

# Hayling Island Infrastructure Advisory Committee

**Notes of Meeting held Monday 20<sup>th</sup> March 2017, 1300-1530hrs**

**Hayling Golf Club, Links Lane, Hayling Island, PO11 0BX**

## **Present:**

**Community representatives:** Rosie Law (Hayling resident), Anthony Higham (Hayling Island Residents Association), Ann Griffiths (Langstone Residents Association), David Parham (Save Our Island), Polly Chapman (LVA), Paul Millman (North East Hayling Residents Association), Derek Bowerman (Chair of NEHRA), Anne Skennerton (HIRA), Robert Sebley (Cycle Hayling), Jim Palmer (HIRA), Chris Lyon (Hayling resident), David Pattenden (Secretary of LRA) and Elaine Kilbey (Chair of LRA).

**Havant Borough Council :** Cllr Tim Pike, Cllr Clare Satchwell, Cllr Leah Turner, Cllr Andrew Lenaghan, Cllr Michael Wilson (Chair of meeting), Andrew Biltcliffe (Head of Planning), Mark Stratton (Coastal Policy, Strategy and Environment Team Manager), Stuart Wood (Civil Engineering & Landscape Manager) and Linda Jewell (Planning Consultant).

**Hampshire County Council:** Ian Hoult (Head of Emergency Planning), Caroline Richardson (Senior Transport Planner).

## **Apologies:**

Cllr John Perry, Keeley Ellis, Mike Owens (Hayling Informer), Joanne Thomas, Holly Drury (HCC), Peter Oliver (LVA), Barbara Furdyna, Lisa Medway (SE Hampshire Clinical Commissioning Group).

## **1. Introduction**

Cllr Wilson opened the meeting by reading a letter sent to the HIRA by doctors at The Elms practice following a meeting held in August 2016. GP surgeries are run as businesses with a contract to provide services to the NHS. The practice is part of the South East Hampshire Clinical Commissioning Group which is looking at a model where practices amalgamate to employ and share specialists across practices. If the island population increases the surgery would not be able to cope with the current staff levels or space. As with nationally, doctors are retiring and there are difficulties recruiting new doctors. To expand the premises, or create a new health centre, this would need to be provided and financed by the doctors. There is a reluctance to invest in new premises given the uncertainty over the future contract with the NHS.

## **2. Notes of the last meeting and matters arising**

The notes of the last meeting were agreed however concerns were expressed that none of the information from service providers promised at the last meeting had

been provided. The response was given that information is still being received and collated by HBC. It was requested that meetings be formatted to include progress updates to enable community representatives to report back to residents, including which service providers have responded and which have not. The question of timescales was raised including whether it is realistic to conclude in June when data was not yet forthcoming and may need to be collected over a longer period; for example traffic counts on A3023 to take account of both holiday and non-holiday periods.

### **3. Presentations**

Mark Stratton (ESCP) gave a presentation on the role of the Eastern Solent Coastal Partnership setting out the work already being undertaken on Hayling Island and the need to secure further funding for strategies and feasibility studies at Langstone and Hayling before bids to fund any works can be made. Flood risk modelling based on a 1/200 year event without any defences indicates that peak high tide and storm conditions would result in flooding for a 2-3 hour period.

Stuart Wood (HBC) gave a presentation setting out the presumed causes of traffic delays on the A3023 and examples of possible interventions. He explained there would not be enough development to pay for a new bridge between the island and the mainland and invited participants in the workshop discussion session to suggest and consider interventions under the headings of traffic flow measures, modal shift measures and travel reduction measures. He explained that traffic modelling will start in April with outcomes expected in June. Meanwhile discussion with HCC is ongoing and he will have a new officer joining his team at HBC in May to look specifically at Hayling Island.

Ian Hoults (HCC) explained his role in working with partner organisations including police, fire and health services, to prepare for and respond in the event of disruptive challenges. The Hampshire and Isle of Wight Emergency Planning Partnership meets regularly and have recently spent a day looking specifically at Hayling Island. There is a flood plan in the public domain however some other plans are covered by government protection and can't be released. In response to a question he confirmed the holiday parks have their own plans and he has copies of them.

### **4. Feedback from discussion groups**

Group 1: Transport

Additional causes of vehicle delay – horses from nearby stables.

Additional interventions –

- Monorail.
- Amphibious vehicles for use in emergencies.
- Ban right turns but need mini roundabouts to allow this.
- Yellow box junctions.
- Controlled crossings – further back on island to create breaks in traffic.
- Reductions in road friction – create refuges and laybys for buses.
- Allow cyclists on the pavement – segregate with pedestrians on one side of the road and cyclists on the other.

Expected outcome of the interventions –

- Predictable travel times – have signs indicating how many minutes to reach the bridge.
- Encourage more flexible working and people to stagger their journey times.

#### Group 2: Transport

Additional causes of vehicle delay –

- Horses and runners on West Lane.
- Surface Water on West Lane.

Additional interventions –

- No right turn into West Lane – some in group agreed but others didn't.
- Signpost cyclists to Billy Trail.
- Layby for buses at Langstone by Mill Lane needs to be kept for this purpose and prevent parked cars which stop buses using the pull-in.

Expected outcome –

- Estimate traffic to 2036 of all the likely developments including windfall.

General discussion on transport included the question, at what point can you say you can't go past a threshold and have no more development? Andrew Biltcliffe replied that HBC will continue to ask HCC as highway authority that question.

The issue of safe pedestrian crossing of Langstone Road was raised. The reply was given that a pedestrian crossing is still on the list for provision. It was reported that residents say it is proposed in the wrong place as residents want it at The Ship.

#### Group 3: Flooding

- Areas of the island not prone to flooding should be kept for mitigation. If such sites are lost to housing developments there would be nowhere left to relocate such as the school when sea level rise inundates the school area.
- SUDS – who will maintain these, assuming they are a suitable means of drainage given the ground conditions and geology?
- Southern Water say their underground pipes are cracking due to shifting sands. Southern Water have suggested OK if continue pumping; however this would result in discharge into the harbour.
- Mosquitos and malaria risk – concerns regarding health issues arising from standing water as spraying would generate pollutants.
- Lack of awareness of landowners and farmers of their obligations to maintain their own flood defences.
- Budds Farm STW – critical piece of infrastructure – concern at outcome if floods and put out of action. What contingencies are in place or planned?
- Hayling Billy – impact of erosion of coastline and trail, including on pipelines.
- Pumping out sewers – need to co-ordinate agencies.
- 1/200 year level flood event – Clarity made on the point that a flood event would likely coincide with storm surge and high water lasting 2-3 hours either side of high tide period, however a flood of this scale has a low probability of occurring (0.5% chance of occurring at any time).

General discussion on flooding included the option of a barrage across the harbour and a question concerning the Black Swan Project. This is an academic

study. When planning for flood defences, crest levels for construction are based on joint probability assessments of high tide, storms and large wave heights occurring. Designs are also required to take into account predictions of sea level rise as set out by the UK Climate Impacts Programme 2009 guidance.

## **5. What Happens Next**

Linda Jewell reported that pro-formas requesting information on existing and future capacities, what improvements are already planned and what is needed to meet future development requirements, together with indicative cost and funding sources, have been sent to a list of service and infrastructure providers. To date responses have been somewhat partial or non-existent so follow up is ongoing with further details being sought, meetings held or scheduled, and alternative contacts sought where non-responses. An update will be provided at the next meeting.

## **6. Planning Applications and Proposals Update**

Andrew Biltcliffe gave an update on the following schemes:

1. Rook Farm – (APP/17/00007) further information is needed in order to determine the application. The applicant has therefore been requested to supply the additional information or withdraw the application. The 13 weeks allowed for determination of the application ends on 14 April 2017. Should a decision by the Planning Committee be needed before the expiry date there is a meeting scheduled for 6 April.
2. Mill Rythe Holiday Camp – (App/16/01237) legal advice is awaited concerning the imposition of conditions to restrict and limit the use to holiday accommodation. Agreed expiry date is 14 April 2017.
3. Lidl – Lidl held a pre-application public consultation event on 10<sup>th</sup> March regarding the site at Manor Road but no planning application has been submitted yet.
4. Southmere Field, Langstone Road - no planning application has been submitted yet. The situation regarding the covenant is being investigated by the Council's legal services.

## **7. Date of Next Meeting**

24 April 2017.