

**Minutes of Meeting 27<sup>th</sup> February  
Penton Village Hall 7.30pm**

<b>Present: Councillors</b>	<b>Clerk / RFO</b>	<b>Members of the Public</b>
Stephen Millen – Chairman Rodney Bennett; Victoria Whitelegge Kevin Briant Heather Carrick	Nanette Colbourne	Cllr Brooks
<b>Apologies:</b> Hugh Burden		

001/17      The Minutes of the last meeting for approval  
The minutes were approved and signed.

002/17      Declarations of Interest  
None.

003/17      Planning applications received and circulated for review since last meeting:  
**17/00043/OUTN Andover Business Site Moxton Road, Andover**  
Outline - Erection of up to 61,369sqm of class B1C (Light Industrial), B2 (General Industrial), B8 (Storage and Distribution) business park buildings, access, servicing, parking and landscaping; access not reserved  
PMPC decision OBJECTION.

While the principle of development on the site has been accepted, this application seeks to establish new ground by seeking permission free from the restrictions imposed by the existing planning agreement in relation to traffic movements particularly those relating to HGVs on the “Barred Routes”. Unless a new agreement is signed, the old one will not apply.

The likely effect of the development in traffic terms can be seen from the fact that the illustrative layout options show 1389 car parking spaces and 140 dedicated spaces for HCVs, excluding loading bays. Table 21 of the Transport Assessment estimates 389 HCV movements for the site per 24 hour period.

The previous approved application to remove the restriction of 85 HCVs leaving the site per hour was seen by many as the “thin edge of the wedge” to erode or chip away at the section 106 agreement .This application confirms that suspicion.

PMPC OBJECT TO THIS PLANNING APPLICATION in the light of the above assessment based on the following grounds:

1 The application has been put forward with the express purpose of the removal of the “Barred Routes” supported by the removal of the ANPR System. It is also a matter of considerable concern that the ANPR System has been out of operation for over two years.

2. There has been no satisfactory investigation of the effect of the unrestricted development on the local roads such as those through Penton, Weyhill, Amporth or Charlton. Nor of the effect on the roads classified as "Barred Routes". The road from the A342 eastwards through Penton (Weyhill Bottom Road) is a well used "rat run" already.

3. Before any permission is considered or granted, a thorough and independent traffic study of all the effects of the development is required including critical comment on the Applicant's Traffic Assessment. In particular, there needs to be surveys of all the village roads likely to be affected and the testing of the assertion that the restrictions relating to the "Barred Routes" are not needed for this development. In addition, the effect on the Hundred Acre interchange needs critical examination.

4. Paragraph 5.10 and 5.11 of the Planning Statement makes it plain that the Applicant is opposed to the imposition of the restrictions contained in the existing planning agreement including those relating to the "Barred Routes". This approach is supported by a letter of the 5th September 2016 from Jones Lang and Volume 3 of the Environmental Statement dealing with Transport.

5. Table 19 of the Transport Assessment seems to suggest that there will be 116 non HGV inward movements in the morning peak and 103 outward ones in the evening peak. Paragraph 6.2.2 concludes that for morning peak hour one of the lanes on the A342 approach at Hundred Acre is over capacity but that this would get no worse as a result of the development.

6. For HGVs the report concludes at 7.10 that there is no justification for HGV routing restrictions.

Both these last two conclusions are not explained or justified.

The following information further supports PMPC Objection to this application:

The TV Transport Statement, Transport Plan and Local Plan support our Objection to the removal of the "Banned Routes" and our major concern for the need of a specific complete site review.

Test valley transport statement.

Also builds on existing transport related documents covering the Borough, notably the Local Transport Plan 3 (LTP), the adopted Local Plan, the emerging Local Development Framework (LDF) Documents and the three Access Plan in the Test Valley area. The area is subject to significant planned growth and this will lead to additional travel demands that will need to be managed in a sustainable manner.

It is generally contained to the peak hours on the key routes including the A3093/A343/A3057 and queues form leading up to the roundabout junctions. The ring way in the off-peak is relatively free flowing with good capacity'.

The Key Transport Issues

3.13 There are a number of significant transport problems and challenges in the TVBC area. Five of the biggest (in no particular order) are noted below:

- Improving transport accessibility, particularly to the main employment locations and town centres in Andover and Romsey and to local services and facilities for rural residents, in particular those without access to a private car, many of whom have to travel a significant distance to access some of the goods and services they require
- Managing existing and forecast road congestion especially on the main A road routes (such as the A3057, the A3093, the A303 and the A343) and motorway network during peak periods;
- Planning for, and mitigation of, the travel impacts arising from new developments; Test Valley Transport Statement (TS) September 2012/11
- Helping to facilitate lower-carbon transport choices given that the per capita per annum CO<sub>2</sub> emissions in the Borough are significantly above both the Hampshire and national averages’.

As defined and confirmed in the National Planning Practice Guidance (March 2014)

2.1.9 In terms of assessing traffic impact, in Paragraph 014 Reference ID: 42-014-20140306 It states that: “It is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next three years).

In addition there are no less than 19 TVBC Transport Post Adoption Live Schemes Initiatives that are open that impact the neighbouring villages / “Barred routes”, (this list does not include town wide extra feasibility studies) that are the direct result of traffic conditions

RTA Acts and Policies that support PMPC Objection to this application:

Road Traffic Regulation Act 1984

‘Addresses communities’ concerns about traffic related issues. Addressing issues that have an adverse impact on the quality of life for local residents.’

Traffic Management Act 2004

‘Imposes a duty on the highway authority to manage the network and to maintain the expeditious movement of traffic by eliminating or reducing disruption.’

Policy TM5 Movement restrictions

‘Introduction. In order to facilitate the safe and efficient movement of traffic it may be necessary to restrict certain vehicle manoeuvres or prohibit particular classes of vehicle. The need for these controls may change over time due to increasing traffic flow, new developments or safety concerns.

The use of movement restrictions will inevitably disadvantage some road users, but they may be needed to bring about a wider benefit. For instance, this may be in terms of a safety improvement in the immediate vicinity of the restriction or to support a wider objective of improving access to public transport.’

Policy Statement

'Hampshire County Council shall manage and restrict the movement of traffic as necessary in order to enhance safety, to improve traffic flow, or to protect the character/environment of an area.

The use of these restrictions will be in accordance with prescribed regulations and guidance issued by the Department for Transport.'

Support information regarding the original planning application submitted by Goodmans

Original planning statement

Section 5.

The proposed development is fully supported by a Transport Assessment, which concludes that:

In overall terms, the effect of the proposed development on the surrounding local Highway network will sit within the previously agreed traffic generation assumptions in relation to the site.

Following the highway improvements that would be secured by the proposed development, the A303 Hundred Acre Corner Interchange will operate within capacity at peak times.

Section 5.5

In addition to the mitigation measures required by the Transport Assessment, the applicant would offer the installation of a Vehicle Identification System and associated system of barred routes, in order to further control the effect of the proposed development on the neighbouring area. The Vehicle Identification System would restrict the routes that vehicles visiting the site can use and the delivery of the system could be secured through a S106 Agreement.

Enter into a S278 Agreement in order to provide an ANPR system to monitor the barred routes of the A3057, A342, A343, B3402, B3048, C43 Monxton Road for HGVs and LGVs arriving and departing the development site.

2.2 These measures were considered sufficient to mitigate the transport impact of the development permitted under TVN.06096/8.

14/00485/OBLN

'and that the local network in the immediate vicinity of the site could not adequately cope with the level and profile of vehicle likely to arise'.

Sept 14 2009

'Goodman is also committed to maintaining the obligations contained in the Section 106 agreement which accompanies the August 2009 permission.

Additional information

Defense Support Group (MOD Headquarters) Monxton Road has over 3,500 employees who are commuting each day mostly via the 100 acre roundabout or directly through Monxton. This is in addition to the amount of Commercial and Army vehicles accessing the depot. It has been confirmed that the car parking is insufficient for the workforce and unless further building is undertaken this situation will remain the same. No evidence has been conducted to show that this major development has not impacted the 100 acre roundabout.

There is no evidence provided for the statement that Goodmans cannot lease or sell plots on the site because of the ANPR system that is in place.

The ANPR system has not been used for the last 2 years, therefore there has been no evidence to show that the system is working or not. The data in existence previous to 2014 showed extensive use by HCV'S on the barred routes.

004/17

Planning applications to review:

**17/00304/FULLN. Andover Business Site Monxton Road, Andover**

Proposes B2 and B8 facility for food processing (operated 24 hrs, seven days a week) and storage along with ancillary office spaces, together with plant areas, parking, servicing and landscape areas.

PMPC decision OBJECTION

PMPC OBJECT to this planning application unless the Applicant first enters into a new section 106 agreement in the form of accompanying the application agreeing to be bound by the terms of the original one, particularly in relation to the "barred routes "

PMPC is concerned about the consequences that may arise if this application should be determined whilst the Outline planning application 17/00043/OUTN for plot 5 is being considered and may be approved notwithstanding PMPC's objection

We have given substantial and strong reasons why 17/00043/OUTN must be refused purely on the importance of the issue over the 'barred routes' and the S106 agreement.

We have had communication with Andrew Bennelick the Associate Director of GJR Architects Ltd the applicant's agents voicing our concern over this issue. And whilst GJR are stating that they have full knowledge of the barred routes and will agree to not use the 'barred routes' they also confirm they have not had any input into application 17/00043/OUTN, we must therefore assume that they may go along with any outcome of that application. We are concerned that if application 17/00043 /OUTN is approved without the Applicant in this case having already completed a section 106 agreement as stipulated above, then it may decline to provide one .

We hope therefore that careful consideration will be given to the relationship between the two applications and particularly the legal position if 17/00043/OUTN is approved first .For the avoidance of doubt, we believe both applicants require new S106 Agreements.

The issues of noise and light pollution along with parking at the back of the proposed unit is also a concern. We understand that the adjoining Parish Councils have covered this item along with their Objections to the application.

005/17

Updates:

Nelsons Homestead Park.

In response to our reporting of the issues concerning the parking and reversing of skip lorries along the old road, Mr David Smith Enforcement Officer HCC gave this response:

The parking of HGVs outside the site overnight is not strictly a planning matter as is not directly controlled by the planning permission, which deals with activities on site. It is more properly a matter for the Office of the Traffic Commissioner, who issue Operator Licences for the use of land for parking, maintenance, etc of HGVs.

Mr Smith is kindly forwarding our concerns onto them so that they can investigate. In addition he will speak to Mr Nelson and remind him of the need to park the vehicles within authorised parking areas, whether this is on site or at other Licenced parking areas.

The Chairman has also notified the Traffic Commissioners for West of England on the same subject. PC Trowbridge also responded to our request for investigation and is monitoring the situation accordingly.

#### PARISH COUNCIL MEETING:

- 014/17 Chairman's Remarks & Requests for Absences.  
No requests were made
- 015/17 Minutes of the last meeting for approval.  
The minutes were approved and signed.
- 016/17 Declarations of Interest.  
Cllr Briant did not participate in the discussions concerning the SID location.

#### Items for discussion and consideration:

- 017/17 Police and Crime Panel Rural Crime.  
Mr Patrick Midgley gave a very interesting presentation concerning his attendance of one of 5 such meetings across Hampshire at which interested parties gave input on how they saw the current state of Rural Policing in Hampshire and more importantly, where there areas that needed greater priority for action in the future.  
The issue of residents feeling safe in rural areas v urban areas was discussed. It was unanimously decided that PMPC would submit comments on behalf of the village based on the draft prepared by Mr Midgley.

The discussion also highlighted the problems of the general public not being aware of the use of the 101 number as much as dialing 999.

One item of particular interest was the subject of 'Village Agents' who were volunteers nominated in rural areas to undertake the role of keeping a watch on the more vulnerable members of the community. Cllr Brooks commented that there may be funding available for such a scheme.

*Action:* The Clerk will investigate.

- 018/17      Electoral Review of Test Valley  
The Local Government Boundary Commission for England is carrying out an electoral review of Test Valley Borough Councils.  
The review will draw new council ward boundaries across the Test Valley. The commission also announced that 5 fewer councilors will be elected in future, which are 5 less than the amount of 48 at present.  
The consultation is requesting our comments on behalf of Penton Mewsey and Penton Bellinger Ward. The deadline for the consultation closes on 3<sup>rd</sup> April 2017. After that the Boundary Commission for England is carrying out an electoral view of Test Valley Borough Councils.  
The review will draw new council ward boundaries across the Test Valley. The commission also announced that 5 fewer councilors will be elected in future, which are 5 less than the amount of 48 at present.  
The consultation is requesting our comments on behalf of Penton Mewsey and Penton Bellinger Ward. The deadline for the consultation closed on 3<sup>rd</sup> April 2017. After that , the Boundary Commission which publish its proposals for further public comment .
- Action:*      All councilors have been requested to give this item some consideration and put forward their comments regarding this change of Electoral boundary. The item will be discussed in full at the next meeting on 27<sup>th</sup> March in time for the given deadline.
- 019/17      Audit Update  
Tim Light has completed the end of year audit and has given approval to the documentation reviewed. The final review will be during May prior to the submission to the External Auditors.
- 020/17      Penton Corner and Penton Harroway traffic  
Comments from two residents at Penton Corner concerning the traffic issues in the vicinity were discussed. It was agreed that PMPC should approach HCC and TVBC with regard to the possibility of 'pinch point' hashes being placed on the highway in order to give the impression of reduced road width which may help slow down traffic and also the possibility of erecting a 'Not suitable for HGV's' sign onto the existing post which displays 'not suitable for long vehicles'
- Action:*      The Clerk will investigate and also respond back to the residents concerned.
- 021/17      Community Speed Watch  
Two residents along Foxcotte Road have expressed their concern about locating the first of our SID's near their properties. They felt that the flashing of the unit may impact their night time rest. The options discussed were either to have the unit displaying during the daylight hours and turned off at night or relocating. A possible relocation site was at the village pond.  
Both residents would be approached concerning the unit displaying during daylight only. However it was pointed out that partial use of the system would be at a disadvantage as the true record of traffic movements would be recorded.  
A possible review of the situation was requested.
- Action:*      The Clerk to request a further review from PC Trowbridge for a possible alternative location.

Donations

So far amount to £1265 with another £500 promised.

- 022/17 Village questionnaire  
It was unanimously agreed that a village questionnaire would be a good idea.  
*Action:* All councilors were tasked with ideas and sourcing examples of questionnaires in order to discuss fully at the next meeting
- 023/17 Speaker for AGM  
Cllr Brooks suggested a speaker from TVBC Highways, possibly Ray Aldborough or one of his team.  
*Action:* The clerk to investigate.
- 024/17 Cllr Hugh Burden absence  
Cllr Burden has informed the council that he has a posting abroad for approximately 6 months. This will involve missing 5 parish meetings. However he will be able to keep in regular contact by email. The Clerk has checked with HALC the legal position and as long as the council is in agreement that he can miss these meetings we can retain him without any issues.  
  
It was unanimously agreed that we wish him to remain as a councilor and that his absence be approved
- 025/17 **Councillor & Clerk Reports**  
  
Cllr Carrick stated that at the moment lorries are no longer being parked in the old road. However there are still up to 9 cars parked.  
  
The litter bin and dog waste sign are in place, Mark Path is still littered with cans and bottles and the hole in the hedge which was used for fly-tipping is beginning to fill up again  
  
Nelson's.  
The fence is in a worse state of repair, the rubble is growing on the council side of the fence and more fencing is dumped on the ground there. A worker has been seen leaving Nelson's yard at 4.45.  
  
*Action:* Uni-Flow rubbish is still present.  
The Clerk will again request action from TVBC Environmental Services  
  
No further comments

**Progress Reports for information and comment:**

- 026/17 Drains & Sewerage:  
No comments
- 027/17 Roads, Traffic & Maintenance:  
A question was raised at the last meeting concerning the prioritisation during 2016 for highway maintenance and resurfacing. No response has yet been received by the Clerk. The Clerk will again request.

**Finance:**

**PMPC RECEIPTS SINCE LAST MEETING 16<sup>th</sup> January 2017**

30 <sup>th</sup> December	Bank interest	£0.02
23 <sup>rd</sup> January	A Carter	£100.00
2 <sup>nd</sup> February	DJK German	£50.00

**PMPC PAYMENTS SINCE LAST MEETING 16<sup>th</sup> January 2017**

2nd November	PCC	£400.00
11 <sup>th</sup> November	HCC	£52.68
14 <sup>th</sup> November	Bulpitt Print	£95.60
6 <sup>th</sup> December	Times of the Signs	£68.96
21 <sup>st</sup> December	R. Whitmarsh	£240.00
12 <sup>th</sup> January	N Colbourne	£629.39
16 <sup>th</sup> January	Bulpitt Print	£38.00
24 <sup>th</sup> January	PRC	£148.00

**PMPC PAYMENT OF CHEQUES SENT BETWEEN LAST MEETING & SIGNED**

2 <sup>nd</sup> February	Green Tec	£263.64
27 <sup>th</sup> February	R. Whitmarsh	£240.00
27 <sup>th</sup> February	PRC	£300.00
27 <sup>th</sup> February	Light a Touch	£123.75
27 <sup>th</sup> February	Bulpitt Print	£30.00
27 <sup>th</sup> February	CPRE	£36.00
27 <sup>th</sup> February	N Colbourne	£18.75

**PMPC balance from 4th November to 3<sup>rd</sup> February 2017**

**£1,773.97**

**Comprising of Business Reserve**

**£1,673.97**

**Plus Current Account**

**£100.00**

028/17 Financial Schedules for approval and signature  
1 schedule was approved at this meeting

029/17 Cheques for signature  
6 cheques were signed

**Correspondence:** (for information only)  
No envelope circulated at this meeting

**Any Other Business:** (for information only)

**Items for the next agenda:**  
Electoral Review of Test Valley  
Questionnaire

