

COMMUNITY CAMPAIGN (HART), (CCH).

Draft minutes

Minutes of the 16th Annual General Meeting held at the Crookham War Memorial Hall, Church Crookham, on Tuesday 3rd March 2020, commencing at 7.30pm.

The executive committee members being present were:

Chairman and Group Leader:	James Radley	JR
Secretary:	Jenny Radley	JRR
Membership Secretary:	Gill Butler	GB
Deputy Group Leader:	Alan Oliver	AO
County Councillor:	John Bennison	JB
Election Agent:	Julia Ambler	JA

There were 28 members, plus 2 friends present at the meeting, including district councillors: Tony Clarke (TC); and Wendy Makepeace-Browne (WMB); Angela Delaney (AD) and Katie Davies (KD).

1. Introduction:

The Chairman welcomed those present to the 16th Annual General Meeting of CCH. He thanked everyone for coming to the meeting this evening.

He made a quick introduction of the team to the members at the meeting and decided to progress with the order of the meeting, as shown on the agenda.

2. Apologies:

Apologies have been received from: Simon Ambler (Vice Chairman) who has had to go away on business; Chris Axam (Treasurer) on holiday; Sara Kinnell who is unwell today; Peter Collings; Richard Rowley; Barbara and David Cooper; Pat Lowe; and Maureen Andrews.

The Chairman explained that Simon's wife, Julia, had agreed to give the update about the Crookham Village Neighbourhood Plan.

3. Minutes of the last meeting:

The minutes of the previous AGM, held on 27th March 2019 were recorded as a true and accurate record. Gill Butler had kindly stepped up to take these minutes last year and thanks were given for providing a concise version. There were no questions or matters arising from the previous minutes.

The motion to accept the draft minutes was proposed by Wendy Makepeace-Browne and seconded by Julia Ambler. The minutes were accepted by majority vote. There were no objections.

4. Topical Updates from the Chairman and Executive Members.

4.1 Local Development Plan:

The Chairman updated members about the Hart Local Plan. We have been talking about so called progress to adopt a new Local Plan for many years, but hopefully this will be the last time before the new Plan is finally adopted. The draft Hart Local Plan has been formally agreed by the Planning Inspector and Secretary of State and it just remains to be adopted by Hart District Council at their Full Council meeting scheduled on the 26th March. It has been a tortuous process. Thankfully, by getting to this stage, it is already helping to protect the district from inappropriate development. The last Local Plan ran out in 2006, so effectively Hart has been without a valid Plan for 14 years!

This is a major achievement, although sadly not in time to avoid inappropriate development on Watery Lane, Grove Farm and Hartland Village, but it has already helped to stop other unsuitable applications, such as Cross Farm and Pale Lane.

However, the pressure is already on for yet more development, and the Local Plan will need to be reviewed by 2026. It is important to plan ahead, which is why the council has to look at how to allow development into the future. The priority is to make sure that future development will deliver the necessary infrastructure. That is why we need to consider a Garden Village development on land that is

available at the site known as Shapely Heath, near Winchfield. It is necessary to seriously consider a major site that will be obliged to deliver the major infrastructure required, such as a new secondary school, health facilities and affordable housing.

As an example of how the draft Local Plan has helped challenge against inappropriate development the Chairman handed over to our newest district councillor Katie Davies, to tell us about the successful defence against the application at Pale Lane.

4.2 Pale Lane Appeal:

Katie Davies (KD) introduced herself and apologised for forgetting to bring the summary notes that she had made earlier that day. She was having to speak from the heart.

She gave a brief history of how residents in North Fleet had first heard about the planning application for 700 houses at Pale Lane in November 2016. KD and AD had both become involved as local residents and had helped to set up a task force known as the Stop Pale Lane Development (SPLD). At the time they were very grateful for all the support from other local campaign groups such as FACE-IT and Hook Against Development, and advice provided by a number of local councillors. They managed to get 1,000 signatures to sign up as members of SPLD and they were able to encourage 700 objections to the planning application. It was a long and difficult journey, but they were able to highlight some important issues that led to HDC deciding to refuse the application. This was at the time of the latest version of the draft Local Plan, and that certainly helped to defend against the Pale Lane application. Of course the developer appealed the decision in the Spring 2018, it was then a long wait before it came to an Appeal Hearing, which took place in January 2019. Local residents put up a robust defence, alongside the HDC planning officers. There were some key arguments to support the refusal, such as the impact on infrastructure, and prematurity of the application, because the draft Local Plan had already identified other more appropriate sites for development. They had to wait until November 2019 to hear the decision, made by the Secretary of State, following a recommendation by the Planning Inspector. It had been such a long wait, but they were delighted that the decision to refuse the application had been upheld. The need for a long term strategic vision for housing delivery is so important, which is why the new Hart Local Plan is key.

AD and KD had both stood on a platform to defend against inappropriate development and were successful. That is why they were prepared to stand for election, and here they are today, thanks to the encouragement and support from so many local people. Thank you.

4.3 Neighbourhood Plan:

Julia Ambler (JA) introduced herself in place of her husband Simon, who had been called away for work. JA is a member of Crookham Village Parish Council (CVPC), and has been heavily involved with their Neighbourhood Plan (NP). She added that they have WMB to thank for starting them off on that project.

Just for a bit of background: 30 years ago Crookham Village had just 200 houses, today there are 1600 homes and still growing. They have had developments at Zebon Copse and Netherhouse Moor, and there are another 723 houses that are permitted to come: Watery Lane (300) and Grove Farm (423). Most of this development has come forward as unplanned applications, and despite being refused by HDC they were permitted at appeal. But that was before an up to date draft Local Plan.

CVPC decided to create their own NP in order to help to control future development. They set up a steering group, and it has taken 5 long years to get this far, with help and support from a number of local residents. There have been several stages and each has required extensive research and documentation followed by public consultation.

JA explained that NPs are not a way of stopping local development, but they can help to direct the 'right development to the right place at the right time'. As we all know the main concern is to provide the necessary infrastructure to support development.

They decided to approach the NP by dividing the parish into various 'character areas'. Each area has its own characteristics and particular requirements, so it has been important to put together appropriate policies for each area. The main topics that were considered included the qualities required for the conservation area, the local gap, the environment and setting. The aim of the NP was to improve and enhance each character area. For instance they recognised how important the green areas and green

corridors are, and the need to protect them from future development, and make sure any future development will be in keeping with the relevant character areas.

There are certain issues that the parish council wanted to address. There is a lot of on-street parking, which is important to residents but not in full control by HDC, the parking authority. Local gaps are no longer a responsibility for the Local Plan at HDC level, but this is a matter that can be picked up in the NP. However, the parish council was concerned when another local parish council (Hook) introduced a policy to protect the local gaps in their NP, and a major developer took them to Judicial Appeal. Thankfully the Hook Parish Council was successful in defending their policy to protect local gaps. So, on 5th July 2019 CVPC submitted their final NP, and this was considered by the Planning Inspectorate in September. They are expecting the report back on 9th March and once that report is approved by Full Council at HDC, they can take the final version to a parish referendum. They hope that their NP will finally be adopted in June or July.

The fact that the Hart Local Plan and Parish NP were at such an advanced stage did help to defend the decision to refuse the controversial application for a care village at the Cross Farm appeal. So, all that hard work has paid off.

The conservation area for Crookham Village had been designated in 1992. The developers of the Cross Farm site tried hard to dismiss the validity of this conservation area, so CVPC are now keen to have this area updated.

There were some interesting points that CVPC noted during the appeal. The appellant (developer) based their case for appeal on the fact that the policies on the conservation area and local gaps were out of date, and that Hart was desperate for homes for older people. Basically they implied that the village character and countryside could be sacrificed for the need for development of older people's homes. Thankfully the Planning Inspector decided in favour of the environment, and considered this site to be an inappropriate setting for such a development. It may also have been noted that this development was for private use only, when Hart actually need affordable housing for older people.

A question was raised by a member of the audience, with regard to on-street parking. He believed that HDC had tried to stop garages on Zebon Copse being converted to habitable accommodation, so why was this important in the NP? The answer was that HDC had lost the battle to prevent garage conversions to habitable accommodation, so in some areas the NP policy is stating that houses should have adequate parking, there should be a set number of parking spaces for any property in relation to the number of bedrooms. Zebon Copse is a classic example of an area where families now have grown up children living at home, old enough to drive and own their own cars. There are no passenger transport services in Zebon Copse, so each house has more people with cars. Some properties have many cars outside without enough parking spaces, so parking spills onto any spare space, often causing problems.

AO added that Fleet Town Council have also gone through the process of preparing and completing their NP. It was passed by a majority vote by residents at a referendum last May and was finally adopted in July. Fleet does not have many development sites left, so they were keen to protect their remaining green spaces, especially Fleet Pond and Basingstoke Canal. Their aim was to have controls in place to avoid inappropriate development and it has been successful. The planning officers at HDC now reference the Fleet NP policies in their reports, to show which developments should go where, and to justify their recommendations and decisions. It carries full weight. As JA had mentioned the NP cannot stop development but it can help to control the development and protect street-scene. AO hopes that CVPC will get over 51% support from residents in their final NP referendum.

JA noted that as far as Crookham Village is concerned there are still several sites that developers want to develop, but they hope the NP will help to preserve the recognised qualities of the character areas, especially around the old village.

AO also said that excessive parking is also an issue in Fleet. Some properties with only 1 parking space have up to 5 cars. FTC wishes to bring in further policies to have more weight to protect from inappropriate development.

JA pointed out that in the original Local Plan (dated up to 2006) the Zebon Copse and Netherhouse Moor developments had bus and other transport services, however these areas lost all their bus services several years ago, and the only realistic transport now is by private vehicle. CVPC are hoping to adopt the rural parking standards across the Crookham Village area, although alarmingly the CEO at HDC is currently arguing against it.

4.4 Hampshire County Council:

John Bennison (NB) introduced himself as the county councillor for Church Crookham and Ewshot. He explained that he would be talking about some of the main issues at Hampshire County Council (HCC), although he will try to curtail his report.

He started by recalling that an MP had claimed 4 months ago that austerity was over, but he had to say that the county council and local authorities know that is not so. HCC have to save another £80million over the next 2 years. HCC have decided to put up their element of the council tax up again next year by 3.9% (2% + 1.9%), which means an extra £49 per band D property.

The major topic at the moment is that HCC has declared a Climate Change Emergency. They aim to be carbon neutral by 2050. They are considering a range of different aspects and evolving policy accordingly. Actually their efforts to address climate change started in 2010. HCC is now producing 40% less carbon than in 2010. HCC operate many different vehicles, mainly within highways services, but they also deliver school meals and their social workers need to drive to see clients. When the next lease for their vehicle pool comes up, HCC intend to replace as many as 300 with electric vehicles. HCC buys gas on contract and some other district, borough and parish councils do so too. HCC intends to buy electricity from sustainable sources, such as wind and solar power. JB has 4 parish councils in his county division. Crookham Village PC are planning to change to a green electricity source in October, maybe Fleet Town and Church Crookham Parish Councils could change over in future too.

People will be aware that HCC renewed most of their street lights a few years ago, and they decided to cut costs by switching off many lights in the middle of the night. HCC are now planning to review the light bulbs and replace as many as possible with energy efficient LED bulbs. They are also looking at installing solar panels on the rooves of more schools. 12 schools have them already, and HCC officers are now looking at the shape and direction of other schools, to see if there are more that can be done. One of the decisions that HCC made a few years ago was not to install wind turbines on HCC owned land. HCC are now reviewing that policy, to show they are taking green energy sources seriously. HCC owns about 35 farms across the county, where young farmers can gain valuable experience before taking over their own farms. HCC sell and replace these from time to time, but they are looking at installing solar panels and wind turbines on some of the poorer quality agricultural land.

HCC are also planting trees and wildflowers on lower grade farmland and along roadside boundaries. HCC have 9,000 staff, many drive vehicles for work and there are many council offices across the county. If you also include all the schools, that means there are another 28,000 staff. Yet HCC produce just 1% of the carbon footprint in Hampshire. The majority of the carbon produced in the county comes from home heating, transport and farming. The fact is that all of us need to play our part to reduce our carbon footprint, as we go about our daily lives.

JB asked how many people present had registered their cars to use the Household Waste sites in Hampshire. A number of hands went up. JP explained that HCC had introduced a new policy and people living in Hampshire should register by 1st April, otherwise they may be charged £5 per trip to use the tip. They can do this on-line using the HCC web-site.

He also mentioned that Farnborough Airport had introduced new flight paths just a few days ago. JRR explained that the new Airspace Change routes at Farnborough Airport had been launched on Thursday 27th Feb. after many years of planning. This was supposed to improve safety and reduce noise impact on many local residents, and it was important that people were aware and able to report any issues that might arise, so that adjustments could be considered where necessary. More information was available on the table at the back of the hall.

JB explained that one of the other issues causing concern is the current public consultation about cuts to library services in the county. There have been a remarkable number of 17,000 responses to this one consultation. Clearly libraries are a subject that many people feel passionate about. Fleet is the main

library in this area and it is at no risk of being closed, it is one of the busiest libraries in the county. There may be a risk that they will reduce the hours of opening somewhat, but not to a large degree.

JB noted that the developer of the Crookham Park (QEB) site had finished all the residential building, and were in the final stages of tidying up on the site. They have built 988 houses, having been permitted a number of additional residential areas to the 872 houses in the original application.

JRR added that the promised athletics track area still needed a great deal of work before it could be considered acceptable to be handed over to the parish council, and ready to be used by athletics club.

JB said that HCC have invested another £9 million to further expand Calthorpe Park School. They are providing another 300 school places there.

JB said that he had attended the Hart District Flood meeting at the council offices in Fleet last week. One of the issues that had been mentioned was that although the law has not changed HCC has altered their interpretation of the planning policy. They are now saying that developers should not build on flood plains, which is an interesting matter in this local area.

Finally JB wanted to speak about the Corona Virus epidemic. HCC are getting weekly reports from government. The first corona virus case in Hampshire has been confirmed. It is important for people to keep themselves well informed, for their own protection. HCC will be providing regular bulletins.

Questions:

Question 1: What is the household waste refuse arrangement in neighbouring counties? Some people in this area use the tip at Farnham in Surrey.

Answer 1: It is probably best to check on the Surrey County Council website. Some counties will have different arrangements to HCC. They could turn residents who live in other authorities away, or charge for the service, which is what HCC are doing.

JB explained that it costs money to get rid of waste. HCC need to cut their costs. Currently HCC pays the government £3million per year for landfill tax, and that is despite the fact that the vast majority of waste collected by HCC is incinerated at their 3 energy recycling plants. For example, there is a waste site in Dorset where 70% of the people using it come from outside the county. Local authorities have decided that they cannot afford to provide free services to people from outside their areas, so many councils are having to make arrangements to charge non-residents for such services.

Question 2: The gentleman wanted to provide some positive feedback. Whoever had prepared the consultation about the libraries in Hampshire had clearly done a good job, to get such a high response.

Answer 2: JB admitted to being one of the members on the Task and Finish workgroup for the library consultation. He will be pleased to pass this feedback to the officers, at their next briefing.

Question 3: You say that HCC aim to reach carbon neutrality by 2050, and are already using solar panels on the schools, but is there a plan to promote solar roof tiles? Tesla have new solar roof tiles that are 3 times cheaper than before and are very efficient. Is there a policy to make sure that developers install energy saving systems on new buildings?

Answer 3; JB explained that HCC announced at their Climate Change Emergency meeting last July that their interpretation of energy policy would be that climate change must be considered as a serious a factor in future. As far as building standards policies are concerned he would look to his colleagues at HDC about what the planning authority is planning to do.

AO explained that HDC has a Climate Change agenda and action plan. They are aiming for being carbon neutral by 2040. Anyone interested may like to know that there is a stakeholders meeting on Thursday 19th March at the Council Offices. They are hoping to introduce electric refuse vehicles in future, although people will need to be aware that the trucks will be much quieter, so they should not wait until they hear the trucks coming before putting out their rubbish, or they could miss the round. The vehicles should still have the bleep alarm when the vehicles are in reverse. With regard to trees, Hart is the district with the second highest amount of tree cover in the country. Apparently Waverley comes first. So, thanks to our trees Hart are actually in a very good position to deal with carbon dioxide. Hart will still be doing their best to advise people to insulate and reduce energy consumption in their homes. Transport is the other high carbon dioxide producer. This is an issue because Hart is one of the highest car ownership authorities in the country, with an average of about 2.5 cars per household, but as we know Fleet and Church Crookham only have 2 bus routes left.

As for the Lazer contract, mentioned by JB earlier, that is not really a green energy offer, it is an offset method. AO reported that Fleet Town Council is promoting green renewable projects locally, but they are not prepared to take up the offsetting scheme from HCC.

JR also explained that Hart would absolutely be looking at improving policies on all major development sites in future. If Shapely Heath Garden Village comes forward they will be insisting on energy efficient buildings, and they would hope that technology will be even better in 6 years' time, which is when this site may become a serious concern. It is all very well to have solar energy panels in place but they also have to develop better storage systems. Tesla is coming up with improved technology and we need to keep up. HDC are looking at bulk storage systems, which can store energy from renewable sources. We all know that when the sun is out and warm, there is reduced need for heating. Energy is really required when the sun is not shining. Larger storage batteries need to be far more efficient, if they are to be installed on large development sites. We should aim to have a distribution network to provide for various parts of the district and this should help to avoid the number of brown-outs that seem to be happening quite frequently at present.

AO added that this should be part of the building control policy but it takes time to amend policy. We need to improve policy for carbon neutrality and the need for better insulation. In fact Hart has a new lead officer, the Head of Place, who has worked on this sort of area, recently. He has some useful knowledge and experience. We should be able to help make sure that more energy efficient and even energy neutral buildings are built in future, but we also need to look at the need to improve energy efficiency in the current housing stock. There are many badly insulated properties. We know this because drones have been used to look at the amount of heat escaping from houses and buildings across many areas in Hart.

AO added that for those interested there is a Climate Change Event for stakeholders on Thursday 19th March at 6pm at the Council Offices in Fleet. People should check the web-site and register if they would like to attend.

JB added that when HCC sells farmland for development, such as the large site in Basingstoke and another site in the south of the county, they are trying to make sure that the developer installs green energy systems, rather than having to use gas central heating. Air source heat pumps are preferred. JB also said that HCC has a great many trees on land that they own, but sadly 'Ash die back' disease is proving to be a serious problem. HCC has set aside a large budget of about £800,000 to help deal with this disease, which could affect up to 10,000 trees. In fact the tree in the centre of the roundabout on Beacon Hill Road, at the junction with Leipzig Road, which is an ash tree and it has been found to have Ash die-back. Sadly it will have to be removed. Apparently research is being carried out and the experts have identified the relevant genes, and they are working to develop disease resistant trees in future and replant where they can. But it will take many years to replace all the mature trees that are being lost.

A student from Calthorpe Park School who was at the meeting spoke that he had recently had a meeting with the Headmaster about the need for safe routes to and from the school. He said that it had been a very useful meeting and he was able to understand various aspects, and some of the miscommunication between different people in recent years. They hope that real progress can be made with regard to safe routes and pedestrian crossings for pupils and others to reach the school in future.

4.5 District Elections:

The Chairman explained that the next round of district elections were scheduled for 7th May.

CCH will be putting forward 5 candidates:

JR would be standing for re-election in Crookham East,

SA would be standing again in Crookham West and Ewshot,

WMB is standing in Fleet Central,

Mandy is standing in Fleet West,

We also have another candidate who will be standing for a seat.

We hope that all goes ahead as expected, but we may need to be prepared to face measures that are put in place due to the Covid 19 virus pandemic. We hope that we will be able to canvass and talk to our residents and meet and greet people at the polling stations on election day.

5. Annual Treasurer Report and Statement of Accounts:

Chris Axam, the CCH Treasurer was not able to attend the meeting today, he is on holiday. We hope he will enjoy it. He made sure that he had provided the Chairman with the Annual Report and Statement of Accounts. Everyone should have a copy of the Statement of Accounts on their seats. The Chairman also presented a brief summary note about the accounts from the treasurer.

As ever the membership fees help to pay for the printing of the newsletter, and the councillors all pay a regular amount from their district allowances to cover for the election expenses each year. The account is doing OK, mainly due to our new councillors, who have been elected.

The Chairman explained that we are obliged to give an official Statement of Accounts to members at the AGM and this needs to be agreed. These are the regulations that we have to follow in order to follow the Electoral Commission rules.

Notes on CCH Accounts as provided by CA:

1. The accounts are prepared on a cash accounting basis, which follows local government guidance.
2. We have 2 sources of income. The first is our annual membership fees and the second are donations made by all our elected representatives, from part of their monthly council allowance.
3. Income and expenditure for the year 2019 has remained steady. We saw an increase in donations owing to the addition of the new CCH councillor Katie Davies.
4. The net result was an increase in the cash balance at 31st December 2019 of £533.98. When added to our opening cash balance as at 1st January 2019, this gives a closing balance at 31st December 2019 was £2,882.08.

Please find the Treasurer Report and Annual Report and Statement of Accounts 1st Jan 2019- 31st Dec 2019, as attached as **Appendix A**.

The Chairman asked if everyone was satisfied with the Statement of Accounts, if so he would put it to the membership for acceptance.

The motion was proposed by Jim Storey and seconded by JB. The vote was taken and accepted. There were no objections.

6. Election of Officers:

The Chairman explained that all officers were happy to stand again for re-election at this meeting, and it was agreed by members present to elect them all on block. When the Chairman asked for any other nominations, no one else made any suggestions or put themselves forward for election to these posts.

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

The motion was proposed by JB and seconded by AO.

All Officers were elected by unanimous vote, as proposed.

7. Open Floor session:

The Chairman asked for any comments or questions from the members at the meeting.

Question 1. A gentleman pointed out that at the meeting last year mention was made about additional parking at Fleet Station. Has there been any progress?

Answer 1: AO responded saying that some changes have taken place at the station car-park. They have made improvements to the access from Fleet Pond, adjacent to the station. They are certainly looking at improving highway access to Fleet Station, and they are also looking at what can be done at Winchfield Station.

JR added that there was talk about decking the other side of Fleet Station car-park, but that land was owned by Network Rail and a car-parking business had been contracted to manage the car-park. The cost of the double decking of the car-park on the main side of the station had been covered mainly with funding from the Dept for Transport. JA also pointed out that the ground floor of the car-park had recently been re-surfaced and should help to rectify some outstanding maintenance problems. There was some discussion about other land nearby that was said to be available, near the golf course towards Ancells Farm. This might be HCC owned land and could be a car-park expansion opportunity.

The questioner pointed out that there was no question about the need to expand car-parking at the station. Fleet was a commuter town and more car parking space was needed as more people have moved to the area. The county council highways team had helped with installing parking restrictions on some roads near the station to avoid obstruction and congestion, but it was still important to increase the parking capacity. JB said that work was being done to assess what could be done to improve access over the bridge to the station and make improvements at the station roundabout. HCC are considering making the roundabout bigger but it would require some of the land at The Station pub car park. JR asked the gentleman what time he normally tried to park there, he replied he left home at 8am and often struggled to find a parking space.

There was talk about the problems with transport plans that have been used to justify local major developments. For example, the transport plan for the QEB development had implied that many residents would commute to work by rail, but had overlooked the fact that commuters would still need to travel by vehicle to reach the train station. Any future development must be considered carefully. This is why the Garden Community at Shapely Heath is also so promising, as there is real potential to expand the station at Winchfield. This would avoid the impact of more commuters having to use Fleet Station. There is another station in Hart that may have potential spare capacity and that is Blackwater. However, that service does not go directly to London.

Apparently some people in Hart drive for 20 minutes to reach a railway station with parking capacity. It was noted that Fleet Station is a major feature that attracts people to move to this area. JB added that with his 'green hat on' Crookham Park is too far to walk to the station, and many people consider Reading Road South too dangerous to cycle. Money from the QEB (Crookham Park) site has been used to install more cycle racks at the station. JR added that there is a safer cycle route to reach the station from this part of Church Crookham, and that is around the edge of Velmead Common. The edge of Velmead Common is not part of the SPA. It was generally agreed that cycle routes through Fleet were woeful, but it seems that there is basically no spare space on the highways to add cycle lanes.

- Q 2. A question was raised by a gentleman about the zebra crossing on the Fleet Railway station site. The taxi park is so close to the crossing that it is very difficult for drivers to see people who are using the crossing.
- A 2: The reply was that parking in this area could not be enforced by HCC or HDC, the land was owned by Network Rail. The landowner might be willing to put in clearer road markings to show taxis where to park or enforce parking restrictions but the problem needs to be reported to them. JRR offered to speak to the gentleman after the meeting to see if she could help him report the problem.
- Q 3. A question was raised about the idea of a Park and Ride scheme for the station, on the space at Elvetham Heath.
- A 3: AO replied to say that area was now at pre-application stage for the development of a supermarket and gym and maybe a drive through coffee shop. The land would not be developed as a car-park, it was more valuable to the landowner for other development. A Park and Ride scheme would need to be a commercial opportunity.
- Q 4. Q3 led to another question. If that site is developed as another supermarket on Elvetham Heath, won't that increase the current problem of the delivery trucks, from the nearby Morrisons supermarket, which park up and obstruct some residential roads? Having another supermarket on Elvetham Heath will mean more delivery goods vehicles, causing traffic and parking problems. There should be a plan to stop trucks parking on residential roads. Can that be a condition in the planning application?

A 4: AO replied to say that when Morrisons expanded a few years ago, presumably the planning consent had not considered the increase in the number of delivery lorries. If this application for another supermarket close by comes through, they will need to address this problem. However, the planning authority cannot rectify problems that are already happening by imposing planning conditions on a new development. There are other examples in Hart such as the Lidl and Aldi supermarkets in Blackwater and the Sainsbury's supermarket in Fleet high street, where deliveries can only take place at certain times of the day, not before 7am, to avoid disturbing residents during unsocial hours. Maybe the way forward would be to allocate part of the site as a waiting area for delivery lorries. The development is currently at the pre-application stage, so this matter should be reported and considered as part of the formal application, when it comes forward.

There were no further questions.

8. Close:

The Chairman thanked everyone for attending and engaging in the discussions this evening. The group really appreciated the valuable support from all members.

Finally, the Chairman mentioned that if anyone was willing to volunteer to support us, as Meet and Greeters, at the Polling Stations on Thursday 7th May for the District Council elections, could they please let Jenny know.

There being no further business, the Chairman was happy to draw the meeting to a close. We hope to see everyone again next year.

The meeting was closed at 8.50 pm.