



31st December 2020

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

Dear Planning Policy Team:

This letter is an amended objection complaint comment on the proposed building on Agricultural land off Sinah lane Hayling Island (was initially referred to as area UE18). planning application APP/20/01093

The Land Area UE18 subject Planning Application APP/20/01093

Why would the council want to give planning permission to build on land in this area which suffers with a high water table resulting in continuous flooding and being water logged as the flowing pictures show after only a few days rain. This scenario is predicted to happen more frequently and to a worse extent.

If you take the worlds global warming problem which if the Carbon cuts promised by the worlds countries at the Paris Summit bearing in mind one of the biggest polluters the USA's president Trump reneged and pulled out of the agreement are adhered to is not going to be stopped until sometime between 2050 and 2100.

The continuous build up of Carbon in the atmosphere and other global warming gases up to 2050 could raise temperatures by 1.5 °C with very good luck or, to 3.0 °C with not so good luck or 4.7 °C with very bad luck. This will result in sea levels increasing by 0.4m to 1.4m above present high tides .

If planning is granted does this bad decision (the view of most of Hayling Residents) leave the council open to future legal compensation by allowing build on land that they known to be subjected to water logging and flood at present several times a year.

Proposed building area UE18 - High Water Table 16-02-2020



Proposed building area UE18 - High Water Table 28-12-2020



A closer view of the area showing how gardens will look if building goes ahead.



Barratt David Wilson Homes (BDWH) are to build an Attenuation Basin to apparently alleviate the possible 1 in 100 year event, they seem to have had their heads buried in this grounds clay and mud, being more interested in making money on the backs any future residents misfortune as the 1 in 100 years events are becoming more frequent. Instead of having the Duty of Care to the future residents should this Planning application be allowed to be built.

They BDWH have already shown that they do not seem to live up to agreements made as has been highlighted in 2017 -18 regarding the Oysters 2013-15 development.

As such who is going to finance and maintain the attenuation basin, ensuring the Mosquitoes that Hayling Residents already suffer from are not added to and kept under control by adequate processes..

Who is going to finance and maintain the additional ditches to the outfall ensuring that the outfall to the sea is always adequate, kept in line with any improvements to keep up with additional global warming requirements.

With the water ingress that has occurred over the last 10 years throughout the UK who would want to make a financial commitment to purchase one of these premises built on water logged and flooded land. What lender and insurer will want to commit themselves to this type of development that may only last 30-40 years due to Global warming and resulting sea level rises and increased monsoon type rain fall.

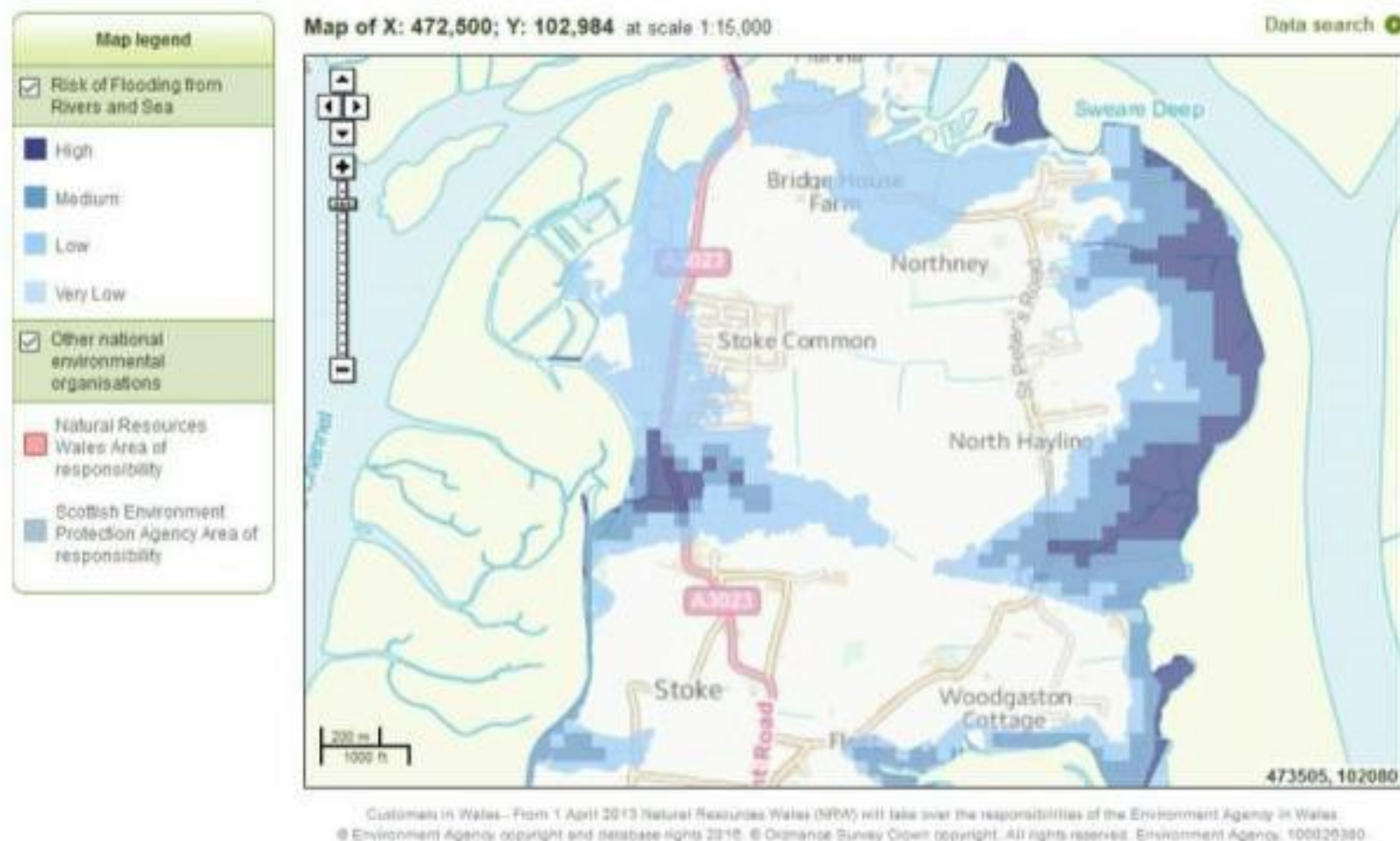
Taking Hayling as a whole

- Hayling is served by one single carriageway road the A3023 from the Havant/Langstone roundabout to the Island, via a bridge. As such this makes Hayling Island a cul-de-sac unlike its neighbouring Portsmouth which has three access road. Should anything happen on this part of the road it has calamitous consequences to the Hayling Islands residents and the travelling Population. With the increasing population on the island over the years the time involved in travelling on or off the island has increased significantly causing this road to be normally subjected to a start stop queuing process during most of the daylight hours either getting on or off the Island.
- This roads, increase in actual capacity compared to its actual design capacity, has the ability to affect people's lives by possibly placing them in an increased life or death situation by holding up the access times of emergency vehicles especially ambulances as they are stationed off the island.
- The current Bridge which was built in 1956 has not been improved for increased vehicular traffic since that date. Other than the recent widening to the footpath to make it more amenable for pedestrians and cyclist to use at the same time. What is to be done if the bridge is damaged or collapses. This scenario nearly happened in march this year when a large vessel was set adrift in Langston harbour during heavy winds ending up jammed against Langstone bridge. What are the plans and how long would they take to implement to enable residents to either get home or go to work.
- Delilah, which has beached itself next to Langstone Bridge after Storm Katie.



- The A3023 is a single carriageway that was said to be carrying 2.5 times its designed capacity by the Director of Technical Services in 1985. Your latest figures state that in average daily traffic for 2015 was 26082 vehicles. I believe the design capacity is around 13000 vehicles. Of course these figures are never captured at peak traffic situation.
- I find it strange that during this year's 2018 hottest period there did not seem to be any form of traffic surveillance carried out.
- The A3023 then divides in to two roads on the south side of Langstone bridge, the single carriageway A3023 and Northney Road the lane that runs round the Northney part of the Island turning in to St Peters Road which eventually rejoins the A3023 at Stoke. This Lane is only just capable of allowing cars to pass each other but larger heavy goods vehicles or buses cause problems.
- According to the Environment Agency, approximately 0.7 miles of the A3023 and approximately 1.1 miles Northney Road and St Peters Road combined are subjected to several levels of flooding risk. They are at HIGH risk of flooding (greater than 1 in 30 chance each year) other parts of these roads have a MEDUIUM risk of flooding (between 1 in 100 and 1 in 30 chance) and a LOW risk (1 in 1000 and 1 in 100. no doubt with global warming seemingly speeding up and the inevitable increase in sea levels that will increase. see map below.

Risk of Flooding from Rivers and Sea



Flood Map for Planning (Rivers and Sea)



- Taking all the above considerations I find it an extraordinary decision by the council as to why would they want to subject an Island Cul-De-Sac which has no suitable infrastructure to cope with what is there at the moment let alone to another 550 homes on prime agricultural land which with the worst case scenario has the possibility of another 1000 adults, 1000 children and at least the possibility of another 1000 vehicles.
- This road the A3023 is severely affected by holiday traffic during the summer school holiday months and weekends, over the summer period. As has been seen in recent weeks due to the lovely weather the traffic has been at a stop go queuing scenario, which has affected the Havant Langstone roundabout and the A27 slip roads as well as Havant town centre increasing the possibilities of accidents. If this were to get worst it could have an adverse effect on the holiday trade still being carried out on Hayling that most local business relies on.
- Perhaps the best idea if building need to take place is to use the existing caravan parks already established and develop them. Turning them into permanent homes instead of these mobile homes that only last around 20 years before the site owners instruct the resident owner to renew them. These sites being mobile caravan homes either for ten months residential or holiday homes, they can only be lived in for around ten months of the year in most cases. The increase in traffic would not be as great as these are used by visitors most of the year round. It would also make for more suitable, cost effective housing which was improving the character of Hayling island.

What effect would this population increase have.

- There is not going to be a large increase in Job availability on the island which would suggest those needing jobs will add to those already travelling off the island to work. This would have the effect of increasing the queues and travelling time. If that were not the case due to the some of the people being of retirement age, which would then probably add to an increase in health care which is already under extreme pressure.
- At the Health Centre unless it an urgent requirement, the Doctors surgeries run in the main, an average of around 4-6 days to get an appointment to see the nurse or Doctor. The increase in population will only serve to increase these times. This will put the local NHS service under more stress than they are already are.
- With this potential increase in children on the island, where would all these Children go to school? Are there enough places on the Island or would this mean they would have to leave the island for their education, which would be another reason for an increase in traffic as they are ferried to their respective school off the island.
- The increase in population in my estimated worst case scenario of 1000 adults will probably mean an added 500 to 700 vehicles going on and off the island. Increasing the potential queuing times on and off the island of an already unacceptable commuting time to work and presumably back home in the going to work and returning home time zones.
- These queuing time phases are now encroaching into the normal day hours outside the commuting time. All which has a knock on effect for other road users such as cyclist and pedestrians, with potential incidents.
- The cyclist have to use the roads as the Billy trail cycle way's surface is not suitable for road bikes as it causes punctures. In wet weather it is also unsuitable for people travelling to work on bike as it produce a dirty spray that obviously marks clothing. If the Hayling island part of the Billy trail was surfaced with the same material as the Havant's side on the mainland which is a tarmac like surface like then that would probably take a lot more cyclists off the road.
- The area referred to as UE18 is next to the Billy trail and is also close to Langstone Harbour and other sites of Special Scientific Interest and should be protected. The Billy trail and its local habitation should not be disturbed and affected by the building and groundwork's involved in the construction of this proposed new development.
- The UE18 land which is about 40mm below my gardens surface level is subject to continual flooding during the winter months from rain fall probably due to the high water table. Surly allowing more development and ridding the island of its natural flood plains will

not be meeting the challenge of Climate change flooding and the coastal changes. This new development will have an effect on increasing the level of the water table.



- This field is accessed through a narrow access point which is very close to the junction of Staunton Avenue, Station Road and Sinah Lane, the Billy trail car park and the Theatre car park which will increase vehicular movements and have a detrimental impact on the walkers and cyclers using the Billy trail.
- This development will have a visual impact on my view, increasing the noise and disturbance. It will also have an adverse impact on my property and that of the Bill trail due to effecting the character the local neighbourhood, and residential amenity of neighbours to the development.
- There will be a loss of enjoyment of the view for me but also those using the Billy trail. Surly the council and our local representatives should be doing everything they can to conserve and enhance the natural environment along and next to the Billy trail.
- With reference to UE18 the area that I look out on, this is the habitat for a number of wild life creatures or the area they frequently visit. These wildlife creatures will be deprived of their natural Habitat and undeveloped resting places.
- The table below indicates some of the wildlife that use this field and local area up the side of the Billy trail that I and my friends and neighbours have seen but is not an exhaustive list. Some of these species are protected.

Wildlife seen using UE18 and possible the three other areas.

Birds	Butterflies / Moths	Insects	Other
Pigeons Robins Blackbirds Various Tits Various Finches Woodpeckers Sparrows Sparrow hawk Chaffinch Magpie Seagulls Brent Geese	Painted Lady Peacock Red Admiral Common Blue Garden Tiger	Bumble Honey Bees Horse Flies	Fox Stag beetles Hedgehog Field Mice Rabbits Hares Bats Shrews

- The land classed as UE18 is and has a current use of grade A agricultural land why when we are exiting Europe do we want to build on this special land that will no doubt be

wanted in the future for supplying the UK's residents with all the produce we can instead of importing it from far afield. We should be building on brown field sites not green field.

- This field is part of the production process of products used in the food industry for the British people. If we keep building on this type of land where will we get the replacement produce to feed the British people other than having to obtain more from abroad running the risk of being held to ransom because of the whims of other countries leaders. Just look at Trumps recent attitude to the EU and China increasing the tariffs by over 25%, in fact as I put this objection together he has announce more increase for China, it could be the UK one day as he is only interested in supporting the American people.
- The Government has recently reiterated their objection to building on the green belt where ever possible, this area and the rest of Hayling Island has had hundreds of

houses built on the Island over the recent years yet the Bridge and Main roads infrastructure to the Island has not been upgraded.

- The proposed flood lake to the north of this site will also possibly generate problems for the Hayling Island residents. If any of this lake becomes standing water it will generate more infestations of the Hayling Mosquitoes which plague this island since the treating of the ditches and shore line was stopped by the various responsible bodies, land owner rarely cut back the ditches. All this lack of ownership in my mind, will mean no one will be responsible for the funding of the maintenance and upkeep of this lake area.

Hayling Island Projected Future 2050 - 2100

With the recent decision of HBC seemingly not to fully support Hayling Island residents and their properties, HBC's council tax contributing customers by the cessation maintaining and or providing additional important sea defences which is already having affect with the sea claiming back around 30-50m of land resulting in the loss of car parking space and probably resulting in the removing of beach huts again to another area further back. No doubt eventually resulting in the sea breaking through totally and continued flooding.

The worse possible scenarios taking HBC decision and Global warming being that by 2050 much of Hayling will be either suffering from extreme annual flooding or underwater. The main road onto the Island either side of the bridge already floods several times a year it is predicted that it will eventually be under water totally.

Taking these predictions into consideration Why!!!! would anyone with some form of common sense want to build on land, loan money to purchase property, or Insure Property let alone purchase Property that may be flooded annually in 30 years time and more than likely under water in 70-80 years time. Even if they are not always under water residents will not be able to get to their investment properties as the land either side of Hayling Bridge will be under water.

Research has shown that there seems to be no doubt that due to global warming causing sea levels to rise even if Carbon emissions are reduced to practically zero, the global temperature will keep rising for many tens of years.

Within twenty to thirty years the Northern part of Hayling Island and Langston will be suffering serious annual flooding problems around its coast line. This area especially is Hayling Island only vehicular access route.

That being the predicted case and the councils instance of wanting to build more and more dwellings on Hayling Island, the council should be demonstrating their solutions as to how they are going to overcome these predicted flooding problems now, not waiting for the annual flooding to get worse and then think about how to resolve their oversight of the problems facing them.

The Havant Borough Council along with the areas MP should have determination to support the people they represent and go to Government and tell them that the Havant area does not have enough land available to keep up with the Governments building requirement and need to be treated as a special case.

Below are various Scenarios adapted Hayling Island Maps using Legacy Data and or Best Data available, showing the result of increasing Sea Levels, Warming Temperatures and Carbon reduction.

These Maps are showing the effect of Sea Levels as the Temperature increases on Hayling Island taking in to account consideration of Luck both Good and Bad luck.

Good Luck: Means that heat trapping pollution and global warming turn out to have a weaker effects on Sea Levels than Scientist generally expect.

Bad Luck is the opposite.

Deep and Rapid cuts: Annual global heat trapping pollution peaks near 2020 and then declines to zero within 50 years. Consistent with about 1.5°C the most ambitious target from the Paris Agreement. Implies 840 gigatons of net total carbon pollution by 2100. Technical term RCP2.6. There are however RCP4.5 and RCP8.5 Technical terms which are all shown in the table below, showing Sea Level change in Metres.

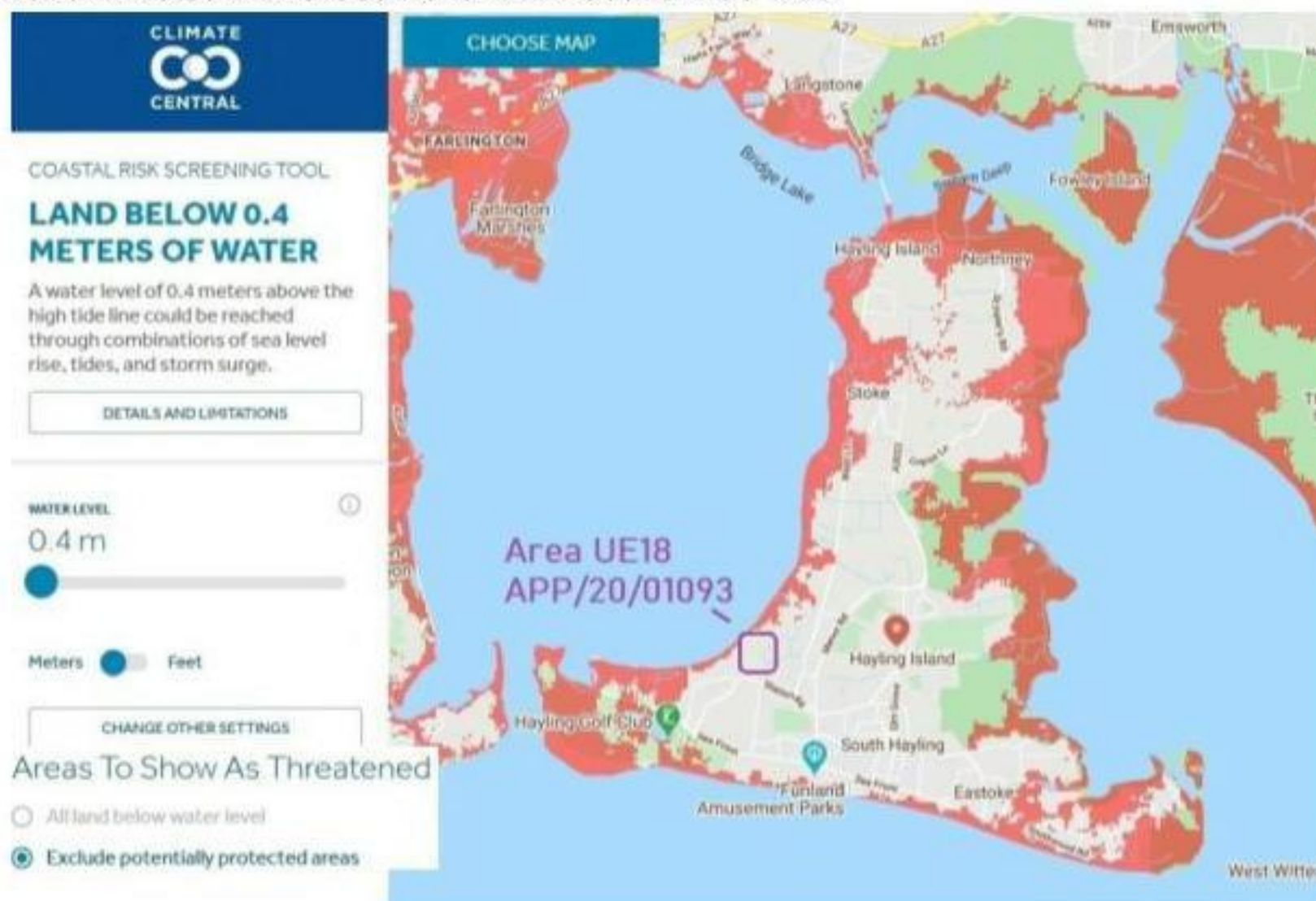
This is the agreement that the USA's President D Trump reneged on.

	RCP2.6		RCP4.5		RCP8.5	
	5th	95th	5th	95th	5th	95th
London	0.29	0.70	0.37	0.83	0.53	1.15
Cardiff	0.27	0.69	0.35	0.81	0.51	1.13
Edinburgh	0.08	0.49	0.15	0.61	0.30	0.90
Belfast	0.11	0.52	0.18	0.64	0.33	0.94

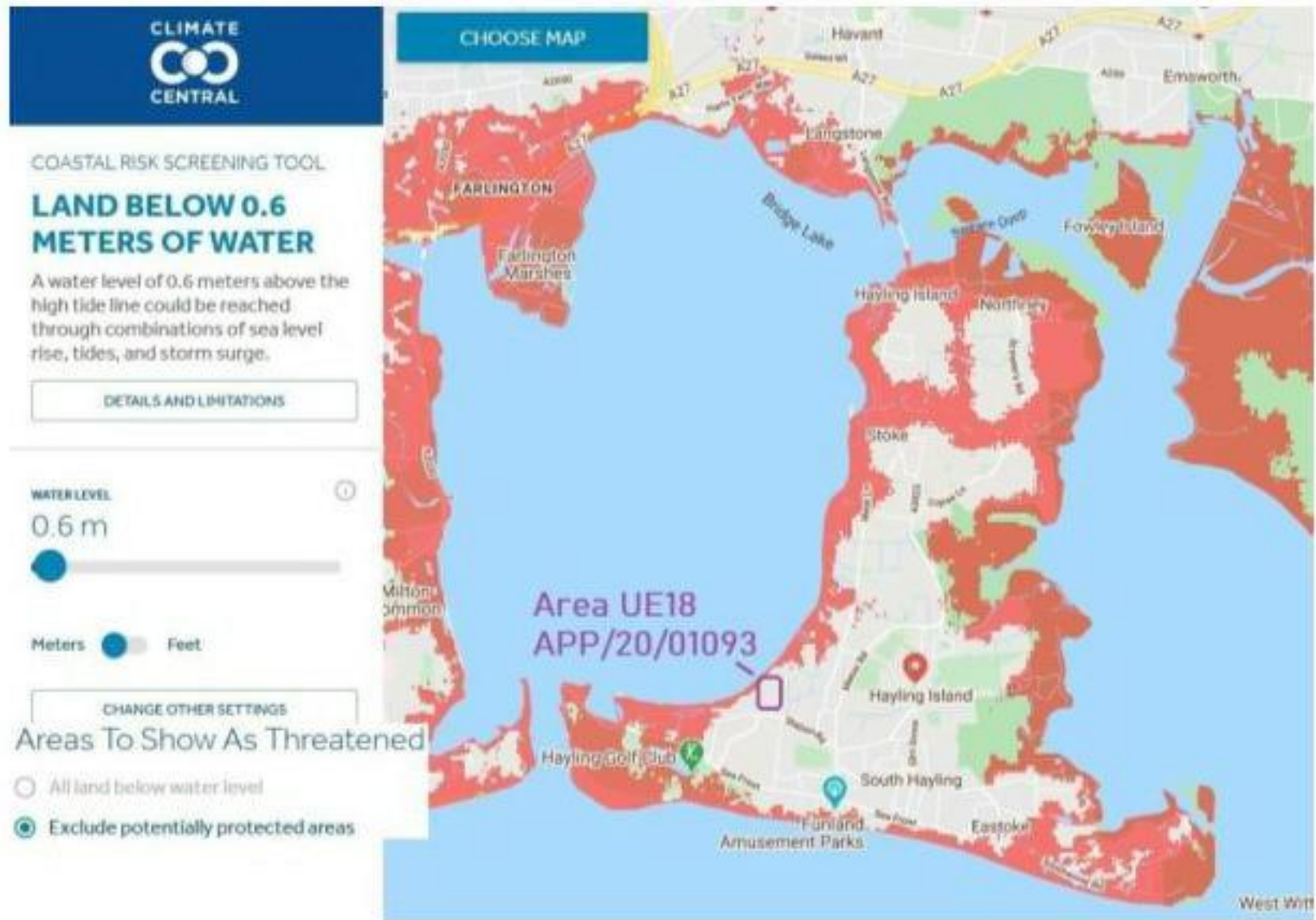


Maps showing Projected Sea Levels 0.4m to 1.4m above High Tide line.

Land Affected with a Sea Level 0.4m above Hide Tide



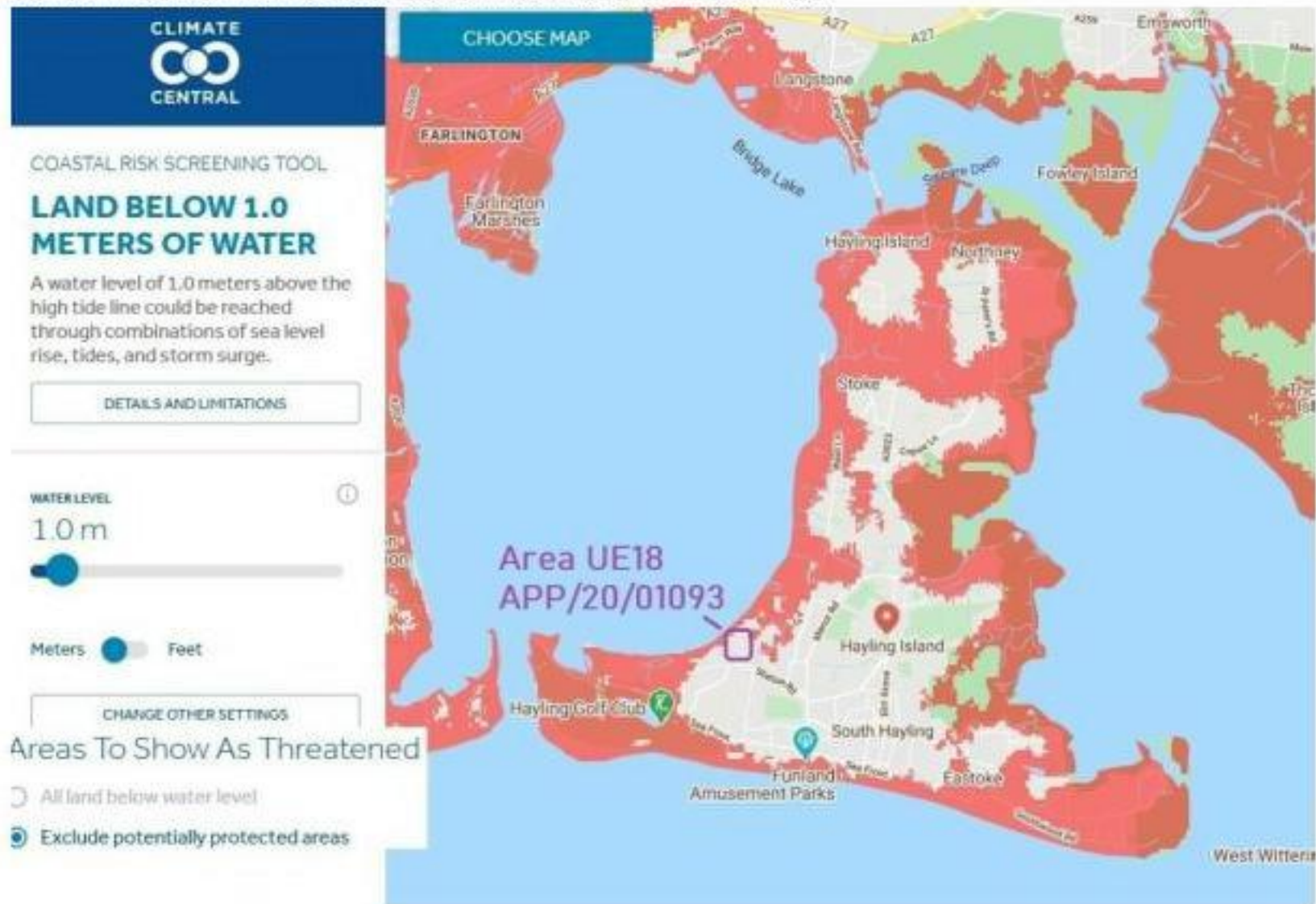
Land Affected with a Sea Level 0.6m above High Tide



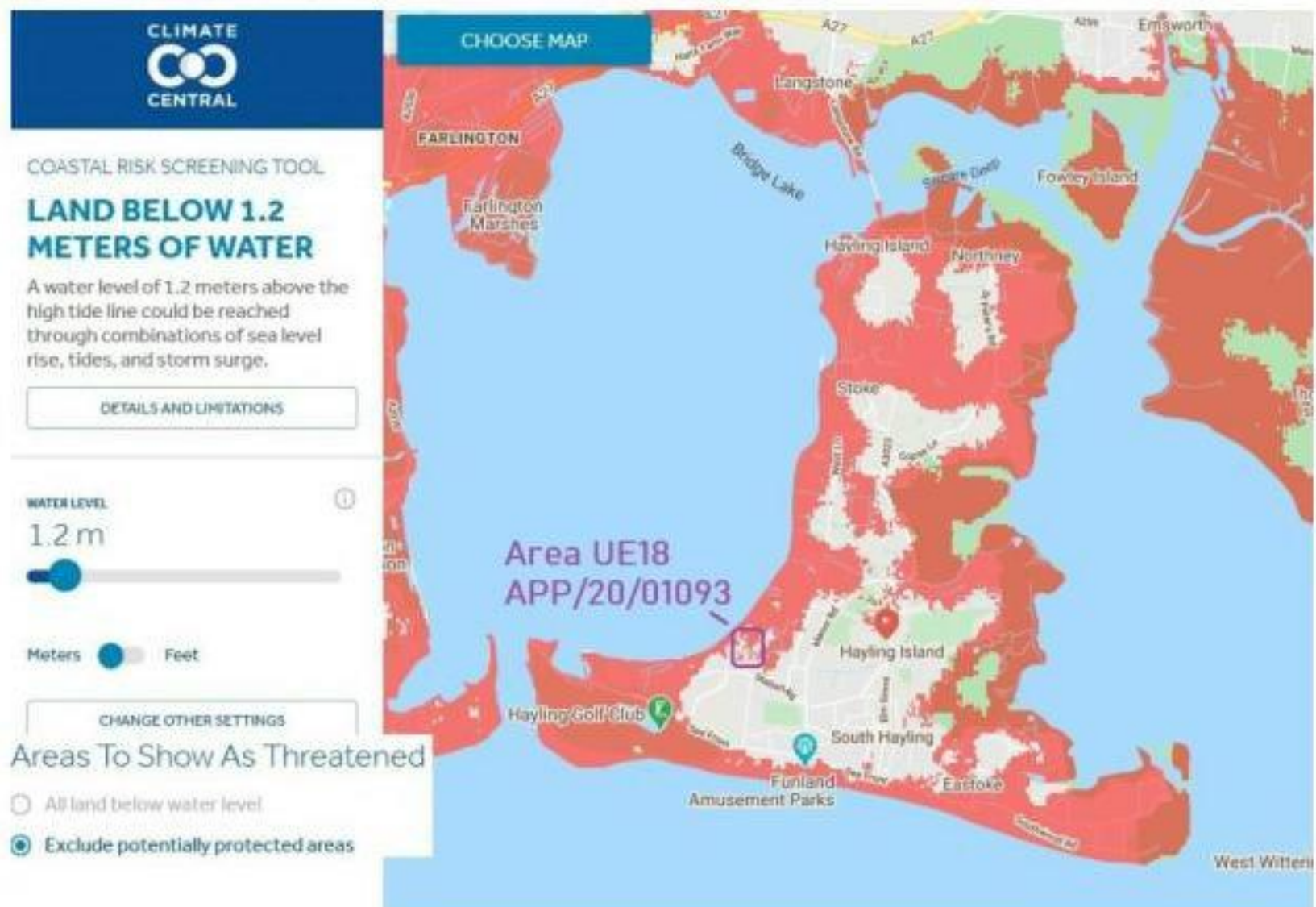
Land Affected with a Sea Level 0.8m above High Tide



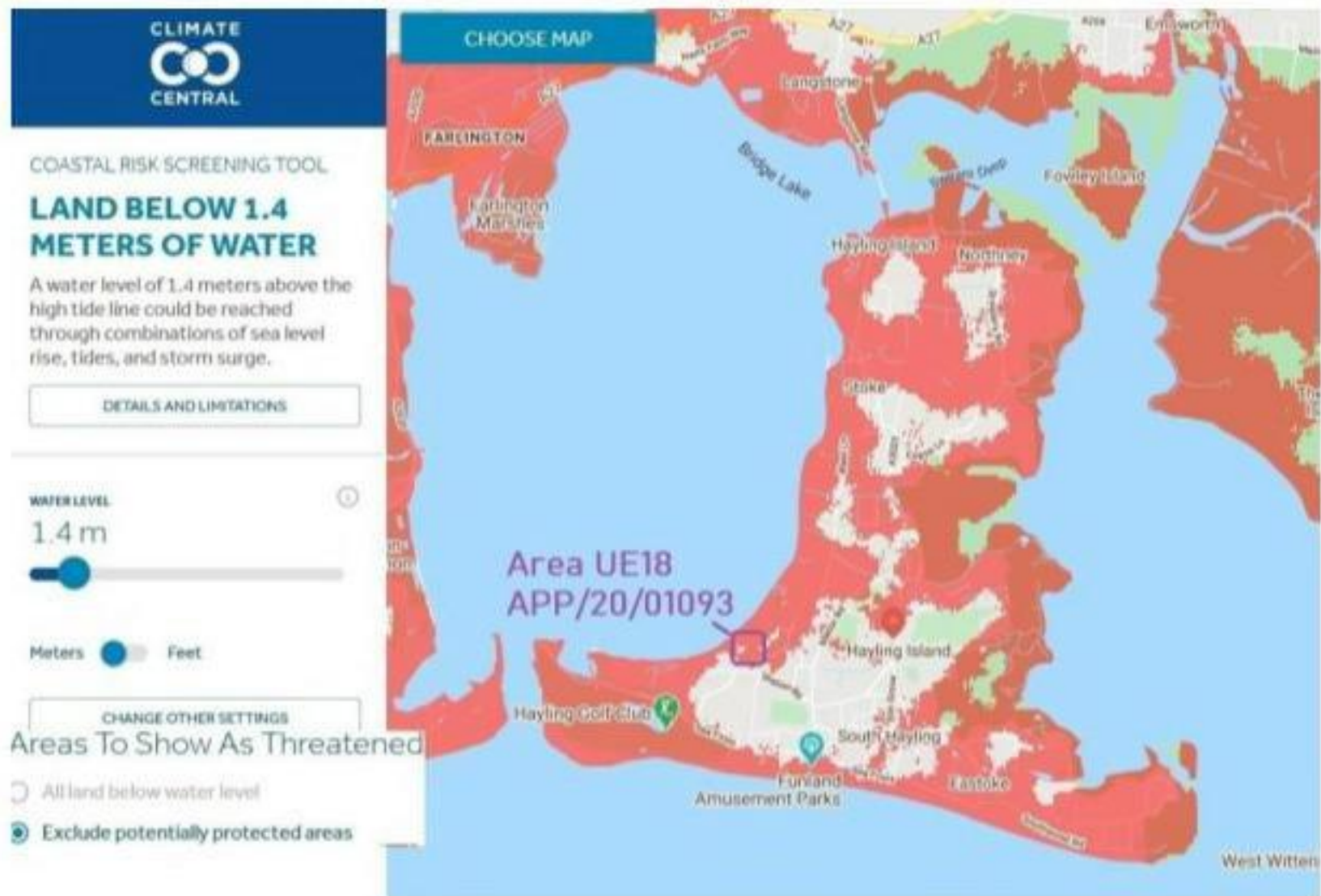
Land Affected with a Sea Level 1.0m above High Tide



Land Affected with a Sea Level 1.2m above High Tide

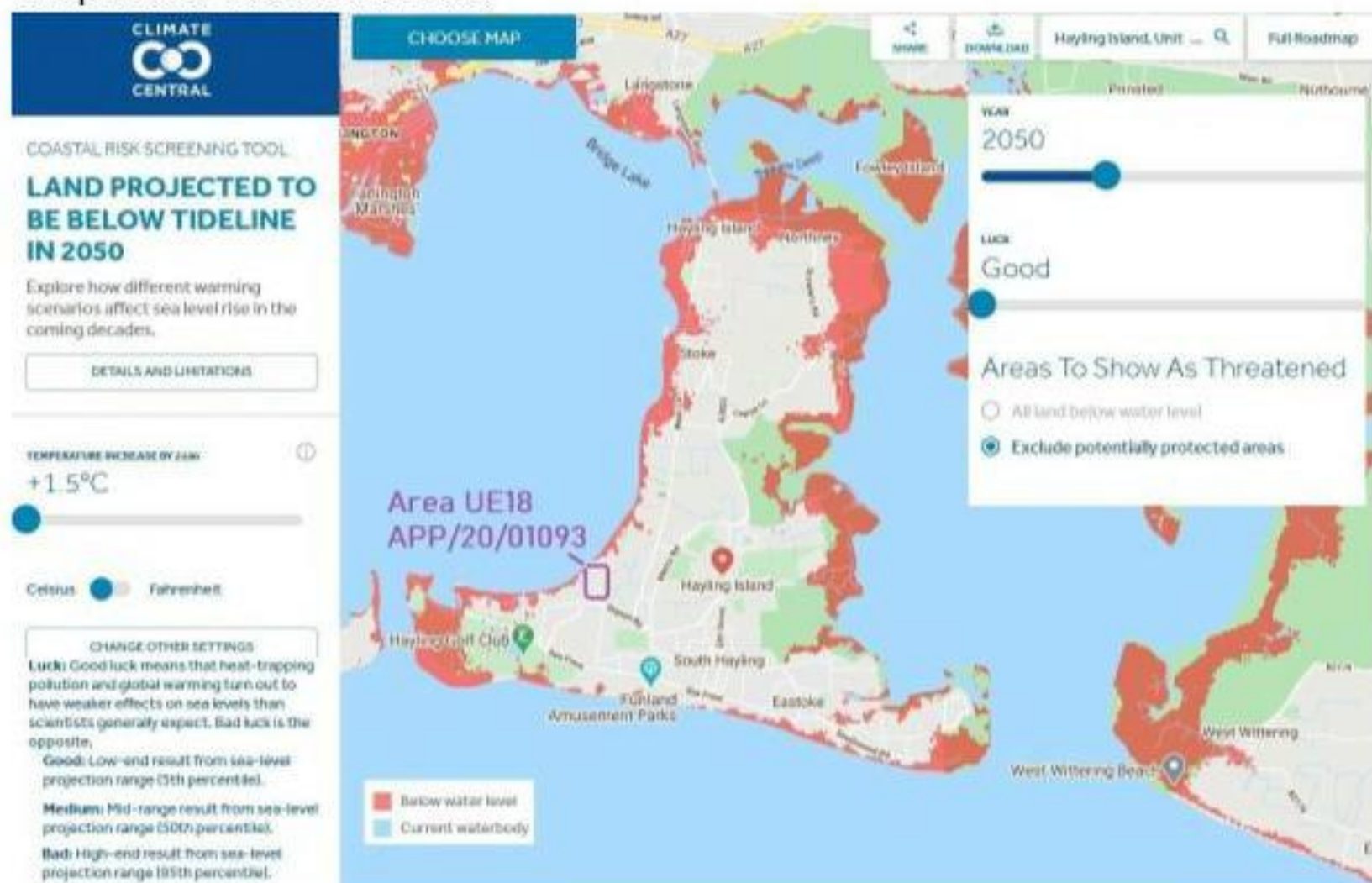


Land Affected with a Sea Level 1.4m above High Tide



Land Projected to be below Tide line 2050 at Various temperatures 1.5°C to 4.7°C with Good and Bad luck associated with Temperature effects on sea levels.

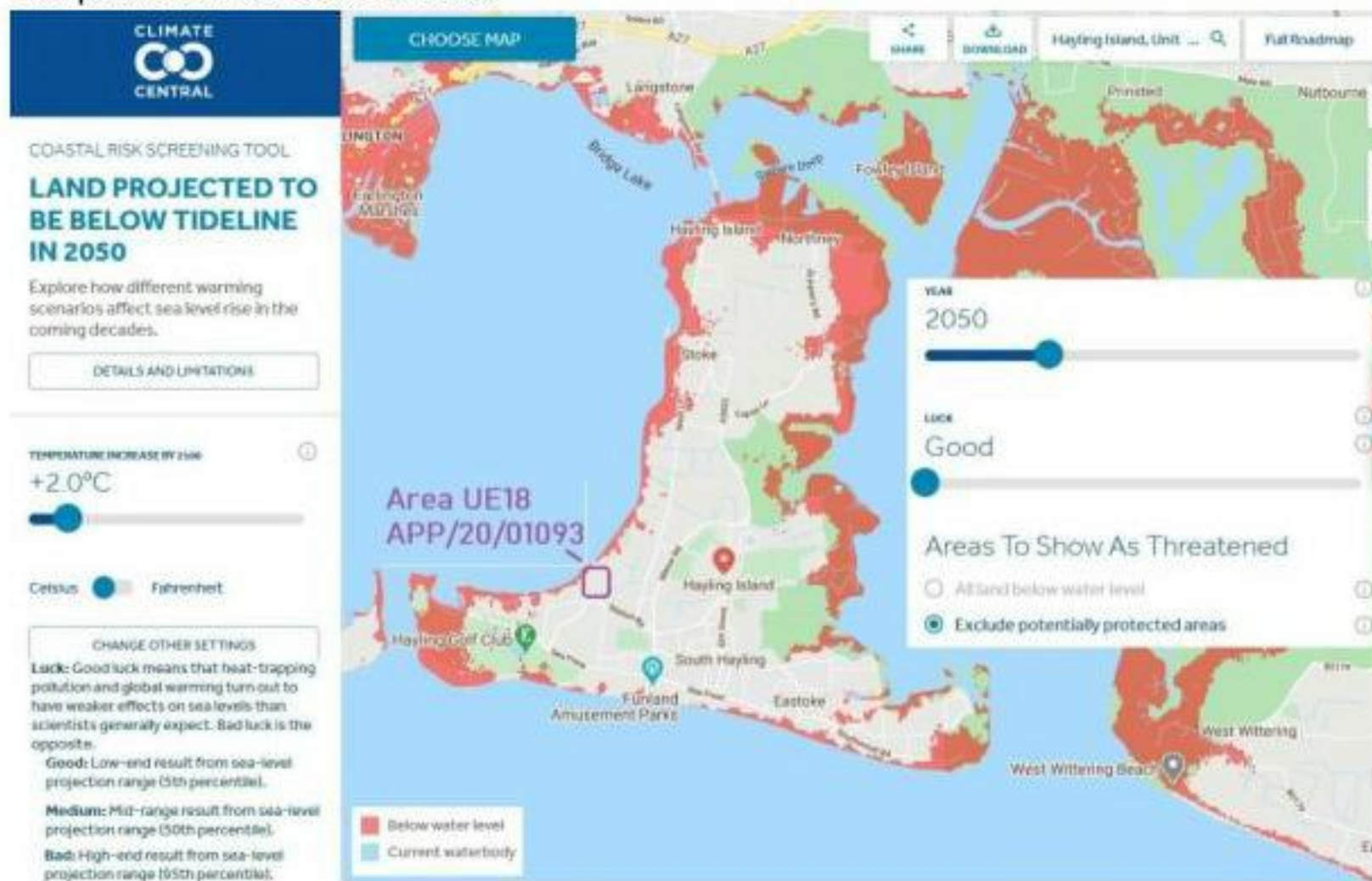
Temperature 1.5°C Good Luck

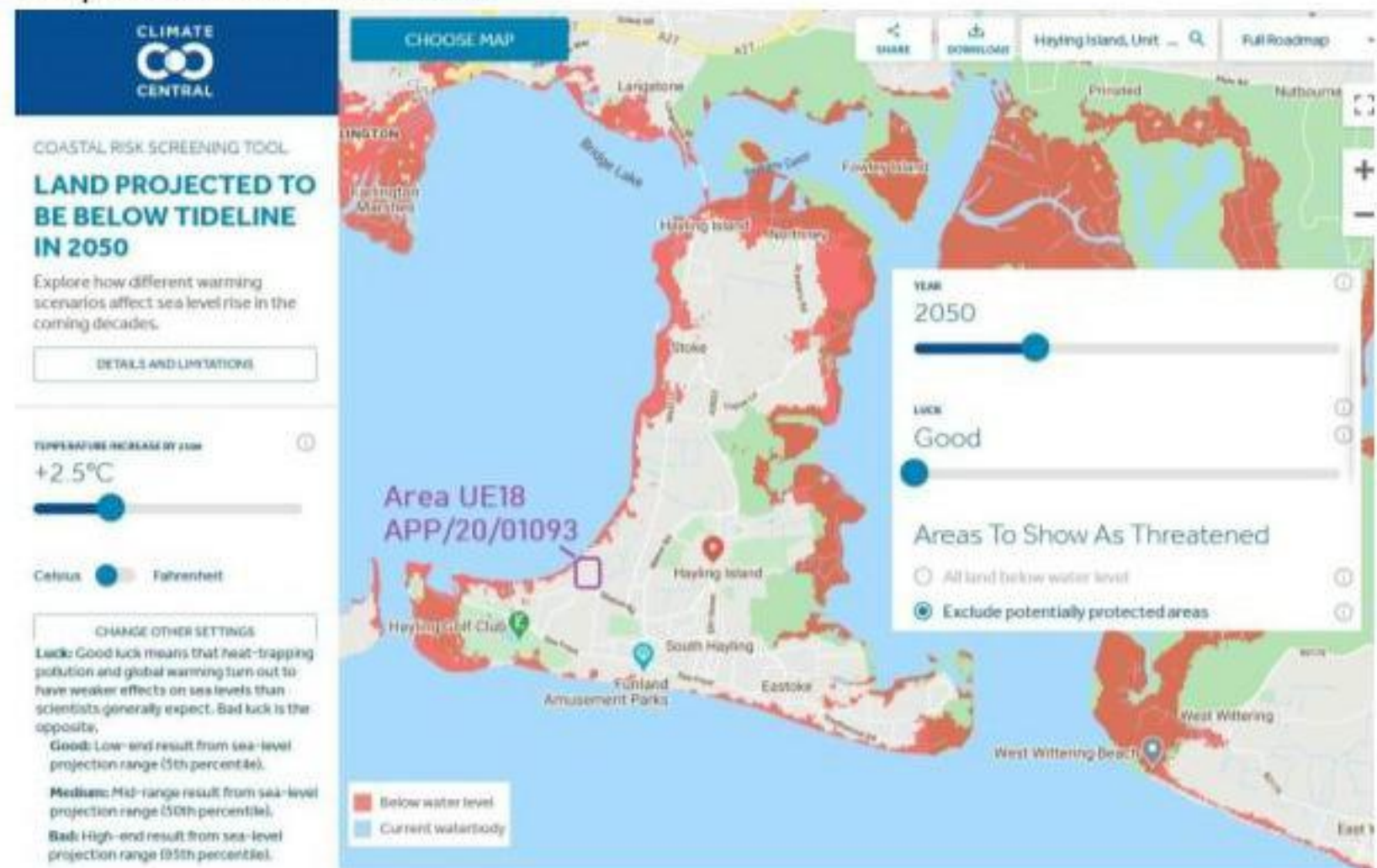


Temperature 1.5°C Bad Luck

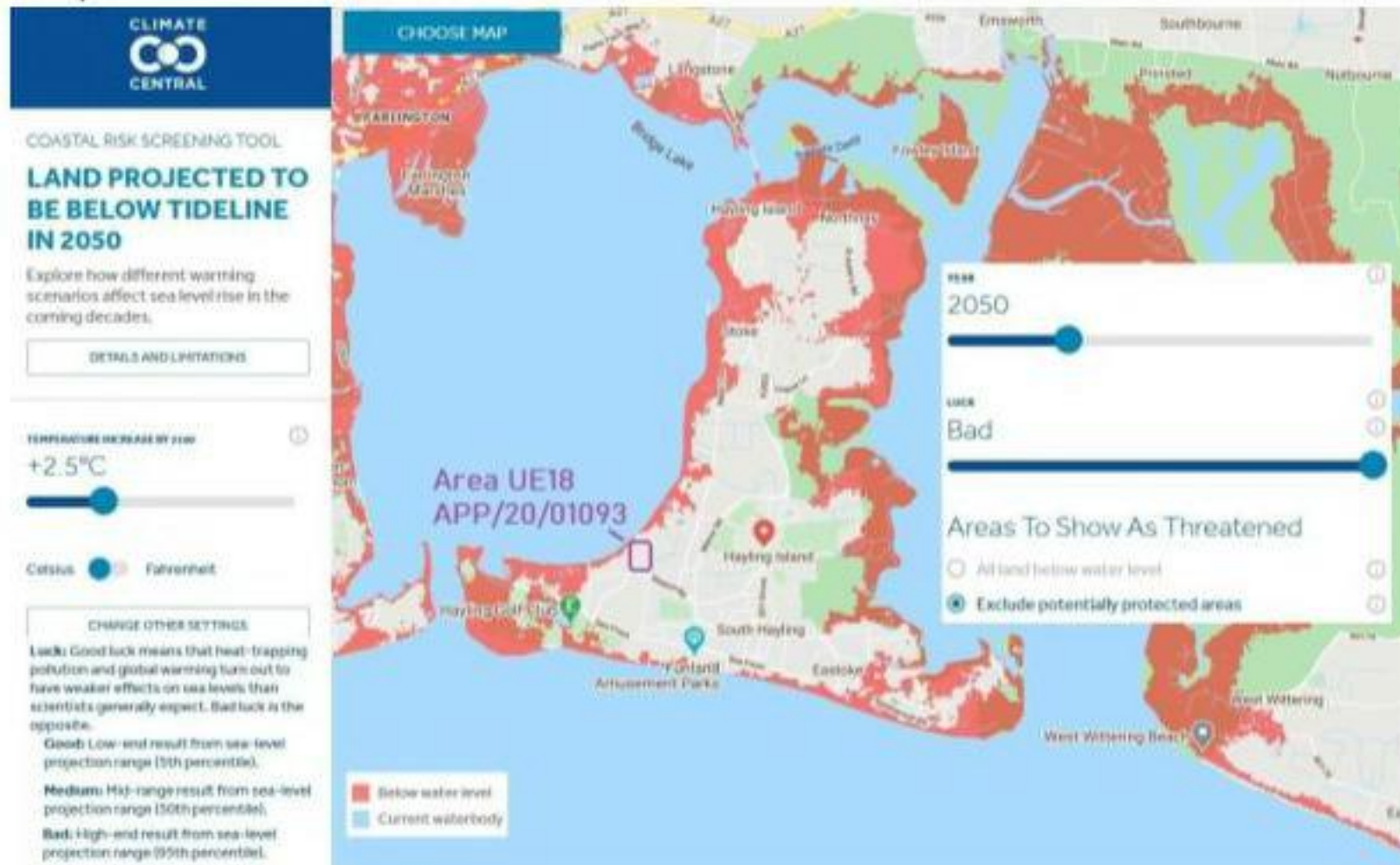


Temperature 2.0°C Good Luck





Temperature 2.5°C Bad Luck



Temperature 3.0°C Good Luck



Temperature 3.0°C Bad Luck



Land Projected to be Below Annual flood Level in 2050



The Field known as Area UE18 today, water logged after a small amount of recent rainfall that HBC wants to allow Barratt's to build on.

High Water Table Ground water logged and flooded 16-02-2020



High Water Table Ground water logged and flooded 17-02-2020



High Water Table Ground water logged and flooded 21-12-2020

4mm 6MP

CN-03

21/12/2020 10:55:09



High Water Table Ground water logged and flooded 22-12-2020

4mm 6MP

CN-03

22/12/2020 12:23:56



High Water Table Ground water logged and flooded 23-12-2020



High Water Table Ground water logged and flooded 27-12-2020



High Water Table Ground water logged and flooded 28-12-2020

4mm 6MP

CN-03

28/12/2020 10:12:48



High Water Table Ground water logged and flooded 29-12-2020



High Water Table Ground water logged and flooded 30-12-2020

4mm 6MP

CN-03

30/12/2020 08:41:02



The so called recent Traffic Assessments

Having read some of the traffic assessments I can't understand why the assessors are using so out dated data, for instant they are quoting in sections 2.5 and 7.2 they quote "that there are approximately (2.5) and about (7.2) 17500 residents" well surely they should know the exact figure from the returns done every year to the council for council tax and the number of people in the premises. The question has to be asked why so vague? or is it an exercise to make the figures fit the outcome that the builders and perhaps the council are after. I also find their figure somewhat suspect as [REDACTED] around the 1970/80's [REDACTED] always used to say there were around 20000 residents and there has been a lot of building and residential movement etc since then.

In 8.13/14 they are quoting outdated figure from the 2011 census which is 7 years old and very close to the next census in 2021. There has been a lot of building and residential movement so that data must be suspect.

I also note if I have not missed anything that the traffic data used is also 18 months old and did not seem to include Mondays or Fridays when I would expect more travellers who stay away for the week where they work.

Why wasn't a new survey done to see the difference with the extra 300/400 houses built since then. it would have proved that their data was or was not trust worthy.

The journey time data they collected if I understand it correctly also seems to be somewhat untrustworthy as to me the times and number of journeys seems to me to have been done with an air of proving there is nothing wrong with the routes. Why start with at 0800 should have been at 0600 and carried out every 20 minutes driving on the Island and driving off the Island up to 1000 then perhaps every hour till 1400 and then every 20 minutes driving on the Island and driving off the Island till 1900. This would incorporate all the people who adjust their times to hopefully get what they feel is the best travel time for them. Again seems to be carried out to prove building more house will not affect the traffic flow not to ensure an open and honest survey was carried out.

They suggest there should be improvements to the cycle track and even resurfacing, why can't Hayling Islanders be treated the same as Havant residents and have a tarmac surface, once you reach the bridge all cycle tracks to Havant are surfaced with tarmac. This would then hopefully take the residents with road bikes off the road as at present the surface of the track is not viable for these bikes as they are more severely damaged by the rough surface and fine grit resulting in punctures. In the wet months riders get extremely filthy from the surface of grit, mud and MOT type 1 that has been put down which puts many off from riding down that way when going to work. At least a 1.5m wide section of the cycle track should be surfaced with tarmac.

If the various department that look after the Hayling Cycle track had had their thinking hats on, this could have been achieved at minimum expense by getting the utilities that were granted permission to use this route to reinstate with tarmac. I believe a Cable TV company have already gone down the track but were never

asked to provide improvements to the track and tarmac the reinstatement. They would be saving thousands by not having to go down roads and pavements complying with the utilities road traffic acts allowable working hours and type of reinstatement required. The residents of Hayling island would have benefitted from the new surface and probably less cycles on the main road.

By doing it this way horses and walkers etc who want to have the countrified path will still have it and others would have a clean undamaging pathway and cycleway.

Sincerely,

