



## Peninsula Community Forum Minutes

Venue: Birdham Village Hall

Time & Date: Monday 4th March 7pm

Attendance and apologies in *italics*

<b>Selsey</b>	<b>Carol Purnell (WSCC, CDC)</b> <b>Mike Beal</b> <b><i>John Connor</i></b> <b><i>Roger Barrow</i></b>
<b>Birdham</b>	<b>Timothy Firmston</b> <b>Barry Richardson</b> <b>Laurie Pocock</b>
<b>Sidlesham</b>	<b>Martin Mellodey</b>
<b>East Wittering &amp; Bracklesham</b>	
<b>West Wittering</b>	<b>Keith Martin</b> <b>Bill Buckland</b>
<b>West Itchenor</b>	<b>Chris Watson</b> <b>Christopher Mead-Briggs</b>
<b>Earnley</b>	<b>Keith Martin</b>
<b>Apuldram</b>	
<b>Donnington</b>	<b>Heather McDougal</b>
<b>Hunston</b>	<b>Joan Foster</b> <b>Dave Betts</b>
<b>North Mundham</b>	<b>Tim Russell</b> <b>Chris Page</b>
<b>Speakers</b>	<b>Joel Hufford – Southern Water</b> <b>Bill Martin - Manhood Wildlife and Heritage Group (MWHG)</b> <b>Tim Hall – Natural England</b>
<b>CDC representation</b>	<b>Louise Rudziak</b> <b>Amie Whalen</b>

<b>2.</b>	<b>Introductions and Election of Chairman</b>	<b>Action</b>
	Laurie Pocock was elected as Chairman and welcomed all. Introductions were made.	
<b>3.</b>	<b>Presentation 1. Southern Water – Joel Hufford</b>	
	Joel went through his presentation: Building a Resilient Water Future. Which can be found here: <a href="http://www.chichester.gov.uk/CHttpHandler.ashx?id=31396&amp;p=0">http://www.chichester.gov.uk/CHttpHandler.ashx?id=31396&amp;p=0</a>	
	<b>Questions</b> Q – If a private sewer system is built at White House Farm development (west of Chichester), how long until they can ask you to adopt it? A – The site's developers have secured planning permission and an operating	

permit from the Environment Agency for a private on-site wastewater treatment works to serve the new housing - this proposal originally stemmed from further clarity being needed at the time for how we would serve the site. However, this private works route would be more costly and complex than connecting to our network, with the works having to be operated and maintained privately, as we would not adopt it. We are in ongoing discussions with the developers over the site connecting to the new 10km-long strategic sewer we are building to cater for new housing around Chichester - construction is getting underway soon on this new pipeline. It will convey wastewater from new homes to our newly upgraded wastewater treatment works at Tangmere.

Q – When looking at the local plan do you work from the headroom calculations?

A – Yes, the new pipeline we are looking to build from White House Farm will also serve the new developments at Madgwick Park, Shopwyke Lakes and others set out in the current adopted Local Plan, before the sewer terminates at Tangmere treatment works. The pipeline and the works have been designed in such a way that additional capacity can be created easily by making relatively minor modifications / additions, with a modular approach used at the works, enabling additional equipment to be 'bolted on' as required. This means we can continue to cater for growth in a straightforward way

Q – Chichester Harbour has high nitrate levels, are you having any success in improving the harbour for shellfish etc..?

A – Nitrates are an issue in terms of them promoting the growth of algae and other water plants. The three wastewater treatment works that release treated wastewater to the harbour contribute just 5% of the nitrates that are in the harbour water. The majority (50%) can be put down to nitrate contamination from further down the coast drifting in from the sea and getting trapped in the harbour, plus run off from farming inland. With shellfish beds, the key issue is the risk of contamination from elevated levels of bacteria due to wastewater pollution in the harbour. This wastewater can stem from run off from farmland (e.g. cow muck from fields), poorly maintained or operated private wastewater systems (such as septic tanks) and sewer misconnections (when a foul sewer is incorrectly plumbed into the surface water drainage system which releases to the harbour). The three wastewater treatment works that release treated wastewater to the harbour all operate under permits from Environment Agency that specify the treatment standards that need to be delivered. A works' permit will be based on the receiving environment to which the treated water is being released. Due to Chichester Harbour's sensitive environment, both our Chichester and Bosham treatment works use UV disinfection to neutralise bacteria during the main treatment processes, something which is not typical for a wastewater treatment works.

All three wastewater treatment works that release to the harbour are equipped with storm overflow systems to prevent sewer flooding of properties in land during heavy rain - these systems are in line with sites' operating permits from the Environment Agency. At Chichester works (the largest works around the harbour, which serves 40,000 people), incoming flows up to 300 litres / second will go to full treatment with anything over this level being screened (to remove wet wipes etc) and then diverted into a 2.5 million litre storm tank. Normally, this tank will be large enough to store excess storm water until the rain has stopped and the stored flows can be put through full treatment. If the tank reaches capacity, the water at the top (which will be cleaner as the solid waste has started to settle to the bottom of the tank) goes into a UV treatment system (this handles flows from 300 litres / second up to 600 litres / second) to neutralise bacteria before the treated storm water is released to the harbour. Such a circumstance is quite rare and depends on the weather. In very heavy storm conditions, flows may well surpass 600 litres / second. Any flows over this level will still be screened and will still go via the storm tank (with some settlement of solid waste) but will not be UV treated before release, as the UV system can only handle so much. This scenario is even rarer than flows being high enough for the storm UV system to be required (as above).

	<p>Q – We have had some very large floods in the past, significant improvements were made, are they ongoing, where can find the specific details of your 5 year plan?</p> <p>A – It is a very long document, which is quite detailed. We keep a record of all flooding incidents and analyse this information to find the biggest problem areas, then work from there, delivering investment where it is required most. In most cases, our sewers are designed to the national 1 in 30 year storm standard, striking a balance between effectively managing risk and keeping bills affordable. Unfortunately, we seem to be getting 1 in 30 year storms a lot more often than every 30 years these days, so we are having to look at operating and designing our sewer network in a different, smarter way to help it cope with more. Joel agreed to leave his details and respond to enquiries on specific areas, as requested. Email: <a href="mailto:Joel.Hufford@southernwater.co.uk">Joel.Hufford@southernwater.co.uk</a></p> <p>Q – Regarding the Northfield development in Wittering, it was designed to have a retention system, but this was never done.</p> <p>A – This would have presumably been a planning condition, if this has not been done this would need to be brought to attention of the planning authority, unfortunately Southern Water would have no enforcement powers over this.</p> <p>Q – During some periods there is very heavy tanker traffic to and from Sidlesham Wastewater Treatment Works, with inconsiderate driving and speeding.</p> <p>A – Firstly, if you see any of the tankers speeding or anything else that should be reported, please call our 24 hr operations line and report this <b>0330 303 0368</b>. Every effort is made to reduce the traffic from these sites, but due to the size of the sites, most of the sludge (solid waste from wastewater) needs to be collected and treated elsewhere - we only take away what is necessary to minimise traffic movements. Sidlesham works also serves private tanker contractors, who will off load waste from septic tanks etc, and may not be driving in as considerate a way as our main tanker contractors.</p> <p>Q – Regarding the new pipes that were mentioned in the north of Chichester. Original plans were for 3000 properties, but we now looking at between 8000 and 12000 by 2035.</p> <p>A – We can only work with actual adopted plans, as these provide the best degree of certainty about houses actually being built. That said, we review our capacity at least every five years to take account of changing circumstances and make sure we are ahead of the curve. As discussed earlier, the new strategic sewer serving Chichester has been designed so that its capacity can be increased further, with scope for the same at Tangmere works, where the pipeline will end, subject to its operating permit possibly needing to be revised.</p> <p>Q – With drier summers and wetter winters, is desalination on the horizon?</p> <p>A – We have been looking into this as part of our 50-year forward planning and we are looking at building a desalination plant in Hampshire by 2030, with this plant giving us the capacity to maintain supplies during droughts, which mainly stem from dry winters when lack of rainfall affects water sources that are normally re-charged during the rainier months. Desal plants are very expensive to build and maintain, but may well become more common in the future as technology becomes cheaper and more effective. However, it is just as important to work on water efficiency, promoting our Target 100 campaign and also looking into wastewater reuse.</p>	
4.	<p><b>Presentation 2. Bill Martin - MWHG</b></p>	
	<p>Bill Martin discussed his project to produce heritage trails for the area.  A brief outline of his presentation:  Having previously been involved in producing leaflets for the blue plaques in Selsey and the All Aboard Trail, telling the story of the railway carriage homes on East Beach.  We would now like to produce heritage trails/walk leaflets to promote the heritage in more areas. We have developed &amp; funded a leaflet for the Old Piggery cafe, between Selsey and Sidlesham with a walk to explore Church Norton (RAF Selsey, the chapel &amp; castle). <i>Examples were passed around.</i></p>	

	<p>The idea is to get local businesses and parish councils to contribute to the costs and assist me to produce further walk leaflets.</p> <p>For example we are looking to develop a walk around Billy's on the Beach which should incorporate Earnley church, the walk can work either way, we would look to have half the leaflets in the café, so people visiting the café will walk to and visit the church and vice versa, people visiting the church can walk to the café, a mutual benefit.</p> <p>Other ideas are a walk around Birdham church with the stores, etc...</p> <p>When looking at Visit Chichester the Manhood Peninsula is currently poorly represented and we feel there is a lot of potential with this idea.</p> <p>The costs are:  500 Leaflets £65  1000 Leaflets £80  2000 Leaflets £110</p> <p>If any of the local parish councils and local businesses are interested in developing similar local heritage trails, please contact me on <a href="mailto:billm89@hotmail.com">billm89@hotmail.com</a> It would be great to work with the parish councils as you have so much knowledge we could share.</p> <p><b>Questions:</b></p> <p>Q. Carparks are already strained in the area, is it a good idea to be encouraging people to come, park up and do these walks?</p> <p>A. Problems will vary from parish to parish and we can work on those, but I feel it is important to promote the local heritage of the area.</p> <p><b>Comments from the room:</b></p> <ul style="list-style-type: none"> <li>• This is in essence what the STOMP project was all about and the funding isn't large, it is a great project and the links with cafes have great potential. I would hope the parish councils take this up.</li> <li>• Another idea; a walk on the promenade at Selsey to incorporate Potters Café.</li> <li>• For any parishes that are interested you might like to also contact your local history group, most parishes have one, they will be a great help.</li> </ul>	
5.	<p><b>Presentation 3. Natural England - Tim Hall</b></p>	
	<p>Tim went through his presentation; The England Coastal Path, Gosport to Portsmouth (GPM) Which can be found here:  <a href="http://www.chichester.gov.uk/CHttpHandler.ashx?id=31397&amp;p=0">http://www.chichester.gov.uk/CHttpHandler.ashx?id=31397&amp;p=0</a></p> <p>Some specifics of the route:</p> <ul style="list-style-type: none"> <li>• The route will include the Itchenor ferry, which will only be open weekends in the winter season.</li> <li>• It will go along the coast at Medmerry in front of the caravan park to avoid less scenic roads and having to go through the holiday park.</li> <li>• It will have to be pushed back at the Medmerry cliffs due to the unstable land there.</li> <li>• Through to Pagham a lot of work will be needed with extra aggregate and drainage issues.</li> </ul> <p>All the route decisions have been made with a lot of consideration and where they have had to use the shingle they have provided an explanation to the planners as to why this is necessary and it is only used briefly along the way.</p> <p>Money has been ring-fenced and the commitment is there to see this through.</p> <p><b>Questions:</b></p> <p>Q – It is disappointing that the ferry is only open weekends in the winter. What happens if the ferry stops going for any reason?</p> <p>A – When we discussed this with the ferry operator, it was decided that it just wouldn't be cost effective for him to open within the week over winter, when he may only have 1-2 people per day. If the ferry does stop working we would look to write a variation report to vary the route and it would be re-signposted.</p> <p>Q – How are you dealing with the sea defences in Selsey and the possibility of access not being permitted at times?</p> <p>A – They would be unable to remove access without a specific reason and if it was deemed necessary an alternative route would need to be signposted.</p> <p>Q – How about pushchairs and restricted mobility?</p>	

	<p>A – We have tried to use shingle as little as possible and to use the top part of it, the part most compacted, so it is stable. We have been working with disabled rambling groups and have found their main concern are sties and gates, so we are working to try and avoid these and use a radar key which opens the gates.</p> <p>Q – Is the coastal path a right of way?</p> <p>A – No it is not.</p> <p>Q – Who will maintain this then especially the margin areas that need to be publicly accessible?</p> <p>A – It is a huge responsibility, fortunately a lot of the route will use existing public right of ways so they will be maintained by the local authority and we hope a trail partnership will be created to manage the route as a whole.</p>	
<b>6.</b>	<b>Minutes of Last Meeting</b>	
	Were approved and seconded.	
<b>7.</b>	<b>AOB and Future dates and meeting Topics &amp; venues</b>	
	<p><b>Suggestions for future Topics to include:</b></p> <ul style="list-style-type: none"> <li>• West Sussex Growers and/or NFU</li> <li>• Environment Agency</li> </ul> <p>Next Meeting:</p> <p>Itchenor – June 3<sup>rd</sup></p> <p>September 2<sup>nd</sup> or 9<sup>th</sup> – to confirm</p> <p>December 2<sup>nd</sup> – to confirm</p>	