by such eminent bodies such as the United Nations and supported by HM Government it must be the expectation of the purchasers of the houses that Havant Borough Council in considering the Planning Application considered the risk flooding at any time in the future to be very low. Ignoring this risk of flooding will leave HBC & Barratt culpable of the resultant destruction of property. The protection of London by the Thames barrier need to be replaced with something that is higher

On these bases I object to major housing schemes on the island such as this one. Its overall effect on the island and its fragile infrastructure will affect every one of us. For the house purchasers it could be catastrophic.





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I am writing to object to the application APP/20/01093 and have listed the topics 1 to 8 below

It is the policy of Barratt to

- A. Put in an application for a number of houses, as they did here for 160 houses, and then put in another application, for a larger number of houses, as they have here for 195. The expectation is that with the vast number of documents, (here over 100), Councillors, Council officers and interested people affected will not have the time to respond again, again and again.
- B. It appears that at each application Barratt have ignored important comments made previously.



Fig 1 Shows the relationship of the comments below and accompanying figures below with the Barratt Dwg N81:2517-P12

1. Barratt have shown a footpath through Hampshire County Council property to the Hayling Billy Trail, without permission, I think that is illegal.

In the 2018 application (dwg:N81:2517-PL06 Rev D16), HCC made a comment about the lack of permission for the path, which (as note B above) Barratt did not act on then nor has not acted on in the current submission N81:2517-PL06 Rev P12.

Fig 2 is derived from the Barratt Dwg N81:2517-PL06 Rev P12 annotated to illustrate the following points:

- HCC have erected a fence on the Hayling Billy Trail to stop access through their wood, see the photograph below of this HCC Fence on Hayling Billy Trail. The fence was erected in response to the original Barratt planning application. If the Havant Borough Council agrees that the footpath is permitted to go through the wood, this fence will need to be modified by HCC.
- There is a ditch forming the boundary at the west side of the wood where the footpath is shown emerging from the wood into the proposed development site. Filling this ditch will compromise the local drainage. Barratt should have a fence erected on their side of the ditch to stop access to the woods.
- Barratt show a footpath from the estate road towards the woods, which should be removed to discourage access to the woods.

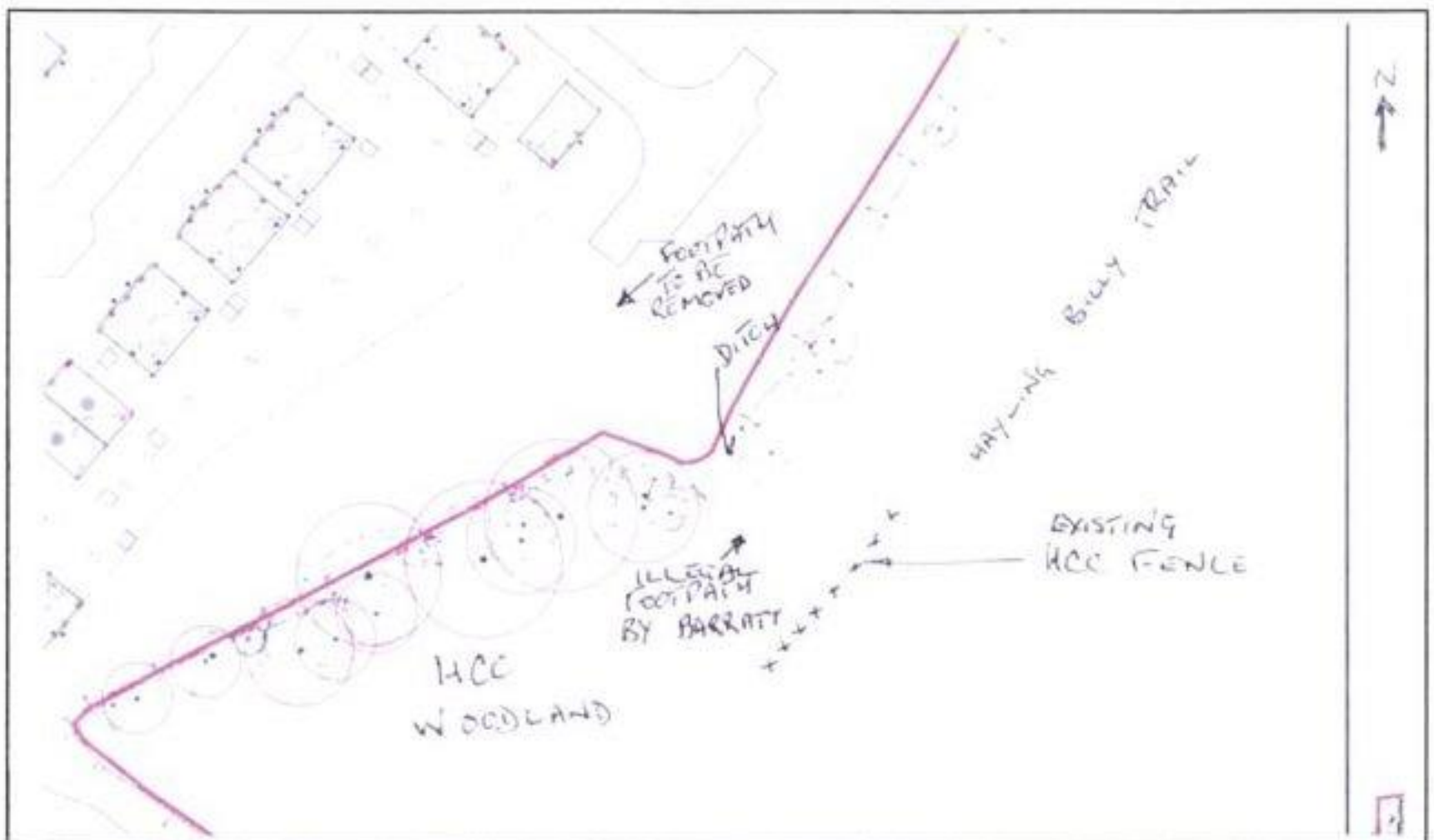


Fig 2 Part of Barratt DwgN81:2517 PL02 Rev P12 showing the proposed Barratt illegal footpath

If the 'Actual Entrance to the Hayling Billy Trail' footpath from the development site to the Hayling Billy Trail is permitted by HBC then:-

- it will the need of access through the HBC 3m thick hedge and removal of the HBC trees to gain access to the Hayling Billy Trail.
- It needs to be suitable for all-weather use by bicycles, electric bicycles, electric scooters, prams, pedestrians and dog-walkers, but restricted (with great difficulty, particularly of the teen-age L drivers) for its use by motor cycles, which are not permitted on the Hayling Billy Trail, because of the significant safety hazards with horses, pedestrians, children and cycles, all there without any clear right-of-way.
- The developer should ensure the ditch on the development side is kept clear of debris and if a bridge is to be built over the ditch, it is to be substantial and suitable for all the expected traffic.

There are two other points where there is potential access from the development to the Hayling Billy Trail. It is assumed that these two 'potential entrances to the Hayling Billy Trail' are not permitted to connect the development site to the Trail, as implied by the HBC Property Services Team statement above and if that is the case a substantial fence should be erected to stop any damage to the existing HBC trees, see para 3 below.



Fig 3 Part of Barratt Dwg N81:2517-PL06 Rev P12 Rev P12 showing -
Actual proposed entrance from the development site to the Hayling Billy Trail
And two potential entrances from the site to the Hayling Billy Trail

3. At the point where there is potential access over boundary to the Hayling Billy Trail is a Hawthorn (T13), which is to be retained being on HBC property. This tree is verified on the Woodland Trust Ancient Tree Inventory as a Veteran. As such it must be given an RPA of 15 times the diameter of the tree, or 5m from the canopy edge if that is greater. This shall be noted in Arb. Impact Assess. (3.5.2) so as to avoid mistakes on the drawings used to implement the Landscaping Plan.



Fence erected by HCC where Barratt show a path through the woods on the Hayling Billy Trail

If the footpath is permitted through the woods

- a. it will need to be suitable for all-weather use, by dog walkers, bicycles, electric bicycles, electric scooters, prams and pedestrians but restricted (with great difficulty, particularly by the teen-age L drivers) for its use by motor cycles, which are not permitted on the Hayling Billy Trail, being a safety hazard.
 - b. The developer should install a dog-bin on their estate with maintenance paid for by the estate.
 - c. The developer should ensure the ditch on the development side is kept clear of debris and if a bridge is to be built it is substantial and suitable for all the expected traffic.
 - d. The developer shall restrict damage to the rest of the woodland from the path by an adequate fence or barrier.
2. Barratt have shown a footpath up to their boundary with Havant Borough Council property on the Hayling Billy Trail. Below, Fig 3, derived from Barratt Dwg N81:2517-PL06 Rev P12 is used to illustrate this point. From the drawing it can only be concluded that Barratt intend a connection from their development to the Hayling Billy Trail at that point.

The HBC Property Services Team in their comment on this Planning Application state "As long as the site does not encroach onto HBC land, as it does not in the proposed site layout, then Estates has no comment." If that is correct then the entrance cannot be made.

To avoid any intrusive young person or dog-walker's footfall there shall be a substantial fence on the development side to prevent access to the Hayling Billy Trail to prevent damage this will do to this tree and the hedge.

T58 is also on the ATI as a veteran, and though the plan shows adequate tree protection fencing, it also needs a RPA of x15 its diameter. This RPAs requirement should be noted in the Developers Tree Protection Plan, and Method Statement.

4. There may have been a minimal loss of trees given the scale of the development, but it is not convincing that "the relationship between retained trees and buildings is sustainable" (Amended Arb. Impact Assessment 1:6). The proposals are all 'dressing' and are hostile to any tree outside the developer's ownership boundary.

There are several instances where significant, mature trees on this site are likely to be the subject of unreasonable pressure requests for Common Law pruning from future occupants of the houses. Much heartache has occurred recently on Hayling Island in similar situations leading to protracted negotiations with HBC Planning Department (e.g. see Plan App 19/00182) and the new residents. On this site, it has, in part, occurred with the increase in the number of houses here by Barratt, from 160 to 195, and in part that the original layout of houses on the site that took no real attention of the presence of trees on or outside the boundary.

The boundary fence for the new properties should have been set at a distance greater than the Root Protection Area (RPA) boundary distance from the trees. The Landscaping Plan should recognise the synergy between the trees, leaves, the tree roots and the Mycorrhizae. Mycorrhizae have a symbiotic relationship that forms between the fungi and trees totally underground and out of sight. The fungi colonize the root system of the host tree, providing increased water and nutrient absorption capabilities, while the tree provides the fungus with carbohydrates formed from photosynthesis in the canopy.



Fig 4 Part of Barratt Dwg N81:2517-PL06 Rev P12 Showing Plots 109, 113, 114, 115 and 116. Existing Neighbouring Trees in the north-west of the site.

- Plots 170 - 171 and 172 - 173 have small gardens likely to be shaded by Trees 32-35, indeed more than half the 170 -171 garden will be affected. So how do the households share the garden and look after it and prevent it from becoming a mud bath. Acorn drop and leaf fall will cause complaints from the new house occupiers to their neighbours in the same block and these trees, which do not have TPO or other protection, will be pollarded to extinction being within the development site. Also note that the existing root system Root Protection Area (RPA) extends beyond the canopy and these roots will affect the fertility in the garden. Because the occupier cannot see the roots, they will blame what they can see, the tree canopy. It is recommended these trees are assigned TPO status and the new house owners warned about the TPO and the effect of the RPA, the leaf fall and the acorn fall in their garden, through their legal documents.
 - Plots 183 & 184 will be shaded by T39 (Plot 183 has a particularly small constricted garden). Acorn drop and leaf fall will cause complaints from the occupiers to their neighbours and these trees, which do not have TPO or other protection, will be pollarded to extinction with Common Law protection. Also note that the existing root system extends beyond the canopy and these roots will affect the fertility in the garden. Because the occupier cannot see the roots they will blame what they can see, the tree canopy. It is recommended these trees are assigned TPO status and the new house owners warned about the TPO and the effect of the RPA, the leaf fall and the acorn fall in their garden, through their legal documents.
5. No justification has been made by Barratt for the need to prune T14 in the Arb. Impact Assess. This tree has a main branch growing towards the light and will have developed reaction wood to correct any tendency to imbalance. These natural habits of phototropism and self-optimisation are entirely normal, and no indication of preventative action. The tree will suffer if this branch is removed. The object must be to promote tree longevity. Note that the existing root system (RPA) extends beyond the canopy and these roots will affect the fertility in the garden, which the new house occupiers cannot see, but they will blame what they can see, the tree canopy. It is recommended these trees are assigned TPO status and the new house owners warned about the TPO and the effect of the RPA, the leaf fall and the acorn fall in their garden, through their legal documents
 6. In response to the earlier Planning Application, there was request for a better selection of Heritage species trees, with due diligence to the close proximity of the sea, to be included in the future planting on site. This has not been done. It appears that an inappropriate selection has been done, by someone who has no first-hand knowledge of how far into Hayling Island the salt spray is carried and the effect this has on trees that cannot withstand the salt and kills them. These errors will haunt the estate if it is built to this design and Landscaping Plan. This salt spray effect has been noted in Hayling Park, which is further from the sea or Langstone Harbour than this site. It is worth noting that some of these sensitive trees are no longer in the park having been killed off by the salt spray in the last year, others are just hanging on.
 7. Experience of other developments on Hayling Island (in particular the Oysters and Halyards estates where many of the trees planted by the developer have already died) leads us to request robust conditions are put in place to ensure effective and appropriate soft landscape and maintenance programmes are in place post

development and that new trees are planted by the developers to the highest standard. In other words, planting the right trees in the right areas and ensuring that these are maintained. The government (the Parliamentary Under-Secretary of State for Environment, Food and Rural Affairs (Rebecca Pow)) said on 16 Dec 2020 that under the new Environment Bill, "Every developer will have to put back 10% more nature than was there when it started and will have to look after it for 30 years". This we take to be that the developer is made financially responsible for that length of time for the performance of the Contractors they appoint to maintain the soft landscaping. It hoped that these conditions will be applied to this Planning Application.

8. The Planning Application does not show how or by whom the existing edge of the field alongside Langstone Harbour is going to be maintained. Also, it does not show the informal footpath along that edge of the field. The field bank along the harbour has no protection so is being eroded away and this will continue and probably accelerate as the sea level rises and there are more storms as forecast by the Metrological Office resulting from global warming.

The developer should note that the Southern Water outfall to the Langstone harbour for the Saltmarsh pumping station outfall (northwards and just next to the development site), is successfully protected from erosion by interlocking concrete blocks (Armorloc), which they needed to repair last year. This technique has also been used on the bank east of Langstone Mill, towards Emsworth.

Geese have been observed on Hayling Island since 1970 and the conclusions drawn that the geese will have minimum disturbance if there is a hedge between them and humans or dogs. This leads to a conclusion that there should be an informal hedge along edge of the field with a footpath along the seaward side of it for access and maintenance.

