

Please accept this letter as opposition to the second Rook Farm housing application APP/21/01434.

The current HBC Local Plan has been examined by the Inspectorate, and has been deemed unsound. The majority of the issues and deficiencies relate to Hayling Island. Because of its vulnerability and unique constraints, an Island-wide approach to its infrastructure was determined by the Inspectors to be essential. (See the Inspectors' Reports at <https://www.havant.gov.uk/local-plan-examination>)

- The Transport Assessment and Addendum are considered unsound as the traffic loading analysis did not include the actual peak flow data, essential to understand the issues and constraints concerning the road network. Consequently, there is no evidence that the network can manage the Local Plan housing allocation ... including Rook Farm. The existing periods of gridlock will increase through housing development all across the Borough, and the growth of leisure activities on the Island. Therefore, an accurate Transport Assessment is a prerequisite for any planning decisions.

- We now know that Barratt Homes has taken over the planning permissions' broker, Gladman. The takeover is driven by Barratt's corporate objective to be the first to achieve a £1billion pre-tax profit pinnacle. We, the customers, are probably not even on the first rung of Barratt's objectives' ladder.

We have advised HBC that far greater attention should be paid to the Rook Farm application by them and by the Statutory Authorities, to determine if Barratt have displayed the competence to be trusted with developments in this very sensitive and fragile environment, based on the following Barratt sites on the Island:

The Oysters site had a very poor wildlife mitigation implementation and the SuDS drainage system is not maintained correctly.

The Sinah Lane site has an inadequately-sized replacement refuge which has already failed this winter for all the reasons predicted by local residents, and is neither established nor operational as required by legally-binding obligations. The major water table issue – influenced by the tidal location and the sub-surface groundwater flowing at 1.6 m beneath and rising to just 10cm in some places, before any rainfall – means that Barratt are proposing to build new homes on a bog/tidal marsh. Their surface water drainage solution has been challenged by the Local Flood Authority.

Barratt claim to be doing their bit for biodiversity and wildlife preservation. However, the failure of the Sinah Lane Brent Geese Mitigation demonstrates that they do not have the commitment, technical expertise and project skills necessary to manage an internationally-important refuge facility.

The Rook Farm site presents similar problems with wildlife mitigation and surface water drainage, with the addition of a contentious and unresolved road network impact.

- This rare greenfield site, as the Government recommends, should not be built on in any event.

- Hayling is a low-lying island, subject to substantial flood risks, with 50% of its surface in Flood Zone 3. The single access road (A3023) is routed through four of these Zones: one at Langstone and three on the Island. The options for defence are subject to an ongoing Coastal Partners' Coastal Strategy Project, the final recommendations of which will be known in 2023. It should be recognised that funding is not guaranteed to 'Hold the Line', except at Eastoke.

- The Southern Water Wastewater Systems, even with their proposed expansion, will still discharge untreated sewage into Langstone and Chichester Harbours in ever-increasing volumes as global warming takes hold. There is no strategy to prevent this, and Hayling Island is right in the middle of the problem. Just carrying on regardless of the consequences is irresponsible behaviour.

PLEASE REJECT THIS APPLICATION.