

COMMUNITY CAMPAIGN (HART) (CC(H))

Draft minutes

Minutes of the 11th Annual General Meeting held at the Crookham War Memorial Hall, Church Crookham, on Wednesday 28th January 2015, commencing at 7.30pm.

The executive committee members being present were:

Chairman	James Radley	JR
Vice Chairman	Simon Ambler	SA
Treasurer	Chris Axaam	CA
Secretary	Jenny Radley	JRR
Membership Secretary	Gill Butler	GB
County Councillor	John Bennison	JB

There were 26 members present at the meeting.

1. The Chairman welcomed those present to the 11th Annual General Meeting of CC(H). Thanking all for turning out on another cold, dark, wintery evening. Maybe next time we can hold the meeting a little later in the year...
2. Apologies for absence were received from Mr Timmins, Jim Storey, Geoff Marks, Jean Jamieson, Richard Rowley, Mr and Mrs Hubbold, Mr and Mrs Asprey, Doreen Healey, Mr and Mrs Pryer and Mr and Mrs Jones. Apologies also from Josie Dickenson who would be arriving a little later.
3. The 11 pages of minutes of the previous AGM held on 29th January 2014 were recorded as a true and accurate record. The motion to accept the draft minutes was proposed by Fran Jones and seconded by David Cooper, and were accepted by majority vote. No objections.
There were no questions or matters arising that were not covered by later agenda items.
4. Topical Updates from the Chairman and executive members.

The Chairman felt it would be helpful to provide a re-cap on the past year.

Elections:

The May 2014 election was contested as an all up election because of the changes to district ward boundaries. The CCH group campaigned hard and put up 11 candidates of whom 9 were successful in the 3 wards: Crookham East; Crookham West and Ewshot; and Fleet Central. The 2 candidates in Fleet West: Steve and Harriet put up a sterling effort and the group hope to do better next time. The election results have resulted in a 3-way split council, which is not a bad thing, because there is now a coalition of all 3 main groups, CCH included, and helps to take some of the politics out of the council business. The results have brought about a combined Cabinet with 2 members from the CCH namely Alan and James, 2 Lib Dems and 3 Conservatives, which means some of the best councillors from each group are working together to support the council. Alan is cabinet member for Environment and Technical Services, which includes topics such as waste collection, parking and buses and James is Cabinet member for Corporate and Customer Services.

Hart Local Plan

Hard work has been continuing on the Local Development Plan which is an essential part of district council business. It is clear that it is not possible to resist the pressure of building which is being imposed by central government, all we can do is try to direct development to the more suitable and sustainable places in the district. But the level of housing imposed does stick in the throat. There are many challenges, but the CCH councillors aim to do our best to instil common sense and fairness. Housing should be distributed to where it will bring the necessary infrastructure to support it. Hart

District Council are working toward providing a Local Plan that is robust and prepared for the Examination in Public with a government appointed Planning Inspector. However, the council is having to work alongside some neighbouring authorities as part of our 'duty to co-operate' which was one reason why the previous Local Plan was rejected. It is important to show that the council is working to support these other authorities to avoid further set-backs. Basingstoke had their Local Plan turned down recently because they had not taken into consideration the need to provide jobs. This was a new reason to throw out a Local Plan.

Those authorities with no adopted Local Plan appear to be at the mercy of developers, something we have to try to avoid in Hart.

Back to the agenda with some brief updates:

County Matters

John Bennison introduced himself as the county councillor for county division of Church Crookham and Ewshot.

As we will know all council budgets are being cut by central government and there have been severe cuts over the past 6 years. Cuts to Hampshire County Council (HCC) mean they only receive half the amount they had before. All the easy cut backs have been made and over the next few years there will be cuts that will be very difficult and will start to show. HCC have decided to keep their council tax at the same level for the forthcoming year and this will be agreed at their budget meeting next month. However, the Police have decided to increase their portion of the council tax. There is a limit to the amount any major authority is permitted to raise their tax level without having to call a referendum, which would cost money to hold. The current limit before a referendum is required is a 2% council tax rise, so Hampshire Police are asking for 1.99% increase, which would be about £3.07 extra per year from average council tax payers, to raise an extra £25million.

So what is happening in this area?

The Sandy Lane/Aldershot Road junction improvements have been expected for over a year now. Work on widening the junction has been held up by British Telecom and Scottish and Southern Electricity who need to move the telecom cabinets from their current position to the edge of where the new road line will be. Only then can the road works contractor for Taylor Wimpey start their work. The developer, Taylor Wimpey, are obliged to make these improvements as part of the Crookham Park development agreements. Once this work is done there are further road improvements due to happen as part of the development agreement, such as the Crookham Crossroads where they will be re-surfacing the roundabout and improving some of the pedestrian crossing points, then improving the Tweseldown Road junction with Beacon Hill Road and finally the junction of Ewshot Lane with Redfields Lane where there will also be a joint cycleway/pedestrian route along Ewshot Lane to join up with the route through the Crookham Park development and also with the 49 houses that have been permitted at The Gables site, behind Redfields Garden Centre. These are what are called Section 278 works which the developer is obliged to build as part of their development agreement.

Other highway works that are taking place are:

Cron dall Road in Crookham Village where they will be installing traffic calming along the residential section of road and introducing a new 50mph speed restriction beyond to match with the A287.

Part of the Bourley Road will also have a speed restriction of 30 mph on the section between Beacon Hill Road and the approach to the Racecourse.

Beacon Hill Road is to have a 40 mph section between Leipzig Road roundabout and the Vertu roundabout. So, from the top of Beacon Hill Road the speed limit will be 50 mph reducing to the 40 mph section and then 30 mph from the Vertu roundabout into Church Crookham.

They are also aiming to introduce a 50 mph speed limit along Aldershot Road from the Church Crookham gateway to Windy Gap, past the Foresters, where there have been some serious and fatal road traffic accidents in the recent past.

There will also be gateways installed for the Parish Council on Aldershot Road, and Beacon Hill Road to help remind drivers to reduce their speed as they drive through residential areas in Church Crookham.

Finally did everyone know there was an Earthquake in Winchester yesterday?

Alan Oliver had one quick question:

Q: What is a gateway?

A: The gateways will be clear 'Welcome to Church Crookham' signs, as part of a roadside installation with a gateway in white wood effect with reflectors and repeat 30mph signs, to be obvious to all drivers that they need to keep to the speed limit.

Fleet Town Council update

Alan Oliver thanked John for the explanation about the parish gateway, he is learning something new every day...

What happens in Fleet has an effect on residents in Fleet, Church Crookham and Crookham Village. Elections for Fleet Town Council (FTC) in May 2014 were uncontested. In his opinion such elections should be non-political.

The next Annual Residents Meeting for FTC will be held at The Harlington on Tuesday 31st March and there will be 3 main topics:

i) FTC is considering undertaking preparing a Neighbourhood Plan, this is something that Crookham Village Parish council are already engaged in doing but Church Crookham Parish Council have decided not to do at this stage.

ii) FTC is considering what to do to improve the Harlington, "the town's community centre", which is very expensive to maintain and to run. It has only one thermostat, so the heating system is not efficient. The options will be to refurbish or to re-build. The cost will be significant and they may need to seek a referendum to ask the residents if they are prepared to pay from an increase in their town council precept. Hook Parish Council did something similar and in fact when they asked their residents if they wanted to decrease their precept once their new Community Centre was built the majority of residents in Hook decided to keep it at the same level and provide extra money for the parish council to use for other important projects.

The cost to rebuild the Harlington would probably raise the precept by £1 per week for most households.

iii) FTC is considering how to make improvements to The Views, the open area behind the council offices in Fleet. They are talking about providing some features such as sensory garden and replacing the playground.

The main business at FTC is to do with planning, which takes up a great deal of their time.

Projects that are going forward include the pay-on-exit at Church Road car-park. Basingbourne Park which will have £100,000 spent on refurbishing the pavilion and improving the paths and lane, so there should no longer be muddy tracks.

See **Appendix A**, Fleet Town Council Report

Crookham Village Parish Councillor Report on Neighbourhood Plan

Wendy Makepeace-Browne introduced herself as one of the parish councillors at Crookham Village Parish Council. She talked about the important project of preparing their Neighbourhood Plan. So far there are several areas in Hart District which are preparing or considering preparing Neighbourhood Plans: Crookham Village, Fleet, Rotherwick, Odiham, Hook, Hartley Wintney and Winchfield. So far Crondall, Ewshot and Church Crookham have decided not to do this. She could understand why Church Crookham would decide not to do so, as there was little if any space left for further development in the parish council area.

Wendy Makepeace-Browne gave her Neighbourhood Plan report as provided as **Appendix B**.

Development Pressure

The Chairman, James Radley explained that development pressure is still the major challenge to local people. There are 2 major sites that are current planning applications, Watery Lane (Albany Park) for

300-315 dwellings in the Church Crookham/Crookham Village area and Grove Farm (Land north of Netherhouse Copse) for 423 dwellings in the Crookham Village/ Fleet West area.

This application has been made and is expected to come to Planning Committee in the near future. From what we have heard so far there appears to be a problem with highways access to and from the site and we are all aware of the constraints for traffic passing through Crookham Village.

It is good to see that Hampshire County Council Highway Development Planners have raised concerns and taken a hard line with the developer on traffic. Information is required to provide an Environment Impact Assessment and this may show that information for an Appropriate Assessment is necessary to indicate whether there is likely to be any impact on the nearby Special Protection Area (SPA).

The planning application at Watery Lane is for 300 or more houses. The application has been refused by Planning Committee. The SANG provision of green space, which is necessary to avoid this development having any impact on the nearby SPA, is said to be under water for almost half of the year, which cannot be effective mitigation for the SPA. Another reason for refusal was on transport grounds, the traffic assessment was considered to be inaccurate and misleading. For instance, the suggested road route in the assessment from this site to the M3 to reach London was the route along Redfields Lane to the A287, through to Junction 5 on the M3, and then heading east to London, instead of the shorter and more direct route through Zebon Copse, in Church Crookham, and along Crookham Road and through Fleet to Junction 4A and on to London from there. The assessment also expects residents to travel to the railway station by bus, but as we know there are no local buses anymore. Unfortunately the rules have changed and Hart District Council (HDC) had to withdraw their transport reasons for refusal because the planning authority should have written to the developer to ask him to redo the transport assessment instead of simply rejecting it. Apparently because the authority did not ask the developer to do the assessment again, they are expected to take responsibility and would be expected to redo the traffic assessment themselves, at their own cost, which is simply not possible. Ideally HDC should have got this right and have lost the chance to challenge this important matter.

The other issue is the problem of flooding, and the residents of nearby Zebon Copse understand this matter very well. Of course there is the clue in the name, Watery Lane is lower still than Zebon Copse and close to the River Hart, which is prone to flooding across these surrounding marshy meadow lands. There is also concern about flooding impact for properties further downstream in Crookham Village and Dogmersfield. This is quite a reasonable concern, because any development that removes marshland (which acts as a holding tank in heavy rain) and allows more water to head quickly downstream is likely to overflow further down. Unfortunately the officers wrote the reason for refusal on grounds of impact on Zebon Copse which is on higher land than the development, and less likely to be adversely affected by surface water from this site, so this reason for refusal has had to be withdrawn too.

There is also an issue with regard to provision of community centre space. The developer provided a community centre when they built Zebon Copse, which is still open, so they say they do not have to provide for such facilities in this application.

There is concern about the loss of green space between Zebon Copse and the school on Redfields Lane and that a new roundabout at Redfields Lane/A287 could open up the area nearby to further new development. The Community Campaign are actively preparing for the appeal and will do their best to challenge this inappropriate development.

James added that members of the public are also able to attend the appeal. If anyone wishes to speak at the appeal they can ask the Planning Inspector at the start of the appeal, who will then arrange a suitable time for them to make a statement.

It does seem that the planning appeal for Watery Lane has been fast tracked and is expected to be held on the 8th April. We shall see what happens.

The chairman asked if there were any questions:

Q1. Is there any way that a resident of Hart can hold HDC to account for incompetence when they have failed to do what is necessary to provide robust reasons for objection to this planning application?

A1. Good question. It would be difficult to do and it would not solve the problem. The case would be to prove maladministration and /or incompetence. The main thing is that these issues can be raised at the appeal by other people and we can hope to have a sympathetic Planning Inspector. Although, we have seen how they are instructed by government to allow development anywhere at any cost. We will have representation from HDC who will raise the issue of the flooded SANG.

5. Annual Report and Statement of Accounts

Chris Axam as Treasurer of the CC(H) presented his annual report and statement of accounts. Copies are available and the details of the accounts can be found on page 2. The Treasurer was happy to answer any questions.

Please find the Treasurer Report and Annual Report and Statement of Accounts 1st Jan 2014- 30th Dec 2014 as attached as **Appendix C**.

The Chairman explained that members' fees were used to publish the CCH newsletters and the elected members also made regular donations from their district councillor allowances to pay for the election costs, which helped to keep the books balanced.

Membership report: The group membership has increased slightly from 107 members at the end of December 2013 to 120 members at the end of December 2014.

The statement of accounts was put to the membership for acceptance. The motion was proposed by Pat Lowe and seconded by Fran Jones. The vote was taken and accepted. No objections.

6. Election of Officers:

Chairman:	James Radley
Vice Chairman:	Simon Ambler
Secretary:	Jenny Radley
Treasurer:	Chris Axam
Membership Secretary:	Gill Butler
Election Agent:	Julia Ambler

All Officers were proposed by John Bennison and seconded by Pat Lowe.
Officers were elected by the majority, as proposed, with no objections.

7. Open Floor session

The Chairman asked for any comments or questions related to the topics discussed:

Q1. Question to John Bennison, can you explain the speed limits on Beacon Hill Road again, are there any concerns and how will it be advertised?

A1. Currently there is a 50mph speed limit from the top of Beacon Hill Road down to the Vertu roundabout where it becomes 30mph. HCC are proposing to introduce a 40 mph speed limit between Leipzig roundabout and Vertu roundabout. This was put out for consultation and agreed and they have been speaking to the parish councils for some time about this. When the changes are made the signs will just go up.

The Chairman pointed out that when the group have canvassed the area they have heard that people are concerned about traffic and residents have asked for traffic calming.

Speed indicator devices (SIDs) or Speed limit indicators (SLIs) are used to good effect by parish councils but they are only considered to be effective for 2 weeks in any one site, before people start to

ignore them. The other way to help reduce traffic speed is the installation of Gateways which are highly visible roadside installations which help to mark the settlement boundaries and should make drivers aware of the need to slow down to the 30 mph speed limit.

Someone queried about using sleeping policemen as traffic calming, but HCC do not generally use these on main roads.

Q2. Question from a lady about speeding on Sandy Lane some vehicles were likely to be from traffic coming down Beacon Hill Road and travelling too fast through the new roundabouts. What can be done?

A2. John Bennison explained that there had been speed surveys, with the tubes across the road. HCC will continue to monitor traffic speed but so far the evidence suggests that most vehicles are not travelling at excessive speed. Most vehicles are at or just above the 30mph limit. Someone pointed out that the tubes had been located close to the roundabouts where traffic did slow to some extent, so this may not give an accurate reading of speed. The tubes had been moved with no significant difference in speed noted. If there is a problem with traffic speeding people should report it to HCC with details about dates and times. John also took this opportunity to explain that with the newly re-located Tweseldown Infant School onto the Crookham Park site, parents had a new desire line to go between the infant and junior schools sites. They have moved the School Crossing Patrol site along the road and intend to install a raised speed table there which would have the effect of slowing traffic 24 hours a day.

Q3. A question about road signs, who is responsible for maintaining signs and controlling vegetation coverage?

A3. John Bennison explained that HCC had introduced a Parish Lengthsman scheme whereby the county council provide about £1,000 to each parish council who would be able to use this to pump prime small highway works to the side of the roads in their area. They could decide to cut back overhanging branches, clean out ditches, clean signs, etc. Church Crookham, Ewshot and Crookham Village have all signed up for this scheme. The responsibility rests with the county council but the county have serious budget constraints and cleaning road signs is not a top priority. Someone pointed out that it not quite so simple to say that vegetation can be cut back and ditches cleaned out, these works can only be carried out on highways owned land, and the scheme required contractors who were trained and insured to carry out such works. Alan Oliver also pointed out that the district council have a street cleaning team and as Cabinet member he had asked for them to take one day a month to clean signs because they had noticed that this was becoming a safety issue. If people notice signs that need cleaning then let HDC know and they will add this to their monthly works rota.

Q4. Question for John Bennison, who had mentioned improvements at the Tweseldown Road/Beacon Hill Road junction, which is currently single carriageway on each side of the road. The person could not see that a slip road would help. Most traffic wants to go right across and this seems like a big wide area. It should be possible to improve this scheme.

A4. John explained that the original negotiations were with the developer for Crookham Park, and they looked at installing a roundabout but the traffic officers did not agree, they did not think a roundabout would work, so the only improvement was to put in a slip road because of the increase in the amount of traffic. People will know that speed tables have been installed on Tweseldown Road already. The improvements are on the work programme which the developer Taylor Wimpey have signed up for, and should be implemented later this year, along with the other 4 remaining highway schemes he had already mentioned.

The Chairman explained that there would be diagrams for these works and we should ask for the updated plans to see what to expect.

John Bennison explained that these works were being done by the contractor for Taylor Wimpey as part of their agreement for the Crookham Park development. But they were being delayed, for instance the highway improvement works just outside this meeting hall, at the Sandy Lane/ Aldershot Road junction, had been held up by BT and SSE who need to move the telecom boxes and lights before the road works can start. These alterations were supposed to happen a year ago but it looks as though this should be ready to start soon. This is not really the responsibility of HCC, this is work being done by Taylor

Wimpey and their contractors. Once this is done then their contractors can get on with the next scheme at Crookham Crossroads.

Pat Lowe agreed, she was aware that the developer was itching to get this work completed.

Q5. There had been talk about 9-10 months ago about an application from Aldi to build a store on a site on Beacon Hill Road. Is there any further news? It seems to have gone completely quiet.

A5. John Bennison replied that if there was any application they would be interested to make sure there was a contribution for highways improvements for works such as a cycle-path and footpath and maybe towards a roundabout on Beacon Hill Road. There are some projects that are being worked out but they require funding and developer contributions would help. He would also be interested to hear any news about an Aldi store too, but it seems to have gone quiet.

The chairman explained that an agent had contacted him some time ago and he had explained that he understood that there was probably a land contamination issue on this particular site, which may explain why there had been no progress. He also noted that Tesco had just announced that they would be closing 48 stores in the UK, so the supermarket business seems to be in some difficulty at present.

Someone asked whether this could be used as a site for parking for the Peter Driver recreation area, because it was a convenient site. It was explained that the land owner Vertu had been contacted in the past about enabling use as a car-park but that suggestion had met with a 'no'.

Q6. A lady raised a question about the recent bus service cuts. She was surprised this matter had not been raised already. For those people who don't drive they really need buses and 2 out of the 3 buses had been stopped, there was only the 72 bus left which only went to Reading or Farnborough. There was not enough information provided for passengers. As someone who only recently started to use buses she was interested to hear what other passengers had to say. There are older people who are very upset as they rely on buses to make basic journeys to shops, GP surgeries and to go to see friends.

A6. The chairman pointed out that most people in the area did not use buses but for those who need them they are very important. We get several calls each day about buses. He would hand over to Jenny to reply to this question, as she had been taking an active interest.

Jenny explained that the changes had been devastating for many people who rely on buses. The lack of information was something that had made matters worse and they had arranged a meeting with Stagecoach, the local bus operator, and Hampshire County Council Passenger Transport staff to talk about what had happened and why, and what could be done to improve the local bus services. As we know central government had made cuts to local authorities, who in turn have cut their budgets to various departments. The impact on Passenger Transport was that HCC had to reduce their bus subsidies and this had been very hard on the Fleet and Church Crookham area, because all the buses were subsidised. There just are not enough passengers to pay the cost to run the local buses and HCC had made a decision at the end of October 2014 to make these cuts. Stagecoach had to rethink most of their routes, and it had taken until just before Christmas to announce the changes, so it was very bad timing for passengers with the changes happening at such short notice the very start of the New Year. Many older people had been badly affected and so had school and college students and people who needed buses to get to and from work. Loss of the bus route to and from Aldershot was a major problem for students and workers. One person from Church Crookham was having to walk along Bourley Road to get to work in Aldershot. This is a dangerous road for drivers let alone pedestrians in peak traffic times with no footway to use. The other problem was for people needing to get to hospital or health centres. So, we were still talking to Stagecoach and HCC about making improvements. Meanwhile what information was made available Jenny has been putting up at most bus stops in this area, although people are taking these sheets, and she was trying to replace them whenever possible.

We would continue to talk to Stagecoach and HCC to make sure that any further changes would be made known in plenty of time and better information would be made available, especially at bus stops.

Q7. What about money for bus passes?

A7. John Bennison explained that bus passes are a statutory obligation for local authorities. Central government started the bus pass scheme for older people a few years ago. They provided councils with

some money to cover the cost but 2 years later they took that money away. Now they are cutting grants as well, there is simply not enough money available to subsidise the buses. Hampshire is subsidising buses at the cost of £13 million. Hampshire is providing the Fleet Taxi-share service to fill in gaps where there are no longer bus services and they support the Fleet Link buses as well. The situation is likely to get worse as government have cut the block grant to local authorities who are still obliged to continue with bus passes.

Q8. One member of the audience asked about a new policy from central government where houses need to be built to replace the ones taken up by the right to buy scheme. Does this impinge on the Hart Local Development Plan?

A8. The chairman explained this was news to him. HDC have a policy to provide 40% affordable housing on major developments but even on Crookham Park the developer was able to negotiate this down in order to provide a higher level of education contribution. The Registered State Landlords (RSLs) provide affordable housing for rent or shared equity. There is a challenge with regard to the funding of affordable houses, although there is a HDC policy for major sites to provide 40% affordable housing, the land is given over to the RSL to build and it might be difficult for the RSL to cover the full cost.

Social housing is a government directive and they have altered the scheme with troubling consequences. There are limits on housing benefit and the change to allow RSLs to put rents up to 80% of market value will mean that families who need 4 bedroom properties and have a cap on their benefits will fall short of their affordable rent. There is a real risk that some families will fall behind with their rents and put themselves in danger of being made homeless. HDC are looking into the matter to see how to help, possibly by buying property to rent out at affordable rates. As for the Right to Buy scheme effecting housing quotas, he will look into this matter.

Q9. A member from the platform asked about the Watery Lane application and the mistakes that had been made by officers which caused them to withdraw reasons for refusal. Can these be brought to the attention of the Planning Inspector or will the QC for the developer challenge the statement? The mistakes are a fact and should not be ignored, we should be able to explain the mistakes and be able to get the issues back into the appeal.

A9. The Chairman explained that any member of the public can attend the appeal and ask to make a statement. The QC would be able to cross examine but that is quite rare for members of the public to be cross examined at appeal.

The Chairman thanked everyone for the wide range of questions and topics discussed and he was happy to draw the meeting to a close. People are welcome to contact us for any further feedback.

He thanked everyone for all their valuable support. He added that the group really appreciate everyone coming out this evening and engaging with discussions.

We hope to see everyone again next year.

8. Close:

The meeting was closed at 8.37 pm.

Neighbourhood Plan Presentation Notes: CCH AGM 28/01/15

The Localism Act brings the biggest change to community based decision making for over 100 years. It allows communities to take control of anything they want to from schools to planning, provided that they comply with statute policies.

In 1961 CVP totalled 164 dwellings, today we have about 1700 dwellings, which means 90% of people in the current Parish are living in houses built in the last 50 years – Development won't stop now!

A Neighbourhood Plan is a planning document based on the District Local Plan, it is designed by the community to shape and enhance their area. Once a NP is agreed by the district, it becomes part of the district's Local Development Plan and so gives the parish some degree of influence over how development will progress in their area.

We have to take our share of development based on central government and district figures that apply to our area so, once we accept the figure and use it, in theory the parish will be able to control what is built, when and where for our Parish for the next 15 years.

The NP must be updated regularly to take into account any housing number reviews done at District level. If District do not do a review, we can do our own, as long as we can prove what we are proposing is reasonable. By updating the NP regularly, we can work with land owners/developers to make sure the best sites are used for the best community fit.

A NP has seniority to Harts plan on everything from design to parking spaces for the development. Land owners would need to work to a community agenda NOT a district or political agenda now.

There is a lot that complicates the process including developer contributions, which is money paid by the developers to the council to be used to mitigate adverse impacts resulting from their developments. This money is supposed to come down the line to a Parish level and having a NP puts a Parish in better control however, this is all changing and we are yet to know exactly how this will work in practice.

Developers know that Hart and several Parishes are getting their acts together regarding our housing plans so we are being hit with lots of applications whilst Hart is vulnerable. The work needs to be done now locally to make sure we are in control in the future. If your Parish is doing a NP, please step up and help if you can. They are complicated and need a lot of work as they are a statutory documents needing statutory compliance, research, evidence gathering and a lot of consultation.

Hart are doing a lot to help us all and there are central government grants so now is the time to do this.