

Hayling Island Infrastructure Advisory Group

25 April 2018, 14:30-16:30

Hollybank Room, The Plaza, Civic Centre Road, Havant, PO9 2AX

Notes of Meeting

Present:

Community representatives: Ann Griffiths (LRA), Paul Millman (NEHRA), Ray Rowsell, David Parham (Save Our Island), Rosie Law (Hayling resident), Mike Owens (Hayling Informer), Wilf Forrow (Cycle Hayling), Robin Davison (Save Our Island), Jim Palmer (HIRA) Tony Higham (HIRA)

HBC representatives: Louise Berridge (Projects Engineer), Andy Biltcliffe (Head of Planning), David Hayward (Planning Policy Manager), Jade Ellis (Principal Policy Officer)

HCC representatives: Caroline Richardson (Principal Transport Planner), Chris Hirst (Assistant Transport Manager)

Councillors and county councillors: Cllr Michael Wilson (Chair of Meeting), Cllr John Perry, Cllr Leah Turner

Apologies: Anne Skennerton (HIRA), Polly Chapman (LVA), Cllr Andrew Lenaghan (HBC), David Pattenden (LRA), Claire Satchwell, Elaine Kilby (Resident), Stuart Wood (HBC)

1. Introductions

Cllr Michael Wilson, Chair welcomed everyone and asked the group if they were happy for Cllr Perry to record the meeting.

2. Notes of the two previous meetings and matters arising

No comments were made regarding previous meetings and no matters to discuss.

3. Local Plan Update (DH)

David Hayward started by updating everyone on the Local Plan. Consultation on the Draft Local Plan from Jan – Feb 2018 went very well, there were 9 exhibitions and in terms of interest in the plan 12,895 individual hits on the Local Plan webpage during the consultation including 5,675 clicks through social media and in total the local plan promotion showed 58,030 Facebook accounts. 505 individual responses to the consultation which talked about 112 separate topics.

Moving forward the Council is preparing a report for the Council's Local Plan Panel which will be meeting at the end of May to go through the responses that they have had to the Local Plan, which will help to consider any changes to be made and this will be published at the end of May/start of June.

David Hayward then mentioned for everyone to look out for an email this week to re-sign up to the mailing list which is being sent regarding the new upcoming data protection policies.

A further consultation which is likely to be in November this year, which will be a further consultation under what is called Regulation 18, the same regulatory process as the Draft Local Plan. That will be on any significant changes they need to make before the next formal (Regulation 19) stage which is the pre-submission plan. This is the plan that the Council considers to be sound. This consultation is likely to take place in June next year.

The November consultation will only go out after the after all the evidence base is complete so that stakeholders can respond in light of this.

4. Verbal update on the Borough Wide Transport Assessment (DH)

David Hayward began with expressing that he knows there is frustration around the table regarding the delays to the TA and HBC also mutually share this feeling. They would like to have finished the TA already but unfortunately this has not been the case. Most of the delay has been caused because of the sub-regional transport model and having to wait for the new 2015 model to be made available last year.

However, this wait pushed them beyond the slot they had available with the consultant (Pell Frischmann). The reserved slot is no longer available and the next time the consultant could look at any modelling work would not be until late summer which would have meant a further 6-month delay to the project. HBC are in the process of procuring a new supplier to take on the contract with an aim of getting a transport assessment by September. HBC are still in the middle of the procurement process and are unable to give any company names but aim to give some more information in the next meeting. There will be an interim report based on the model runs that have taken place published in due course.

Mike Owens asked whether in the meantime is the Bluetooth measurement system still in place and measuring 24/7? It was confirmed that this is still in place. He mentioned a point made in the November meeting regarding the minimum 10-minute journey time from Manor Road roundabout to the Havant roundabout and how the placing of the sensor on the north side would mean adding an extra percentage onto the acceptable time for this journey.

Cllr Wilson stated from his own experience that the roundabout is always clogged up in the mornings and Caroline confirmed that the monitor was always on the north side of the roundabout not on the south. Cllr Wilson went on to say could this affect the results from the large queues onto the roundabout from the south side.

David Parham expressed that most of the residents on Hayling live south of the island and must go via the roundabout to get to the point of the monitor. This will not show a true representation of the time it takes to get to the roundabout, and thought this was a very

convenient place to put the monitor to reflect there is no problem on the roads and therefore the results will not be factual.

Caroline Richardson said that they recognise that it stops before most of the residential roads but that's where the previous counter was, and it takes that into account. The sensors are expensive and there has to be a limit on the number of sensors used. This affects where they're placed.

Ann Griffiths asked what the distance is between the two points and it was confirmed it was 3.4 miles.

Tony Higham expressed he is confused by this argument because in the Government's own recommendations and guidelines there is ample evidence to show the performance of that road which he feels has been totally ignored by all participants to this discussion. He knows they are virtually at capacity by all the recognised standards and that any significant increase on that road will cause congestion, but nobody will recognise the Government's own figures, why is this?

Louise Berridge stated that this has been discussed a few times at previous meetings and they do recognise its existence. Graham Wright from HCC explained at the last meeting that the capacity of a road is not fixed and depends on certain aspects of the roads such as points of friction, cyclists, refuse vehicles and because of this, they can't take every scenario into account - it is a general rule and not just specific to Hayling. Louise confirmed these points will be factored into the microsimulation model.

David Parham shared that he sent an FOI request to Highways England to get the latest documentation with regards to their transport assessment of the A3023. They responded with the latest document 'Road Traffic Forecast 2015' which is the detailed assessment of the primary roads and secondary roads in the country. What this shows is that between 2010-2040 there is going to be a traffic increase of 30-50% on the category of road that the A3023 is, that is a published document.

These documents agree that the capacity of the A3023 is between 14,000-15,000 traffic movement in peak hours. If you apply the 30-50% increase with the calculations they have used, this pushes the A3023 to a flatline which works out as 17,000-19,000 traffic movements. This means that the A3023 would be flatlined every day of the year during peak hours which shows how critical this situation is.

David Parham went on to say there is a problem regarding traffic and housing not being spoken about as a pair. If this happens then the houses will be built while we worry about the roads separately. Housing is not the total cause of the situation with the road but is a primary cause. We need to address this issue and get the residents and whoever is involved to understand the growth parameters we are using to drive these models, so we understand over time how critical this is going to get.

David Parham said if we don't solve this issue then in 10 years' time the conversation will be about bringing back the toll bridge to stop people getting on the island, getting a park & ride to get to the beach and a resident permit so only residents can get onto the island, and we need to start addressing this now.

Tony Higham asked why they are not looking at the documentation that already exists and discussing the levels they are talking about? Louise replied that this document doesn't provide them with any evidence base or background and only gives a guideline of what they think the road can take, and they would like to wait of the results for the microsimulation modelling which incorporates all this information.

Jim Palmer queried the position of the monitor and that they were unsure why this side of the roundabout was chosen other than it would make life easier to make an analysis as it's on the smoothest part of the road to Hayling? It was suggested that the sensor is moved to give a better idea of what happens at the roundabout otherwise it means that the roundabout has been taken out of the equation by choosing a point which can only benefit an analysis, which will indicate there is no problem on the road on Hayling.

David Hayward highlighted that Pell Frischmann will provide any new consultant with the work they have done to date, but this is not very much as they have not reached the point of the transport assessment where Pell Frischmann start to do a lot of work. David confirmed they are at the point that if they are going to make that break, the time is now.

Ray Rowsell expressed that data is vitally important to inform the model and generic national data to make it specific to this road and the current data collection is clearly not fit for purpose for doing that. It is essential that this sensor is moved to give reliable data to be used for the job in question.

Louise Berridge replied the monitoring point Ray is referring to is new and the data they are using is from previous monitoring points. Caroline said there are two monitoring points. The Bluetooth monitor was put in several months ago and in hindsight it could have been put anywhere south on the island, but where would you capture everybody's movements? The point where it has been positioned captures everybody going off the island. General comment was made that this capturing point is after the problem.

Louise went on to say that this model is based on other forms of data not just Bluetooth. Cllr Wilson stated he travels this route most mornings when he drops off his children at school and this roundabout is generally clogged from Church Road to Manham Road. He believes that it would make a difference if the data was captured further up Manham Road or further up Church Road as it would add to the journey time.

Jim Palmer expresses that after listening to what's been said it appears that they need to wait until the data is published and then they will have an opportunity to look at it and make their comments. He felt the purpose of the group should be that they would have some input and he has been asking for years to be able to put comments forward for the parameters of what is going into the models because they don't want it to turn out like the transport assessment that was taking place in November, which was felt was not fit for purpose. The Bluetooth data portrayed that it only took 10 minutes to get off the island and he feels they have no confidence in anything that has been done to date.

5. Verbal update on the Hayling Island microsimulation model (LB)

Louise Berridge updated everyone on where they are on the model. Cistra are the consultants who are building the model and are in the stages of finalising and validating the model - they are acquiring extra data from HCC and will then test the development scenarios. HBC are close to receiving outputs and are hoping that Systra will be able to

come to the next meeting and provide a presentation on how they build the model and answer any questions.

Cllr Perry said he attended the Systra education session at HCC in February with David Hayward and it was very informative. He asked for the parameter sheets but has not yet seen these. He is very keen to understand how the parameters change from the initial parameters you use at the start of the exercise to when the model is deemed acceptable. He asked what is being adjusted to get those final results and are the adjustments fair and reasonable?

Louise Berridge confirmed that the model parameters don't change and are what set the framework. Cllr Perry replied that he would also like to see the parameters and although he requested these details in February, he has been denied them since then. Louise replied that until HBC and HCC have approved the model themselves it would not be appropriate to release details about the model.

David Hayward said in putting together the Local Plan they first need to focus on the impact of development on background traffic growth from the existing population and reiterated what was highlighted at previous meetings, that developers cannot be expected to mitigate for that background growth. The Government is driving forward house building and the planning system is now set up in a way that favours developers immeasurably so in terms of any position taken in the Local Plan, that could limit development on Hayling Island or anywhere else, or requires strategic scale mitigation, this needs to be done with a robust evidence base. It cannot be done with national figures for any A class road. This is the purpose of setting up the microsimulation in the first place.

Louise Berridge added that it is being run to test the impact of the development and it is not for the Local Plan or the base growth, which will happen anyway. It is to test what impact the development has on the traffic.

David Parham said it is fortunate that the last Highways England 2015 traffic forecast has a timeframe which isn't dissimilar to the Local Plan. David questions whether these forecasts and growth factors are built into the model? Louise confirmed these do go into models and Systra will set out at the next meeting as what data has gone into the model.

6. Possible training opportunities for the group regarding transport planning (DH)

David Hayward said they have been exploring setting up 2-3 training sessions, the first one for this group is specifically with Steve Mountain the Engineering Team Leader, who could present a session on the basics of Transport Planning. This would help to prepare the group's members for the upcoming sessions focussing on transport.

Secondly, a training session with Systra (which David Hayward and Cllr Perry have previously attended). Cllr Perry then went on to briefly say a few words about what was included in the training session he attended and that he considered it positive.

David Hayward explained that the last session they are looking at exploring is regarding the new consultant to take forward the Transport Assessment and they have included a presentation from them on the transport assessment itself before they finally publish it.

Ray Rowsell said that in the process of setting these training sessions up, it would be helpful if they could determine some of the 'what if's' to create some different scenarios. David confirmed they would be able to show some of the outputs that could potentially happen, though models could not be run in real time.

7. Verbal update on the PUSH Air Quality Study (JE)

Jade Ellis set out that a study was commissioned last year on behalf of most of the PUSH authorities to look at air quality across South Hampshire. The purpose of the study was to look at the impact on the environment, specifically European sites. This is something Natural England have specifically requested to look at regarding the combination of affects of different plans and projects.

The second is looking at the impact on human health and where there may be exceedances or impacts against air quality objectives and air quality management areas.

In terms of human health, it has risen on the national agenda. We have a clean-air zone within the sub-region (in Southampton). The study is using the sub regional transport model to assess the baseline and the future year's traffic related pollution and they will have a lot of data coming out of this.

The group are expecting a draft report to be with them at the end of this month and the consultant will be presenting to the PUSH authorities in the middle of June. The intention is to provide an overview of this at a future meeting.

They are looking to asses the human health and the objective is to determine whether there are any impacts and secondly, whether there is any need for any mitigation measures.

Robin Davison asked how is the data collected? Jade replied the pollution data is gathered from national air quality datasets. Ricardo (the consultant) have a model called Rapid Air which looks at dispersion of those particulates and in terms of the growth in traffic this is coming out of the sub-regional traffic model.

Jim Palmer asked if there is any cause for concern on Hayling Island and Jade agreed that it is unlikely to be an issue for this group as most issues are in cities. David Hayward said that the only issue may be that the A3023 goes next to the Chichester and Langstone Harbours SPA.

8. Date of next meeting and any other business

No date for next meeting but one will be circulated.

Other business

David Hayward and Mark Stratton from the Costal Partnership had a meeting and the ESCP have successfully got some funding for a Costal Defence Strategy for Hayling Island. It was not all the funding that was requested and there have been several meetings with the Environmental Agency. Essentially, the Environment Agency want the Local Plan to be adopted first but there is the necessary funding to get the project moving.

David Parham made a comment in relation to the Southmoor Project asking whether the Environment Agency have backed out of this project? David Hayward confirmed that they have partly backed out of this.

David Parham then expressed his concern that if they backed out of this project would they be looking for another 8 acres elsewhere in Hayling Island? David Hayward stated that this could potentially be necessary.

Confidential

David Hayward stated the Council put forward an expression of interest to create a Brent Goose refuge on the western coast of the island. At the last meeting a formal bid was put together which went to the LEP board, but they deferred the item because they wanted more information. This proposal is going back to the LEP board in July.

Rosie Law questioned whether this would mean the area where the Brent Geese are now, would be ok to develop? David said to a certain extent this would be the case under the policy and the new Brent Goose strategy, which Natural England have been a part of.

David said some sites have thousands of Brent Geese which would make them a core site and generally not replaceable, but to a certain extent anything below that and Natural England has confirmed that you can provide mitigation for geese in principle.

David Hayward repeated his earlier point about an email coming out to sign up to the local plan mailing list before GDPR is introduced.

Gladman's submitted a response to the Draft Local Plan which concerned Rook Farm. David Parnham commented that assuming they get their numbers right this time, would this be added to the Local Plan? David Hayward replied that the Council would need to consider the submission. If a planning application is submitted in the meantime, it would be assessed on its own merits.

A question was raised about the development in East Street, Havant. Permissions have been granted for properties in East Street. None of these have been taken up and 3 properties are for sale, but Planning continue to grant permissions which continue to expire.

Andy Biltcliffe went on to explain that he has met the developers of Streets and No.11. They are going to demolish all the buildings at the back which are currently being used for anti-social behaviour. HBC have agreed they can do that, but concerns were raised that the start of work could trigger the CIL payment requirements. The developers have been given some flexibility so that they can demolish the back buildings and without triggering CIL which will enable them to go ahead and market the site. The pricing as Cllr Pike said in terms of the values, is a key issue for all the sites in Havant and throughout the whole borough

A question was raised around infill and windfall building which suggested that windfall building is difficult to turn down. Is it correct that when something gets included in the allocations and forms part of the Local Plan 2036 for a certain number of houses on a green field, it doesn't matter if the windfall development is higher, you can't knock them off the allocations?

David Hayward confirmed this is correct and went on to explain that in the past we had housing targets. We are now given housing need figures which the government tell us are a starting point so from the Government's perspective, if we develop 50 more homes than we need than that is a bonus.

Jim Palmer stated that even if we come up with a notional figure it still won't be sufficient to turn down windfall sites. Would we just have to put up with the consequences of the windfall in the future?

David Hayward said we can never stop somebody submitting a planning application, it is then determined based on the evidence available at the time, which in the future would include the microsimulation model.

Ann Griffiths asked if there was any news on Langstone Technology Park and the master-plan? David Hayward replied it is on the market and will form part of the November consultation.

Andy Biltcliffe said they would want to work with both the community and any potential investors for the Langstone Technology Park site. He has met with a couple of investors who are interested who are working on their schemes to see what they might get from the site.

Cllr Perry questioned whether any interest has been shown in the Southmere Field site? He said that this would be a sustainable place for development because it is its right next to the bus and train routes and near Havant town centre. David Hayward confirmed that it has been submitted but is not in the Draft Local Plan so will be considered in the same way as Rook Farm.

Louise Berridge stated there was a good response to the travel questionnaire which it was mainly focused on public transport rather than highway issues. There was some criticism about certain questions that were not included in the questionnaire, but this is purely because they had to limit the number of questions asked. They feel they obtained some of the information they were looking for and all the results are on the website.

9. Close of meeting 16:10pm

Cllr Wilson closed the meeting.