

HAVANT BOROUGH COUNCIL  
PUBLIC SERVICE PLAZA  
CIVIC CENTRE ROAD  
HAVANT  
HAMPSHIRE P09 2AX



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## OPERATIONS AND PLACE SHAPING BOARD AGENDA

**Membership:** Councillor Lloyd (Chairman)

Councillors Carpenter, Guest, Jenner, Milne, Raines, Rennie, Robinson and Francis

**Meeting:** Operations and Place Shaping Board

**Date:** Tuesday 10 March 2020

**Time:** 5.30 pm

**Venue:** Hurstwood Room, Public Service Plaza, Civic Centre Road,  
Havant, Hants PO9 2AX

The business to be transacted is set out below:

David Brown  
Monitoring Officer

2 March 2020

Contact Officer: Holly Weaver 02392446233  
Email: [holly.weaver@havant.gov.uk](mailto:holly.weaver@havant.gov.uk)

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|---|---------------|
| <b>1 Apologies</b>  |               |
| To receive and record apologies for absence.  |               |
| <b>2 Minutes</b>  | <b>1 - 14</b> |
| To approve the minutes of the meeting of the Operations and Place Shaping Board held on 16 December 2019, 17 December 2019 and 28 January 2020. |               |
| <b>3 Matters Arising</b>  |               |
| <b>4 Declarations of Interest</b>   |               |



To receive and record any declarations of Interests from members present in respect of any of the various matters on the agenda for this meeting.

**5 Decision Call-In: Hayling Island Transport Assessment 15 - 20**

To consider the call in of the decision made by the Deputy Leader of the Council and Cabinet Lead for Planning, Regeneration and Communities relating to the Hayling Island Transport Assessment Addendum.

Additional Information:

[Report](#)

[Appendix 1](#)

[Appendix B](#)

[Appendix C1](#)

[Appendix C2](#)

[Appendix 2](#)

[Appendix 3](#)

**6 Winter Parking Charges on Hayling Island 21 - 24**

**7 Enforcement - Relaunch/Rebrand of the Parking Service**

## **GENERAL INFORMATION**

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# Havant

## BOROUGH COUNCIL

### PROTOCOL AT MEETINGS – RULES OF DEBATE

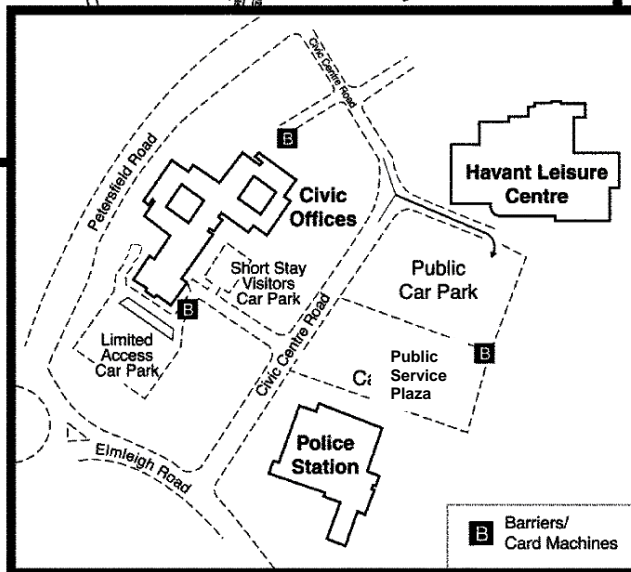
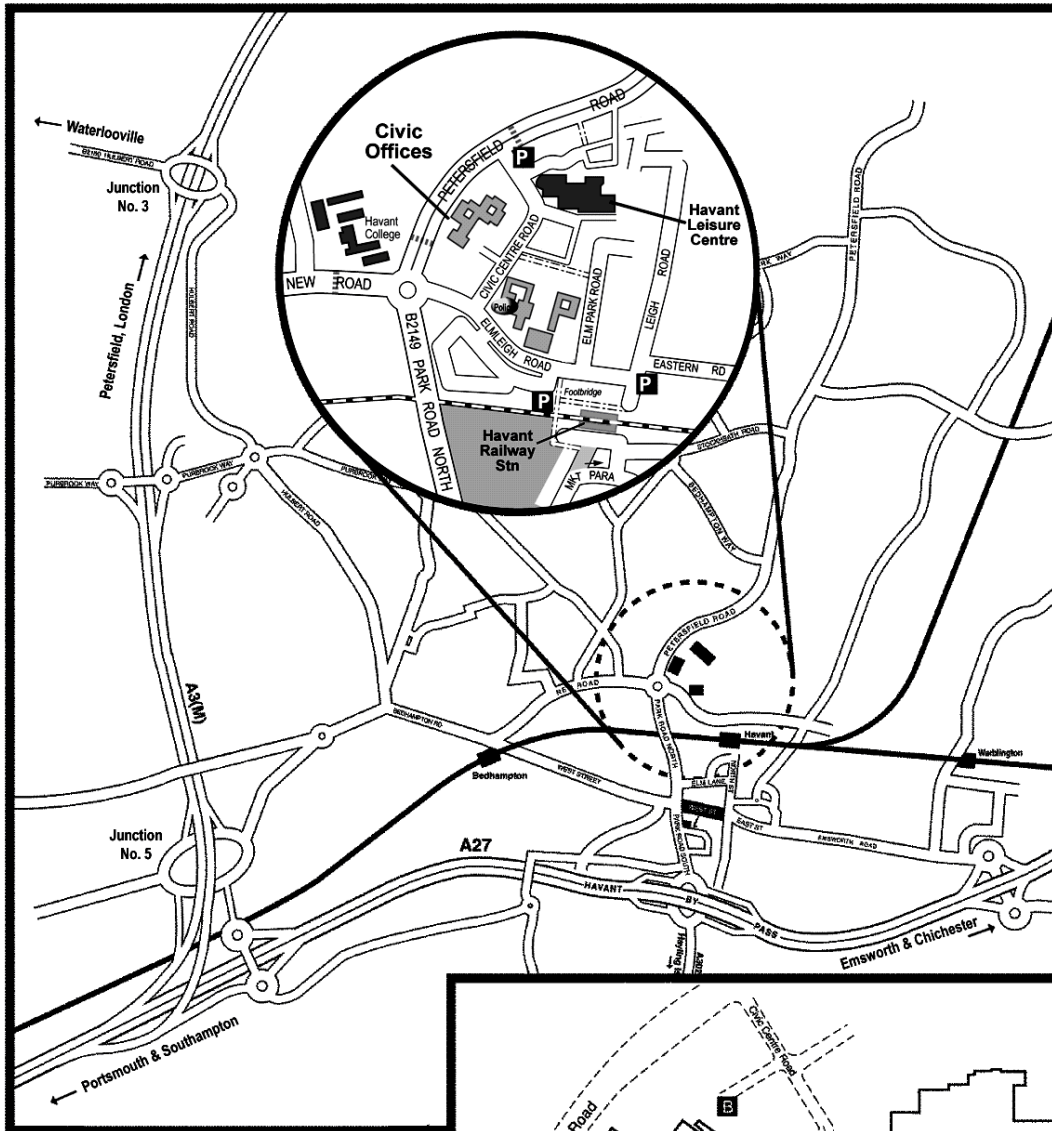
#### Rules of Debate

- Councillors must always address each other as “Councillor ...” and must always address the meeting through the Chairman
- Councillors may only take part in the debate if they are present at the meeting: video conferencing is not permissible
- A member of the Committee may not ask a standing deputy to take their place in the Committee for part of the meeting
- The report or matter submitted for discussion by the Committee may be debated prior to a motion being proposed and seconded. Recommendations included in a report **shall not** be regarded as a motion or amendment unless a motion or amendment to accept these recommendations has been moved and seconded by members of the Committee
- Motions and amendments must relate to items on the agenda or accepted by the meeting as urgent business
- Motions and amendments must be moved and seconded before they may be debated
- There may only be one motion on the table at any one time;
- There may only be one amendment on the table at any one time;
- Any amendment to the motion can be moved provided it is (in the opinion of the Chairman) relevant to the matter under discussion. The amendment can be a direct negative of the motion.
- The mover with the agreement of the seconder may withdraw or alter an amendment or motion at any time
- Once duly moved, an amendment shall be debated along with the original motion.
- If an amendment is carried, the motion as amended shall take the place of the original motion and shall become the substantive motion on which any further amendment may be moved.
- If an amendment is rejected different amendments may be proposed on the original motion or substantive motion.
- If an amendment is lost, other amendments may be moved to the original motion or substantive motion
- If an amendment is lost and there are no further amendments, a vote will be taken on the original motion or the substantive motion
- If no amendments are moved to the original motion or substantive motion, a vote will be taken on the motion or substantive motion
- If a motion or substantive motion is lost, other motions may be moved

#### Voting

- Voting may be by a show of hands or by a ballot at the discretion of the Chairman;

- Councillors may not vote unless they are present for the full duration of the item;
- An amendment must be voted on before the motion
- Where there is an equality of votes, the Chairman may exercise a second (casting) vote;
- Two Councillors may request, before a vote is taken, that the names of those voting be recorded in the minutes
- A Councillor may request that his/her vote be recorded in the minutes



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## **HAVANT BOROUGH COUNCIL**

At a meeting of the Operations and Place Shaping Board held on 16 December 2019

Present

Councillor Lloyd (Chairman)

Councillors Carpenter, Howard, Jenner, Raines and Robinson

Other Councillors Present:

Councillor(s): Pike

### **33 Apologies**

There were no apologies for absence.

### **34 Minutes**

The Minutes of the meeting of the Operations and Place Shaping Board held on 28 October were signed and agreed as a correct record.

### **35 Matters Arising**

The Chairman informed the Board that two items had been added to the Operations and Place Shaping Board Work Programme, namely:

- 1) West Beach car park - Beach Management Team;
- 2) New Councillors Induction Programme.

The Chairman reminded the Board that a Challenge Session was taking place the following evening to hear the update from Southern Water.

### **36 Declarations of Interest**

There were no declarations of interest relating to matters on the agenda.

### **37 Co-opted Member**

Councillor Crellin was invited to attend the meeting and take part in the discussion of the items.

### **38 Quarterly Regeneration Update (Andy Biltcliffe)**

The Chairman invited the Head of Regeneration (South), and the Deputy Leader of the Council and Cabinet Lead of Planning, Regeneration and Communities, to deliver an update on the Regeneration of Havant Borough.

The Head of Regeneration (South) gave a brief overview about the need for regeneration within the Borough of Havant, how the Regeneration team had been promoting the project at events, and how Regeneration could be made more appealing to investors.

In response to questions asked by the Board, the Head of Regeneration (South) advised that:

- a) the Borough of Havant needed a stronger advertising strategy to attract investors;
- b) there were 5 officers working for the Regeneration project;
- c) there will be future planning applications to regenerate the South of Hayling Island, but at present it costs as much to build as it does to sell;
- d) Leigh Park was a unique area for regeneration and the focus there would be building community centres within the estate;
- e) in the Regeneration business plan were set dates for developments, but these were all influenced by market conditions which were unpredictable;
- f) there would be a focus on flood mitigation for the Coastal Partnership;
- g) Wellington Way's proposed development was a regenerative program which was not part of the Regeneration Strategy Plan;
- h) the Regeneration team were working to try and alter external perceptions of Havant, and that some things were out of the Council's control;
- i) ultimately it would take a shift in demographic and attracting new people to the area in order to make regeneration possible.

In response to questions asked by the Board, the Deputy Leader of the Council and Cabinet Lead of Planning, Regeneration and Communities advised that:

- i. Regeneration had been working on bids externally and internally, and not just focused on housing;
- ii. there were limits to Wellington Way coming to committee, including the need for affordable housing and the Nutrient Neutrality issue within Planning as discussed in the previous meeting of the Board.

The Board agreed that there should be an All-Councillor Briefing on the Regeneration Project in the new year.



The Chairman opened the item by thanking the officers for their work towards the Homelessness and Rough Sleeper Strategy.

The Head of Housing and Community Engagement explained that the Strategy itself should take 5 years to implement, whilst the action plan should take 18 months. The Strategy would be a living document to be updated as necessary, and the plan next would be to create a Housing Strategy, which whilst not a requirement, would help facilitate the Homelessness and Rough Sleeper Strategy, which was a requirement.

In response to questions by Members of the Board about the relationship between Portsmouth City Council and Havant Borough Council, the Head of Housing and Community Engagement explained that Portsmouth City Council tenants in the Borough pay rent and council tax to Portsmouth City Council and Havant Borough Council respectively. Portsmouth City Council pay Housing Benefit to their residents and manage homeless residents under their remit.

In response to questions by Members of the Board about the changes in Homelessness Strategy due to the Homelessness Reduction Act 2017, the Head of Housing and Community Engagement and the Housing Manager (Development) explained that:

- a) housing prices in the Borough were controlled by the Broad Rental Market Area rates, which encompassed all areas from Portsmouth to Liss;
- b) if needed to be regulated then housing benefit could be safeguarded and given to landlords;
- c) as long as there was basic supply and demand then people would purchase homes in every area of the Borough;
- d) there was one Bed and Breakfast in the Borough which offers emergency housing through Havant Borough Council. The Council could however offer mediation and compensation where required in order to help house a rough sleeper;
- e) affordable homes to the West of Winchester were made available to the Council due to the Hampshire Homes Choice Partnership;
- f) more officers had been employed post-implementation of the Homelessness and Rough Sleeper Act in order to handle the new statutory duty;
- g) solely grant funding was used to pay for the new housing strategy;
- h) the Council had a duty to prevent homelessness within 56 days and a duty to relieve homelessness within 56 days – as per the statutory duty.

The Deputy Leader of the Council and the Cabinet Lead of Planning, Regeneration and Communities stated that there was a need for different

products to be developed to house the homeless community, such as B&Bs and privately rented accommodation.

In response to questions by Members of the Board about temporary accommodation, the Head of Housing and Community Engagement and the Housing Manager (Development) advised that:

- I. Brent House will be addressed from 2020 onwards, as there are specific surveys needed, but they are looking at a mixed age housing development opportunity;
- II. there are approximately 20 people in the housing system being aided by HBC at any one time, and below 80 in total throughout the year;
- III. the risk assessments involved in every aspect of homelessness housing will limit resources available to use;
- IV. as of 22 November 2019 there were no rough sleepers recorded in the Borough of Havant;
- V. there was community opposition to PODS being set up;
- VI. a portacabin could not be used as emergency overnight shelter due to a number of factors.

In response to questions by Members of the Board about customer experience, the Head of Housing and Community Engagement and the Housing Manager (Development) advised that:

- A. communications could be placed on Council noticeboards in the Borough notifying residents of where to look for accommodation in the event of a homelessness situation;
- B. specific targeted information directed at different groups was to be put on the website, to be reviewed regularly;
- C. the emergency out of hours service was used less than 3 times a month, including for housing;
- D. the costs of advertising needed to remain in the budget for the grant.

The Board **RECOMMENDED THAT** the Homelessness and Rough Sleeper Strategy be approved in full by Cabinet.

**The meeting commenced at 5.30 pm and concluded at 7.25 pm**

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**Chairman**

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## HAVANT BOROUGH COUNCIL

At a meeting of the Operations and Place Shaping Board held on 17 December 2019

Present

Lloyd (Chairman), Carpenter, Jenner, Raines and Bains

### **40 Apologies**

Apologies for absence were received from Councillors Howard and Robinson.

### **41 Matters Arising**

There were no matters arising.

### **42 Declarations of Interest**

There were no declarations of interest relating to matters on the agenda.

### **43 Update from Southern Water**

The Chairman opened the item by thanking Southern Water for coming back to speak to the Board. It was acknowledged that the Council has no direct responsibility for Southern Water, and that Southern Water were still under investigation.

The Board received a presentation by Sam Underwood, Daniel McElhinney and Nick Mills from Southern Water (please see attached with minutes).

In response to a question about lobbying for less water waste, Mr Underwood advised that lobbying was taking place through Water UK to reduce the number of plastic bottles in the environment and encourage refillable water bottles. He advised that it would be difficult to target manufacturers as manufacturers respond to a market where sales and convenience take priority, but Southern Water do not endorse the "Fine to Flush" accreditation. Whilst the biodegradable wipes may break down over an extended period of time, they still block up the screens and release plastic into the waste water treatment works, thus creating problems further down the line.

Mr Underwood agreed to share Southern Water's submission on plastic lobbying and the extended polluter tariff.

Councillor Bains suggested that one way to reach out and educate residents would be to deliver information issued by Southern Water about flushing responsibly and reducing plastic waste with Council tax bills for the next fiscal year. Mr Underwood advised that Southern Water was also aiming to work with schools to educate residents, and that Southern Water was going to show how waste water and clean water were two very different teams, by sending them to schools on different day in order to maintain focus.

Councillor Raines offered to work with Southern Water to speak to Hayling Island residents and local groups about water issues.

In response to questions from Board Members about water quality testing, Mr Underwood counselled that:

- a) the Beach Buoy system covered 6 areas, including Chichester and Langstone despite there being no water quality testing taking place in those waters;
- b) reintroducing oysters into the Langstone oyster beds would enable testing to happen in Langstone Harbour;
- c) the Beach Buoy system still needs human intervention to send out alerts to the mailing list, but possibilities of automation in the distant future still exist;
- d) the Blue Marine Foundation were working on the Solent Oysters Restoration Project, which could be funded by Southern Water's Enforcement Undertaking through the Environment Agency. Rather than a prosecuted fine, it allows for the money to go to a localised project agreed by the offender and the Environment Agency to help give improvements;
- e) once Langstone Harbour's waters began to be tested again, the results and data should be readily available to residents, and there was a need to determine responsibility of testing.

Mr Underwood explained that since a change in executive management there appeared to be a marked improvement in Southern Water's performance.

The Chairman then covered questions about the mechanical infrastructure of the pumping station, to which Mr Underwood, Mr Mills and Mr McElhinney advised that:

- 1) whilst in the last meeting of Southern Water and the Operations and Place Shaping Board it was advised that mechanical screening at pumping stations could be a viable option, it was since established that this would be difficult to implement as it required skips and easy access to the site, which Stoke pumping station does not allow for;
- 2) the investment period for improving mechanisms began in 2020, so Southern Water would be working up until then to plan for potential future investments;
- 3) environment permits do not require there to be a backup generator on site, hence why there was not one at Stoke at the time of the incident in 2018;
- 4) along with Southern Water's plans to install a second working pump at the site, they hoped to purchase a second pump in order to have a duty pump, an

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assist pump, and a standby pump to prevent the events of the incident taking place again;

- 5) they had put in level monitors at 50% of the chamber depth of the sewer pipes in order to track the level of the flow. This had not been in place prior to the incident and the monitors were now in place at the 9701 manhole cover;
- 6) overgrown ditches were not Southern Water's asset; the environment agency deal with it. Southern Water only need to ensure access to manhole covers to allow for easier maintenance routes;
- 7) Southern Water had existing routines in place in order to deal with different types of risk (static risk and dynamic risk) which covered areas such as location, reactive failure, and performance;
- 8) releases over the year were measured in instances rather than duration, so some could have lasted minutes – others hours – and were very dependent on the weather of that day;
- 9) the replacement of the iron sewers on Hayling Island had been prioritised and was going through the risk and value process. Replacing it could cause disruption as the areas were covered by different types of land use, but a scheme was in the pipeline which meant traffic mitigation measures could be planned to ease this disruption.

The Chairman enquired as to whether there was an improved plan for communications for residents. Mr McElhinney advised that there was a new communications strategy in place for dealing with residents' enquiries. He highlighted that all Southern Water representatives at the time of the Stoke Pumping Station incident were focused on fixing the issue rather than informing residents. Mr McElhinney advised that there was now a new incident management structure in place to have a lead to speak to residents/customers, a stakeholder lead, and a service management lead. Southern Water also now had an incident van based in Durrington to take to sites to have a visible presence for residents, and social media will be better utilised to inform residents of immediate action.

In response to a question about coping with the new housing plan for Hayling Island, Mr Underwood advised that there was headroom at the treatment works to expand to accommodate the extra dwellings' supply, and the legal obligation of connecting new properties was counteracted by their aim to reduce water usage to 100 litres per person of water per day by 2030.

In response to questions about Nutrient Neutrality, Mr Underwood counselled that;

- i. Southern Water can mitigate nutrients, because the overall proportion of nutrients in the Solent caused by the releases was typically 5% (but can increase to 10+% at the point of source), and the amount of

nutrients removed by the treatment works was over 90% in each sample;

- ii. the Environment Agency did not say there was a need to reduce nitrates further in the water as Southern Water's emissions coaligned with their permits;
- iii. Southern Water had land in the New Forest to off-set nitrates and were working with PfSH;
- iv. water efficiency measures in new developments would be uncstly to developers but save a lot of water in the long run;
- v. farms cause the largest percentage of nutrient based water pollution, and Natural England would be the non-departmental public body to find out which sites cause the greatest percentage of run-off;
- vi. by investing into clean water by filtering the water upstream of the nutrients by working with the National Farmers Union and Natural England.

The representatives from Southern Water also advised that it was not the capacity of the pipes that had caused an incident at Stoke in 2018, rather it was the efficiency of the pumping station, which once it had a pump replaced was working far better than in previous years.

It was agreed that a trip to Budds Farm to see the treatment works in action in the future would be beneficial. It was agreed that Southern Water would share their submission on plastic lobbying with the Board, and that Southern Water would also share figures on the percentage of nitrates removed in the water treatment process prior to discharges being released.

The Chairman thanked Southern Water for attending and closed the meeting.

**The meeting commenced at 5.35 pm and concluded at 7.03 pm**



## **HAVANT BOROUGH COUNCIL**

At a meeting of the Operations and Place Shaping Board held on 28 January 2020

Present

Councillor Lloyd (Chairman)

Councillors Milne, Raines, Rennie and Mrs Robinson

Other Councillors Present:

Councillor(s): Pike and Robinson

### **44 Apologies**

Apologies were received from Councillor Carpenter.

### **45 Matters Arising**

There were no matters arising.

### **46 Declarations of Interest**

There were no declarations of interest relating to items on the agenda.

### **47 Nutrient Neutrality Update**

The Chairman introduced Councillor Rennie to the Board, and invited Councillor Robinson to sit as a guest.

The Deputy Leader of the Council and Cabinet Lead for Planning, Regeneration and Communities opened the item by explaining that the dialogue around Nutrient Neutrality would be ongoing, and whilst development in the borough had been delayed in response to the issue, it would be detrimental to delay it longer than was necessary. Dwellings had not received permission or were subject to Grampian conditions which had prohibited construction, which in turn was affecting different aspects of the community including care homes, hotels, building firms, existing and future residents.

The Deputy Leader of the Council and Cabinet Lead for Planning, Regeneration and Communities also drew specific attention to the Secretary of State letter found beginning p29 of the Supplementary which explained the planning crisis the council faced.

The representatives from Planning Policy gave a presentation. The Planning Policy Officer explained the nature of the nutrient cycle and the nine protected areas in the Solent. The Planning Policy Manager explained the current issues being affected by the undecided mitigation plan and how nutrient neutrality incentivises housebuilding on greenfield sites over brownfield sites in the

borough. They also explained that permission is only being granted at present to planning applications which accept the Grampian condition, and at the time of the meeting to officers' knowledge there had been no applications that were substantially under construction with this condition in place.

In response to questions from the Board the Deputy Leader of the Council and Cabinet Lead for Planning, Regeneration and Communities advised that:

1. there are stringent controls in farming to control the level of nitrogen put into the land e.g. through manure, and existing nitrogen in the soil may take years to get into the water;  
and
2. other applications in Portsmouth and Fareham have been pushed for decisions which have led to refusals.

In response to questions from the Board the Planning Policy Manager advised that:

- a) the Grampian condition for nutrient mitigation in planning applications was accepted completely by choice by applicants was not forced on to applicants and they are able to agree extensions of time as an alternative;
- b) the PfSH submitted the Solent LEP Prosperity Fund bid, which included a project which was being led by HBC;
- c) other local authorities placed in similar positions are at different points with their mitigation strategies, and suffer from different issues so we cannot turn to others for solid guidance;
- d) whilst not an advised course of action, the penalties for the council of approving applications and being subjected to a judicial review are unknown as the council has not undergone it at this point;  
and
- e) the position statement is a stopgap measure.

#### **48 Exclusion of the Press and Public**

It was RESOLVED that the press and public be excluded from the meeting during consideration of the remainder of the item as:

- a) It was likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present during that item there would be disclosure to them of exempt information of the descriptions specified in paragraphs of Part 1 of Schedule 12A (as amended) of the Local Government Act 1972; and

- b) In all circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

This item was considered to be exempt under Paragraph 3 – Information relating to the financial or business affairs of any particular person (including the authority holding that information).

**49 Nutrient Neutrality Update**

Having excluded the Press and Public the Committee then adjourned to ensure the room was cleared.

**The committee adjourned from 5.44pm and reconvened at 5.49pm.**

*(The remainder of this item was taken in Camera)*

**The meeting commenced at 5.01 pm and concluded at 6.52 pm**

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**Chairman**

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## CALL IN PROCEDURE

**The following procedure will be adopted for consideration of the called in decision made by the Deputy Leader and Cabinet Lead for Planning, Regeneration and Place relating to the Hayling Island Transport Assessment Addendum.**

- 1 Deputations shall be heard in accordance with the deputation guidance notes adopted by the Council.
- 3 The Councillors, who called in the decision, will be given an opportunity to explain their reasons for calling in the decision;
- 4 The Members and the Cabinet Lead, who made the decision (“the Decision Maker”), may ask questions of the Councillors who called in the decision (“Call-In Councillors”) and made representations under 1 above;
- 5 The Decision Maker, will be invited to respond to the reasons for calling in the decision and any representations made by the Call-In Councillors under 1 above. The Decision Maker may ask a relevant Officer (“supporting officer”) to supply further information if necessary;
- 6 The Members and Call-In Councillors will be invited to ask questions of the Decision Maker and any supporting officers;
- 7 The Call-In Councillors, who made representations, will be given an opportunity to submit any final comments to the Board;
- 8 The Decision Maker will be given an opportunity to submit any final comments to the Board;
- 9 The Board will debate the issue and vote on the outcome

Having considered the decision, the Board has the following options

Option	Subsequent Action
<b>A</b> Take no further action	The original decision will take effect from the date of the meeting of the Board
<b>B</b> Refer the decision back to the Decision Maker for reconsideration, setting out in writing the nature of the Board’s concerns.	<p>The decision maker will resolve to either:</p> <ul style="list-style-type: none"> <li>(i) confirm the decision without modification; or</li> <li>(ii) confirm the decision with modification; or</li> <li>(iii) rescind the decision.</li> </ul> <p>The resolution of the decision maker will come into force immediately</p>
<b>C</b> In exceptional circumstances, refer the matter to the Council for	if the Council does not object to the decision, no further action is necessary, and the decision will be effective from the date of the Council meeting.

Option	Subsequent Action
<p>scrutiny, giving reasons for why the matter is being referred to Council.</p>	<p>Provided the decision has been made in accordance with the Policy Framework and the Budget, the Council has no power to amend the decision but may refer any decision to which it objects back to the decision maker together with the Council's views on that decision.</p> <p>The decision maker will resolve to either:</p> <ul style="list-style-type: none"> <li>(i) confirm the decision without modification; or</li> <li>(ii) confirm the decision with modification; or</li> <li>(iii) rescind the decision.</li> </ul> <p>The resolution of the Decision Maker will come into force immediately.</p>

In each of the options set out in above, the Decision Maker may only be asked to re-consider a matter once.

### Reasons for Call In:

I would like to formally call in the decision regarding the Transport Assessment Addendum January 2020. As is required I am supported by the following colleagues

Issy Scott  
Joanne Thomas  
Rosy Raines  
Richard Kennett  
Gary Robinson

There are a lot of reasons for this call in however the primary reasons are detailed below. If you require any further information to support this call in please let me know as soon as possible. I have deliberately kept this relatively brief.

Yours sincerely

Clare Satchwell

### HAYLING ISLAND TRANSPORT ASSESMENT - Addendum January 2020

There is no doubt that Hayling Island with a single road on poses many transport challenges. Whilst it is clear that a lot of work has been carried out and a lot of officer time invested there are still many questions that require confirmation, clarification or potentially review.

There is also some confusion about what the adoption of this addendum could mean within the Local Plan process and I believe that it is essential that this is clear and understood. Does this addendum mean that no development on Hayling Island should be allowed until examination in public by the inspector? In the minutes of the Infrastructure group it confirms that the (it is noted that their concerns and issues raised will be passed to the inspector).

We as a council have one chance to get things right. If further development is permitted, we must be sure that the transport infrastructure is not only viable & possible but that it has a clear robust realistic plan for funding. The addendum identifies a funding requirement of £10,643,000 for phase one. We have been informed for example that the proposed scheme for The Land North of Sinah Lane proposes a developer contribution of £700,000. This in relative terms is a small contribution to the phase one mitigation package particularly as this site represents nearly 20% of total proposed housing on Hayling Island in the Draft Havant Borough Local Plan 2036. There are lots of possible funding sources identified but none confirmed. Why therefore is there not some kind of clear requirement that no housing may be built until the funding for phase one is complete and the mitigation measures are commenced.

I also note that the document was complete on 29<sup>th</sup> January 2020 but not released until 20<sup>th</sup> February. Valuable time was lost which would have potentially given enough time for Scrutiny before potential adoption. It could have also been introduced at cabinet in some way, it was not. An addendum on such a contentious issue should have to stand up to scrutiny.

Since the introduction of the original transport assessment residents' groups have been asking for end to end journeys (to and from the A27 roundabout) to be considered however,

this does not appear to have been included. We would like to know what additional work was considered and then discounted or not seen as relevant.

It has not been possible for the council to present the capacity of the single lane A3023. Why is this? Surely with agreed caveats given the amount of money spent this should be possible. The bridge is the only vehicular way on and off the island and there for surely, we must know what capacity is? If we do not or cannot determine this, how can we therefore determine that we **do** have capacity?

In the addendum the Hayling Billy Line is identified (incorrectly as Chapter 6 but it is actually Chapter 7) as not only a route that could be developed for cyclists but one that could be suitable in emergencies. There is no plan to protect this shoreline from erosion or flooding. The area is unlit and therefore significant additional work may be required to understand if it can contribute towards mitigation.

The proposed amendment to the Hayling Transport assessment is not coupled with the amendment for the mainland. I believe that the two should go hand in hand to ensure we understand them together.

Housing developments should not be progressed which will be impacted by the current 1.4 mtrs projections flood projections. Flood risk brings into question the sustainability of Hayling Island development generally. From a transport perspective some of the areas related to mitigation are affected by flooding.

The Addendum seems to be restricted primarily just to the junction and friction items, how was this decided and what solutions (other than those in the original transport assessment) were considered and not included.

HBC documents show that the population of Hayling increases by 20-25% during the summer months yet the transport assessment and the attendant microsimulation does not consider this fact. HBC has not considered the cumulative effects of both Local Plan developments and windfall developments together (or has not included it in published documents).

Hayling Island has changed considerably since the 2011 census baselines the TA uses; after all, it is only a few months to the next census. Whilst I appreciate the use of census data is the norm; databases maintained by HBC will be able to demonstrate a more accurate level of population and therefore transport infrastructure loading. The use of 2011 census data that informs the TA is at best inaccurate and worst deceptive These data sources would include approved planning applications, Council tax registrations and the electoral register.



**Havant Borough Council  
Record of Decision**

<b>Non Key Decision</b>
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1. **TITLE:** Hayling Island Transport Assessment Addendum
  
2. **PURPOSE OF DECISION**  
  
 Delegated decision made by the Deputy Leader and Cabinet Lead for Planning Regeneration and Communities in accordance with Part 3, Section B of the Council's Constitution.
  
3. **DECISION MADE BY:** Deputy Leader of the Council and Cabinet Lead for Planning Regeneration and Communities
  
4. **DECISION:**  
  
 The submitted Hayling Island Transport Assessment Addendum be approved and published as part of the evidence base for the Havant Borough Local Plan.
  
5. **DOCUMENT CONSIDERED:** Delegated Report  
 Appendix 1 - Hayling Island Transport Assessment Addendum (January 2020)  
 HITA Addendum Appendix B Report  
 Hayling\_Mitigation\_MIT\_2\_Systra  
 HITA Addendum Appendix C1 Report Hayling Island Linsig HCC  
 HITA Addendum Appendix C2 Report Hayling Island A27 Langstone Linsig HCC  
 Appendix 2 - Minutes of the Hayling Island Infrastructure Advisory Group 7 November 2019 and 25 November 2019, and responses submitted by the group.  
 Appendix 3 - Campbell Reith Transport Note dated 28 January 2020

Decision Status	Date of Decision Made	Call In Expiry Date
Recommendations Approved (subject to call-in)	20 February 2020	27 February 2020

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## CALL IN PROCEDURE

**The following procedure will be adopted for consideration of the petition on parking charges applied to Hayling Island in the Winter months.**

- 1 Deputations shall be heard in accordance with the deputation guidance notes adopted by the Council.
- 3 The person who organised the petition or a person appointed to represent the petition organiser (“the Lead Petitioner”), will be given an opportunity to make representations to the Board. The Lead Petitioner may call for up to three witnesses to support his or her petition;
- 4 The Members and the relevant Cabinet Lead may ask questions of the Petitioner Lead and his or her witnesses;
- 5 The Cabinet Lead and relevant officers, will be invited to respond to the petition and any representations made by the Lead Petitioner and his or her witnesses under 1 above. The Cabinet Lead and relevant officers may ask other officers (“supporting officers”) to supply further information if necessary;
- 6 The Members and the Petition Lead will be invited to ask questions of the Cabinet Lead, relevant officer and any supporting officers;
- 7 The Petition Lead will be given an opportunity to submit any final comments to the Board;
- 8 The Cabinet Lead and relevant officer will be given an opportunity to submit any final comments to the Board;
- 9 The Board will debate the issue and vote on the outcome

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## Briefing Note: Winter Parking Charges on Hayling Island

In accordance with Havant Borough Council's petition scheme the Scrutiny Board is considering the following petition with the relevant officer giving evidence at this public meeting.

A petition was created by borough residents and the public to try and lower the cost of parking on Hayling Island in the Winter months. Cllr Narinder Bains, the Cabinet Lead, and the Head of Neighbourhood Quality have asked the Board be minded to scrutinise this petition. It received 1,221 signatures, and a summary of the points raised can be found in the table below.

Mike Owens wrote to Natalie Meagher and Hayling Councillors to raise the issue and linked the petition:

[https://www.change.org/p/havant-council-stop-winter-car-parking-charges-on-hayling-sea-front-21dfd3c3-810d-4c2c-b7d4-a2fe2cf7c5e6/c?source\\_location=p petition\\_show](https://www.change.org/p/havant-council-stop-winter-car-parking-charges-on-hayling-sea-front-21dfd3c3-810d-4c2c-b7d4-a2fe2cf7c5e6/c?source_location=p petition_show).

### Points raised

Area affected	Point made
Hayling Residents	<p>Only 'locals' visit in the Winter months for dog walks, etc.</p> <p>Less litter discarded by tourists in Winter means local residents more inclined to visit.</p> <p>Walks along the beach and trips to the bottom of Hayling can improve mental health and overall happiness which is discouraged by the high parking charges.</p> <p>The atmosphere of the seafront would be improved, giving the place a "more vibrant feel".</p> <p>Local families who must manage disabilities benefit from being able to park so close to the beach for medical reasons, allowing their families to enjoy the beach, but feel the charge is unjust.</p> <p>Would encourage more people to exercise by having access to the beach.</p> <p>When the weather is already colder there needs another incentive to go out and enjoy the beach, hopefully in the form of free parking.</p> <p>The general population of Hayling is in their "autumn years" and so depend on a car to travel even short distances to the beach, so feel the charge is unjustified.</p>
Hayling Businesses	<p>Loss of business brought to the area caused by high parking charges.</p> <p>Local economy needs the tourist pond brought by lower/dropping Winter parking charges.</p> <p>Local seafront businesses and hospitality trades are not helped by higher parking charges.</p>

Tourism	<p>More people outside of the Borough would be encouraged to visit Hayling in the Winter if charges were lowered/dropped.</p> <p>Southsea has free beachside parking and have higher Winter visitor numbers increasing tourism.</p> <p>Other beaches have lost visitors as a result of parking charges such as West Wittering.</p>
Council Income	<p>Believe that policing the car parks in Winter could not be worth the income gained by the council.</p> <p>A possible increase in council tax incurred by enforcement and maintenance.</p> <p>Common belief that the Summer months generate enough income to justify removing the Winter parking charges.</p> <p>A belief that the parking charges on Hayling are the highest in the borough.</p> <p>Other local authorities have lower parking charges.</p> <p>“The revenue does not match the lack of local amenity”</p> <p>Multiple comments stated the toilets on the seafront were consistently closed, so where does the money go?</p>