

	Opportunities: Improve and maximise the function of gaps by co-ordinated stewardship of land designated as Gaps.
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ii) Wildlife. In addition, the Gap, including the site, provide an important North East / South West Green Corridor that, (together with the railway embankment and A27 verges), offer dispersal corridors, foraging opportunities and connectivity between habitat fragments, and navigational aids to migrating birds.

To block it with development will impact on significant numbers of species important in conservation terms, and which in turn support the wildlife rich sites south of Havant Road, and on towards the Internationally recognised Wildlife Importance of the harbour. Mitigation measures as proposed by the developers are mere tokenism – wildlife translocation is often a risk, exposing species to disease, stress, and lack of access to the full range of conditions necessary for survival. (See: Bullock et al,1997; Gault, 1997; Parker, 1995 in *A Habitats Translocation Policy for Britain*, Defra 2003).

iii) Flooding. The fields making up the Gap are extremely rich, silty, alluvial agricultural soils, out of which emerge clear chalk streams vital for feeding various species as the water moves toward Chichester Harbour. These soils are susceptible to compaction and are subject to flooding, particularly with the growing likelihood of extreme rainfall due to Climate Change.

iv) Pollution of ground water. There is also the likelihood of increased pollutants, (particularly nitrates associated with gardens), damaging the Chichester Harbour where evidence of green algae growth associated with nitrate pollution is already evident. Pollutants can more easily get into a modified stream system without its natural buffers (meandering & flooding), and once in a modified system tend to become trapped until disgorged onto the coast.

3. Criticisms of the proposed development

i) Density. The density increase from 154 as published in the Draft Local Plan Housing Statement (July 2016) to 192 is unjustified, and represents an overdevelopment of this narrow and constrained site. As a result, affordable homes and flats will be pushed to the back of the site, virtually overhanging the pollution and disturbance of the A27.

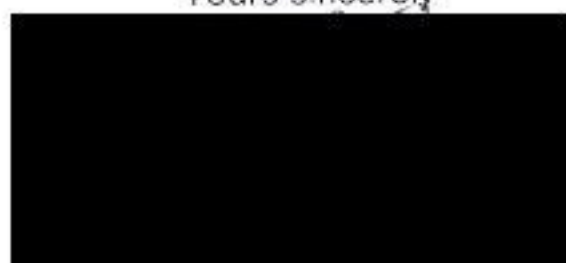
ii) Mass. In a neighbourhood of bungalows, a development of 2 and 3 storey homes with associated buildings is obviously overwhelming and out of keeping. The ACD Landscape & Visual Impact Assessment report shows a repeat of the biased gloss we referred to earlier: it chooses to classify moderate visual impact as 'not significant', and proposes that a 15 year period will produce sufficient growth in trees and hedging to negate the visual impact of 192 buildings. Presumably none of this growth will be deciduous?

iii) Traffic. The addition of a minimum of 150 cars located on the development, their daily movements, plus the additional traffic generated by their visitors and services will add to the congestion, noise and pollution already at peak levels in Havant Road.

iv) Local infrastructure. It is a matter of record that local medical resources and primary school places in particular are already overstretched. Until actual schemes to remedy this situation are up and running, housing developments of this scale are inappropriate.

This application must be rejected. It is an example of piecemeal development typical of urban sprawl, without supporting infrastructure, or due regard for the integrity or heritage of our area, its natural resources or the needs of existing residents.

Yours sincerely



Malinda Griffin
On behalf of POG (Protect Our Gaps)