

I am objecting to this Application APP/20/01093 for the following reasons:

1. 195 homes & their families will add a disproportionately damaging load to the nitrates damaging our irreplaceable marine environments. Havant B. Council's Ricardo Energy f& Environment Report 15/06/20 concludes: "New housing development provides a source of nitrogen, through increases in wastewater production and surface water runoff." and the increased discharge into Budds Farm WwTW will impact on both Chichester & Langstone Harbours which are SPAs, Ramsar Sites, AONBs & ecologically sensitive. Increasingly heavy seasonal rainfall frequently breach nitrogen loads in both harbours and there is now evidence that the Eastern Solent's weak tidal flows may even be sending treated sewage back into the harbour entrances. The Applicant's claim that the new homes' water usage will be kept to 110L may be unrealistic: it is well known that householders can alter eg shower and tap usage systems in order to access the water they want.
2. Insufficient inter-agency work is taking place between Consultees concerning the high water table on the Application's site. Whilst the Environment Agency (EA) has recognized the known sea rises – without storm surges – of at least 1metre and Sinah's Flood Risk 1 level rises to a flood risk of "more vulnerable" according to NPPF guidelines (RCP Report 3.8 p.7 in Consultee Docs), with no flood defences planned by the EA. In other low-lying coastal areas, groundwater inundation (GWI) describes flooding that occurs as groundwater is lifted above the elevation of the ground surface and/or buried infrastructure. It has been identified as one of the more difficult flood mechanisms to manage owing to its ability to evade coastal barriers designed to mitigate direct marine flooding [not planned for Hayling]. This mechanism is expected to produce increased flooding relative to the direct marine source due to coastal groundwater levels being generally elevated relative to local mean sea level (LMSL) and directly influenced by sea-level fluctuations such as tides, wave set-up, and longer period sea-level. Barratts' planned SUDS is still a relatively new technique and, more importantly for 195 new householders, anyone buying a property will be jointly liable for the costs of expert maintenance management teams, not only of essential roads and underground pipe-work, but for the essential SUDS. Is it fair to burden enthusiastic buyers with property management costs which can only escalate and detract from future sales? Management teams can be sold on/taken over by other teams whose expertise may be less effective but the householder remains liable for future flooding or breakdown of the system so that its drainage properties become compromised by rising sea levels.
3. HBC Councillors, tasked with making these important long-term decisions, have not all understood the key elements affecting this site. At the Development Management Committee October 29th 2020 'debate' re the previous Sinah land Application, of the 5 voting Councillors: 1 stated that they'd had no time to go through all the papers sent on this Application – this Councillor still voted for it: 2 repeatedly urged the other 3 Councillors to accept HBC Officers' expertise so ignore the residents' Deputations, and accept Government numbers to include this site; only 1 raised the unresolved questions & site constraints. The fundamental tidal locking issue was not explained but confused with tide-locking. Tidal locking is a hydrogeological process which accounts for the underground water stored beneath

the surface, which rises and falls due to the tidal pressure of the Harbour(s) adding to surface water flooding. This has not been examined by independent experts on whom the Council should be relying for unbiased reporting.

4. Best Most Versatile Agricultural Land BMV: it is ridiculous and short-sighted planning that Sinah Field as BMV is not being preserved for appropriate low-nutrient agricultural management in order to help feed our region's rapidly expanding population and so help to reduce the cost of importing more food in future BREXIT circumstances.
5. Hayling's road network infrastructure, particularly adjacent to Sinah Field, comprises Station Road and West Lane, both of which are closely bounded by many existing homes and businesses so cannot be widened. They are old rural lanes, developing in an agricultural, low car ownership period so not only lack suitably wide pavements in many parts to accommodate prams/pushchairs, but any pavements in places. Even the A3023, the only route on/off the Island, is single lane with narrow pavements so cycle routes on the Island inevitably include very busy road lanes for all traffic. Commuters from Sinah Field will add to a heavily congested A3023.
6. Consultee on Parking noted the low allocation of parking spaces on the site, requiring a Traffic Regulation Order if the APP is approved. This further demonstrates the unsuitability of this site for so many properties and the disregard for the future needs of those living in these properties. It also shows a flagrant unconcern for the overspill of vehicles that, without proper parking allowance, will cause potentially dangerous and certainly highly unsuitable roadside parking on an important access route to residential roads. It must be noted by authorities that on Hayling, there is frequent parking by vans and cars on both double yellow lines and grass verges along residential roads. This can only be the result of totally inadequate enforcement by Hampshire County Council roads & highways of existing laws.
7. Bird Refuge: More land on Hayling than just the proposed onsite bird refuge is needed, in order to compensate for the loss of land already due to earlier development ie the Oysters off Station Rd., and in order not to fragment the existing Primary Support Site for the Brent Geese and Waders. It is patently absurd to provide so-called 'mitigation' sites miles away from the original, sustainable, sites, expecting wildfowl to 'find' these. Those intent on building at all costs, including the Government's Quangos namely Bird Aware & Natural England – tasked & funded to enable Government policy – have neither the expertise nor the genuine interest in providing genuine wildfowl habitat that will survive "in perpetuity" which means 'without termination', & that must be foreseeably able to survive the next 60 or more years of sea rises. These of course will flood Hayling's western coastline, which is already falling into the sea adjacent to the Billy Trail, therefore the proposed wildfowl mitigation sites north of the Sinah site, will inevitably be further reduced by erosion as well as by the marsh area that the IN1K straddles. Additionally the proper management of onsite and off-site refuges is also unsustainable in perpetuity. All these issues remain unresolved.

For the sake of our future and that of those residents who trustingly purchase any new development's homes, believing that the Council has ensured fully independent consultations have covered the many contentious issues arising on this site, please refuse this Application. More time and independent work is needed so that residents, future tax-payers and private citizens are not lumbered with intransigent problems making their homes unsaleable at worst and costly at best.