

Planning
Havant Borough Council
Public Service Plaza
Civic Centre Road
Havant
Hampshire PO9 2AX

2nd August 2019

Dear Sir/Madam

Re: Land at Sinah Lane, Hayling Island. Ref:APP/18/00724

Further to your letter of 15th July I would like to raise the following objections to the above planning application.

1. DETRIMENTAL EFFECT OF THE DEVELOPMENT ON THE CHARACTER OF THE NEIGHBOURHOOD

The character of Sinah Lane is typified by low density detached housing sitting adjacent to open farmland giving it a distinctive rural character. The proposed loss of the last remaining 31 acres of open farmland adjacent to the west end of Sinah Lane to a high density development of 195 houses would fundamentally alter and have a major detrimental effect on the character of the neighbourhood.

2. UNACCEPTABLY HIGH DENSITY AND OVERDEVELOPMENT OF THE SITE

The existing housing stock in Sinah Lane and North Shore Road, the two roads adjoining the proposed site, comprises detached housing of individual design at a low density of 11 houses per hectare. This typifies the housing in the west of Hayling Island.

The density of the proposed development of 195 houses is 40 units per hectare, four times the density of the existing housing in the area. Having such a large development at such a high density compared with the existing grain of the area represents an unacceptably high density and overdevelopment of the site.

3. INADEQUATE HIGHWAY PROVISION ON AND OFF THE ISLAND

The A3203 is the only access road onto the island and there is no alternative route option available. As a result it is extremely sensitive to any traffic disruption. Highway England forecast that traffic flows would increase at 1-1.5% a year between 2010 and 2040 and these projections are consistent with the readings from the permanent counter at the Ship Inn at the north end of the A3203 bridge.

As the A3203 is now operating very close to, and on an increasing number of days reaching complete congestion/gridlock any increase in traffic would have a significant and detrimental impact. Havant are currently preparing proposals for a major redevelopment of the sea front and leisure facilities on Hayling Island to attract more tourists and stimulate business. This will inevitably increase traffic further on the A3203 leading to complete congestion/gridlock becoming a more regular occurrence.

The Inspectorate in 2013 recognised the unique issues on Hayling Island with the statement *"I concur that growth (housing) should be limited/restricted to take account of flood risk, the need to minimise impacts on the natural environment of Chichester & Langstone Harbours, and access difficulties on the local road network at peak hours."*

For every additional 180 houses built on Hayling Island the traffic flow increases by a further 2%. It is clear therefore that this proposal for an additional 195 houses is unsustainable given the current traffic problems on the A3203.

4. HIGHWAY SAFETY AND TRAFFIC

The proposed vehicular access onto Sinah Lane is only a short distance from the point where National Cycle Route 2 emerges from the Billy Trail and crossed Sinah Lane to Staunton Avenue. There is an 80m x 3m bellmouth at the end of Staunton Avenue that makes Sinah Lane extremely wide at this point. As a result traffic accelerates hard in this section of Sinah Lane after the speed restrictions of West Town at one end and Park Road at the other frequently exceeding the speed limit. Where the NCR 2 crosses to Staunton Avenue Sinah Lane is 10m wide. The Billy Trail is regularly used by families with young children all on bicycles and this crossing can be extremely difficult and hazardous due to the width of the road and the speed of the traffic. The cars from an additional 195 new houses in this section of the road would represent an unacceptable additional hazard unless steps were taken to resolve this issue with amendments to the junction and traffic calming measures.

5. LOSS OF OPEN SPACE, COUNTRYSIDE AND OTHER NATURAL HABITATS

The site is an established and recognised habitat for Brent Geese and is good grade 2 agricultural land. The H34C parcel of land, of which this site is part, was included in Barratt's mitigation strategy to enable the development of the adjacent Oyster site. The strategy also states that this site should be continually used for crop rotation to provide

for the foraging and roosting of Brent Geese. For these reasons the proposed development would be unsustainable.

6.0 FLOOD RISK AND SUDS

The SUDS proposal for this site will be open and above ground. As there is a significant mosquito problem in the area, a large additional still or stagnant body of water would be disastrous, as well as any insecticide treatment runoff to adjacent land and waterways, and change the ecology of the area. Any failure of engineering or maintenance is likely to have severe consequences on local residents and ecology. Because of the unsuitable nature of this site both the surface water and foul water systems will need to be pumped. The developer proposes that these systems should be adopted therefore transferring all the costs of running and maintenance to the public purse. For these reasons the proposed development would be unsustainable.

Yours faithfully

