For the attention of: Mrs T Pick-up

Reference:APP/25/00056

I am objecting to the above planning variation for the following reasons;

1. The levels of noise can be very intrusive even under existing planning constraints including car sirens which often blare for extended periods of time and are not shut off because competitors are away sailing for hours at a time and blithely unaware of the noise their car is emitting. The only remedy for residents is to leave their house as this noise is utterly pervasive and ruins the enjoyment and peace provided by their own homes. If competitors have to leave their vehicles overnight who will turn off the alarms?

2. There are no facilities regarding toilets in the overflow car park. Some people will attempt to sleep in their vans and for those who have no toilet facilities in their vehicles do they then urinate and defecate in the surrounding area of the overflow car park as the facilities at the club are around 800 metres away and I suggest nobody is going to walk to HISC at 3 am to use a toilet when the club will at any rate be closed!

The club is unlikely to be able to have camper vans on their demise as all its exemption certificates were removed due to past noncompliance inherent in the conditions regarding the exemption certificates.

3. Havant Council appears to have given planning consent to (what are now) two sets of ANPR cameras sited, one at the entrance to the overflow car park and the other at the barrier half way down the causeway. As soon as the first cameras were installed the approach to both the club and the RNLI station have been repeatedly obstructed for all emergency vehicles due to the queues forming on the single width stretch of road leading up to the barrier from the club entrance. Occasionally caused by nonmembers (usually visiting competitors).at no fault of their own. The queue has at times extended down Bracklesham road and thereby has also given problematic access to Wittering road. It has obstructed access to and from the RNLI station and the club itself and on occasion for nearly an hour The blockages tend to happen when the club is closed although not exclusively. Visiting competitors, who are generally not members, can arrive both before and after club operating times and may arrive (if you grant this planning variation application) at anytime overnight. They are then left haplessly blocking the causeway because they can't get past the cameras ANPR, there is no easy way for them to reverse or turn around because they have trailers hitched and no way of leaving because every body arriving behind them is blocking the single track road.(as has happened already, video available). HISC in the past it is often unable (for a variety of reasons citing for example not enough staff, or staff too busy, or relevant staff member on holiday ...etc.) to remedy problems quickly even within opening hours. How will it fare when closed?

When the club is not open residents have had to either deal with antisocial behaviour at risk to themselves, or put up with noise and nuisance. The club has also to a large extent been ineffective at controlling problems such as speeding vehicles on the single track part of the causeway, which is on its land, and for which it is responsible. HISC does not record what happens on this part of the road and has been for the most part unable to find a way to solve a growing problem as more people use the club. This is blatantly currently unacceptable and can and does interfere with the safety for everyone on their right of way to the beach or when using the causeway. Because traffic would

continue to operate all night from the overflow car park, in the event you grant permission, this situation could only get worse as people drive in and out at night time in the dark, at speed, and for the most part unchallenged.

4. Although I am not averse to trailers being parked overnight as they are mainly silent. Boat storage however is often noisy. Halyards bang and resonate against masts in the wind. It will prove irresistible for competitors needing to work on their boats prior to and during the days of a championship. Breakages can take hours to remedy with people known to work on their boats right into the night and beyond to ready their boats for the next days competition. That inevitably means noise which may include drilling, hammering, sanding, and several power tools until the jobs done. Sound will be even more potent in the still of the night and carry for far longer distances and is I think wholly unacceptable.

5. Since the club was granted limited days of overflow day parking it is not unusual to see car and van drivers holding parties in the car park. Competitors have been known to continue the party atmosphere back at the car park for as long as they are allowed. Up until now they are supposed to leave in line with current planning restrictions. This has meant at least some respite for residents in the late evening regarding the associated party noise and nuisance. That respite will likely disappear if the car park remains open all night.

6. If cars and vans are allowed to park overnight where do their owners sleep? The club can only accommodate a few overnight competitors so, do the council envisage a campsite of the type held by festivals and if so who will police the security of a tent city and who will collect the garbage that will no doubt ensue? The present refuse bins are entirely inappropriate for that level of rubbish as they can barely keep up with present day usage. Overflowing bins happen already when the beach is busy!

Any granting of overnight permission for HISC to use the overflow car park will be grossly unfair to any residents in its vicinity and so I hope Havant Council will refuse this particular planning variation request.

Thank you for your time and consideration regarding these matters.

[redacted]