

Draft Minutes

Greywell Parish Council Meeting

**Wednesday 7<sup>th</sup> November 2018 at 6.00 pm in the Village Hall**

1	<p><b>Present:</b> David Millard (Chairman), Sue O'Neill (Vice Chair), Earl of Malmesbury, Henri Mogg and Mike Barter Patricia Hughes, Joint Chief Executive Hart District Council, County Councillor Jonathan Glen, District Councillor John Kennett, Elizabeth Ford (Clerk) <b>Apologies:</b> District Councillor Ken Crookes.</p>	
2	<p><b>Minutes of last meeting</b> The minutes of the meeting on Wednesday 26<sup>th</sup> September 2018 were approved and signed.</p>	
3	<p><b>Declarations of interest relating to this agenda:</b> None</p>	
4	<p><b>Matters arising from previous minutes</b> JK advised that a Parish Poll of Fleet residents had rejected the plan for a new theatre in Gurkha Square. It was confirmed that Parish Councillors could join trips to the District waste facilities, subject to date and location.</p>	
5	<p><b>Planning:</b></p> <p>a. <i>Applications to be considered at meeting</i></p> <p>i. <b>18/02348/HOU, Hobbes, Dorchester Way.</b> Erection of a part two-storey, part single storey rear extension. First floor side extension and replacement garage/car port. Remodelling of elevations including new brickwork and windows, installation of chimney. The application was discussed and <b>it was resolved</b> to submit the comment to support.</p> <p>b. <i>Update on previous applications.</i></p> <p>i. <b>18/00765/FUL, Dairy Complex White Lane.</b> Partial demolition and conversion of existing agricultural buildings to provide a day health spa facility. Creation of secondary access road, provision of car parking, landscaping and planting. GPC had submitted a revised comment maintaining its objection to the development on 11<sup>th</sup> October 2018 (see Appendix A). The latest revision of the red line drawing application was discussed and <b>it was resolved</b> to submit no comment. The earliest Hart Planning Committee meeting that the application would be discussed at would be December 12<sup>th</sup> 2018. No information was available on what comprised the £8K traffic calming referred to in the HC Highways consultee comment.</p> <p>ii. <b>18/02227/LBC, Church Cottage, The Street.</b> Proposed works to inglenook. To report GPC comment submitted on 16.10.18 Greywell Parish Council had submitted the comment to support the above on 16<sup>th</sup> October 2018</p> <p>c. <i>Local planning matters</i></p> <p>i. Hart Local Plan Hearings by the Plan Inspector would be held on 20-22 November and 4-6 and 11-12 December in the Civic Chamber, Hart District Council. Environmental policies including the Local Gap policy would be examined on Thursday 6<sup>th</sup> December. The Inspector decision on the Plan was hoped to be available in late January and early February. Any recommendations for material changes would involve a further public consultation stage. It was currently expected that the Plan would be in place by April 2019.</p> <p>ii. Fleet Regeneration Design Study It was confirmed that the RHA proposal for the redevelopment of the Hart shopping centre would not be forwarded to the Inspector. This was because it had not been received in time and its deliverability was questioned (it did not include involvement of the landowner).</p>	

6	<p><b>Ongoing issues</b></p> <p>a. Speedwatch A speedwatch had been held on 9<sup>th</sup> October, attended by PC Paul Franks and three volunteers. The date had unexpectedly coincided with high levels of parked cars outside the Village Hall which had slowed traffic. The next date would be after Christmas. More volunteers would be welcome.</p> <p>b. Website The new website structure had been reviewed prior to the meeting and would be circulated to interested parties before delivering to the contractor.</p> <p>c. Phone box – Defibrillator, CPR training, Village Emergency Telephone System All the VETS volunteers had signed up. The Village Hall Committee was still to decide on paying the future VETS and defibrillator costs. The scope of the insurance cover for volunteers under the Parish Council policy is included as Appendix B - volunteer's cars would not be covered. The VETS service agreement was yet to be signed. <b>It was resolved</b> to approve the risk assessment.</p> <p>d. Parish Lengthsman A meeting had been held with the Parish Lengthsman on 10<sup>th</sup> October. Following this a schedule of work had been defined which was reviewed at the meeting and approved with the retention of a reserve of hours as a contingency.</p> <p>e. Waste bin The Clerk had contacted Hart DC/B&amp;DBC several times without success regarding approval and funding of the bin move. Patricia Hughes offered her assistance if no information was forthcoming.</p>	
7	<p><b>Report from Patricia Hughes, Joint Chief Executive, Hart District Council</b></p> <p>The changes to the Hart newsletter for Parish Councillors following the LGA peer review were discussed and a request made to give feedback if information needed to be more relevant. District Councillor training needs were being defined and any courses would be open to Parish Councillors (some to be chargeable). The new waste contract had started in late October with few problems. Hart was now looking at other strategic plans including a Long Term Vision for the District and Emergency Planning. A request was made to send Hart any information on local resources which could be called upon in the event of emergencies e.g. private water supplies, generators, chain saw operators, tractor drivers etc.</p>	
9	<p><b>Report from District Councillor</b></p> <p><b>It was resolved</b> to bring this item forward. Covered under item 7. Cllr Kennett left the meeting at 7.15pm.</p>	
8	<p><b>Report from County Councillor</b></p> <p>HCC had made significant representations to the Secretary of State to oppose the division of the County and now Devolution and the proposal for two unitary authorities in Hampshire were no longer being progressed. If a proposal for a unitary authority was raised by finance constraints it would involve a merger between the County Council and all district and borough councils. HCC had strong finances which were well managed and good reserves which were being conserved. £180M of savings needed to be found in the next two years.</p> <p>A new grant stream, the Parish and Town Council Investment Fund, was being provided with applications from November with £0.5M for local communities to work in partnership with HCC to:</p> <ul style="list-style-type: none"> <li>• enhance existing or provide new infrastructure which supports their communities, such as community centres</li> <li>• support local communities to be more resilient, for example, tackling social isolation and in the management of their green open spaces</li> <li>• fund training to support local community members to deliver services in the area, such as maintaining rights of way.</li> </ul> <p>The proposed changes to HCC school buses from Hook to Robert Mays School were discussed. Strong technical arguments against the feasibility of a safe walking route were being submitted by parents of children at the school. Recent refurbishment of the school had included improvements to parking but another 400 cars could not be accommodated and increased traffic would go through Greywell. A decision on the proposal was yet to be made. Buses would still be provided but many more parents would have to pay.</p>	

	<p>It was suggested that Greywell provided traffic data on the congestion already occurring in the village in support of the argument to keep the buses but it was confirmed that the key issue was whether a safe walking route could be identified.</p> <p><b>It was resolved</b> to bring items 11 and 12 forward</p>										
11	<p><b>To consider impacts from proposed school transport cuts to Robert Mays School</b> See under item 9</p>										
12	<p><b>To consider response to consultation on proposed Protection Order (PSPO) for the Control of Dogs throughout the Hart District Area</b> No areas under the Parish Council control/supervision were identified which would benefit from a PSPO. <b>It was resolved</b> to thank Hart DC for the consultation on this issue but to respond with no comment.</p> <p>Patricia Hughes and Cllr Jonathan Glen left the meeting.</p>	Clerk									
10	<p><b>Finance:</b></p> <p><i>a. To note current financial situation and sign bank statements</i> Bank reconciliations as at 7<sup>th</sup> November 2018 were approved and signed as correct. Account balances were noted as follows:</p> <table border="0"> <tr> <td>i.</td> <td>Treasurer's account</td> <td>£20,538.88</td> </tr> <tr> <td>ii.</td> <td>Business 30 day account</td> <td>£12.26</td> </tr> <tr> <td></td> <td>Reconciled total</td> <td>£20,551.14</td> </tr> </table> <p><i>b. Payments and cheques for signature.</i> EoM declared an interest as President of Hampshire CPRE and so took no part in the decision on whether to make donations to both Hampshire and central CPRE. <b>It was resolved</b> to reduce the total grant to CPRE and only to continue with a £50 donation to CPRE Hampshire. Payments were approved as per the schedule over the page.</p> <p><i>c. To approve budget for 2019/2020</i> A proposed budget had been reviewed in detail by Cllrs Millard and Barter prior to the meeting. This involved an increase in the Clerk salary from 1 April 2019 to match the nationally agreed increase in the relevant local government rate. This would increase the annual salary bill by £195. <b>It was resolved</b> to approve this increase. Clerk mileage costs would be reduced by Councillors posting agendas and notices on the Village Hall notice-board. The Villager magazine would be advised that no further cost increases could be supported and if content was not relevant to the village the financial support from Greywell Parish Council might be cancelled in future years. A request would be made to the Village Hall to reduce the rental cost to the Parish Council. Parish Council organisation and funding of future commemoration events in the village was discussed but it was decided that no budget provision was necessary. The proposed budget also included a requirement to raise the precept by 2.5% to raise a further £105 for the Parish Council. <b>It was resolved</b> to approve this proposed budget which has been included as Appendix C.</p>	i.	Treasurer's account	£20,538.88	ii.	Business 30 day account	£12.26		Reconciled total	£20,551.14	
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14	<p><b>Any other business and items for agenda of next meeting</b> The Clerk would report a collapse in the roadway of Hook Road from the crown of the road to the edge of the highway which was located between the first stop sign and the junction with the dual carriageway.</p>	Clerk									
15	<p><b>Dates of next meetings</b> The next meeting (at 6pm in Greywell Village Hall) was confirmed as:  Wednesday 9<sup>th</sup> January 2019</p>										

The meeting closed at about 7.45pm

## Schedule of cheques and payments for approval/signature on 7<sup>th</sup> November 2018

Serial	Payee	Services/Goods	Amount	Cheque No	Dated
<b>Retrospective</b>			nil		
<b>Current</b>					
18	E Ford	Clerk salary,exp (Oct & Nov)	£346.28	528	7 Nov 2018
19	CPRE Hampshire	Annual Donation	£ 50.00	529	7 Nov 2018
20	K Sampson	Autumn Clean-up	£ 9.96	530	7 Nov 2018
21	Community Heartbeat Trust	VETS membership	£ 45.00	531	7 Nov 2018
		<b>Total</b>	<b>£451.24</b>		

### Appendix A – Revised GPC comment submitted to Hart District Council on 11<sup>th</sup> October 2018

18/00765/FUL | Partial demolition and conversion of existing agricultural buildings to provide a day health spa facility. Creation of secondary access road, provision of car parking, landscaping and planting. | Dairy Complex White Lane Greywell Hook RG29 1TL

#### FURTHER COMMENTS FROM GREYWELL PARISH COUNCIL – 11 October 2018

##### Introduction and summary

The Parish Council has reviewed the revised application and has unanimously resolved to maintain its strong objection.

This statement provides comments primarily on the key new document, the Technical Note, Transport Statement Addendum, RGP, June 2018 Ref: BELC/2017/3837/TN04, and revises the Traffic Impact section of the original Parish council comment which was submitted on 15<sup>th</sup> June 2018.

It also expresses concern regarding the revision to the red line limit of the application site.

##### Traffic Impact

The Transport Statement Addendum argues that it presents a robust assessment of the worst case vehicle trips. However arbitrary figures are used for the traffic distribution to reduce the number of two-way vehicle trips through Greywell to 60% of the total number. This has no factual basis and the wider catchment required for a luxury day spa will involve a high proportion of clients using the major road network including the M3 and so travelling to the site through Greywell. For the given daily total of two –way vehicle trips of 308 a distribution of 80% is justified which gives a total of 246 through Greywell. This is an increase of more than 26% above the measured existing traffic levels (when adjusted to 13 hours).

Greywell is a small rural village with a historic layout. There is no pavement outside the residential properties on the north side of The Street from the Fox and Goose Public House to the Lychgate. These houses, which make up about a quarter of the village, exit almost directly onto the highway. The majority also have no or limited parking and the road is narrowed by on-street parking particularly at the end of the day when residents return home from work. There is also traffic parked in the middle of the day on The Street by the daily users of the Village Hall.

This is not “a short section of on-street car parking which reduces the effective road to single way working” as described in the Transport Statement Addendum. It is the central core of the village and the only route from the western half of Greywell to other parts of this small, tranquil rural village.

Peak traffic levels from the development will coincide with rush hour levels and evening peak levels of on street parking.

As Greywell has no street lighting, the peak evening levels, particularly those at the end of the evening session, will also involve cars travelling through the narrow roads of the village and its surroundings in the dark.

The comparison with the urban Brighton Road in Godalming is inappropriate to the rural baseline of Greywell and does not address whether the development will have material impact on residential amenity.

The development will employ specialist staff who are less likely to live locally and, as there is no public transport, will need to travel to work by car. Clients travelling to a luxury day spa by bicycle is considered highly unlikely.

No information has been available and so the Parish Council cannot comment on whether the proposed traffic calming, which is referred to in the comment from the Hampshire County Highways consultee, will be detrimental to the character of the Conservation Area.

In addition the Parish Council still maintains its concern that although the facility is being called a “day health spa facility”, the facilities on offer are those of a full-on Gym (similar to the Four Seasons which has over 400 members but is also heavily subsidised by its hotel guests) rather than a “day spa”. The required membership numbers to make the provision of these facilities a viable project are unknown and the disclosure of this information not necessary as part of the planning application process, but based on Gyms in the area numbers could exceed 500 members.

As the current application includes two studios many members will visit for classes which will create high vehicle movements prior and after each class (of which there could easily be 10 a day) and so aggravate peak flows and traffic congestion in the village.

The inclusion of a creche area is also noted. This will require increased staff numbers above that of a spa type facility (legally one staff to three children ratio required) but also indicates that the pattern of use of the facility will similar to a Gym rather than a “day spa”.

It is worth quoting the views of just three of the 50 plus Greywell residents who have objected to encapsulate the issues. These comments demonstrate the ongoing highway problems in the village at the existing traffic levels:

“It has become very evident over the past few years that ever increasing numbers of vehicles, including delivery vans and high-sided vehicles, use Greywell as a cut-through, particularly during the rush hour, but also throughout the day. It is not an adequate route for these vehicles, owing to the narrowness of The Street, in particular, which often has an almost unbroken line of parked vehicles along its length. Currently, there are often delays as vehicles reach this bottleneck and have to weave in and out of parked cars, along what effectively has become a single carriageway through the Village. With the majority of its historic period houses and cottages having been built close to the road, long before motorised traffic existed, the increase in fast moving vehicles through our village (often with little or no regard for other road users) has become a cause for great concern; for residents driving to and from their own homes, the many cyclists (individual and increasingly large groups at weekends) and the pedestrians walking though the village (including children and accompanying dogs). “

and...

“The inevitable increase in traffic will impact on residents and visitors' safety. There is only one very short stretch of pavement on the field side of The Street and almost all of Greywell's residents exit their houses both on foot and by car, straight onto the road. The busier the village's roads are, the more compromised their safety becomes. I cannot believe that the need for a new business providing leisure activities for Greywell & the surrounding area is more pressing than the need to protect the safety and welfare of the village's residents and visitors.

Those who wish to attend a spa may go to the one at The Four Seasons in Dogmersfield to name just one. Those who wish to attend yoga and pilates classes are already well served by the existing regular classes in the Village Hall (also held in many other nearby village halls) and at The Park gym in Hook. There is ample opportunity for leisure activities already in the village: walking, running, fishing, cycling & riding are continually enjoyed by its residents and visitors alike. A synthetic alternative is entirely unnecessary and unwanted for the reasons outlined above.”

and...

“It is impossible to overstate how much Greywell is valued by residents and visitors alike. It is a destination for walkers, cyclists, school parties and others at all times of the week. King John's castle, the Basingstoke Canal, the church, the 16th century pub and buildings with direct connections to Cromwell and the Civil War make Greywell particularly special and much visited with a perpetual impact on road congestion, amenity value and residents.

Adding a new commercial, membership organisation with opening hours from 6.30am x 7 days per week will clearly increase the existing transport pressures on the village, increasing the danger to residents and visitors and extending the transport beyond current peak periods. It will also continue to erode the very rural, historical charm that thousands of visitors per year appreciate so much. I feel this character is too delicate, vulnerable and important to be damaged by a predominantly 'members only', new commercial facility. “

### **Revision of the Red Line**

Greywell Parish Council would like to register its concern regarding the revised red line extent of the application.

Based on national guidance (planning.gov.uk) the red line should include all land necessary to carry out the proposed development (e.g. land required for access to the site from a public highway, visibility splays, landscaping, car parking and open areas around buildings). A blue line should be drawn around any other land owned by the applicant, close to or adjoining the application site. (Paragraph: 024 Reference ID: 14-024-20140306, Revision date: 06 03 2014)

The latest red line drawing does not comply with the above. It is of a much greater areal extent than the land necessary to carry out the proposed development and involves a loss, in planning terms, of a significant area of agricultural land.

Greywell Parish Council therefore requests that Hart District Council obtain a further revision to the red line drawing which is limited to the land necessary to carry out the proposed development.

In summary:

- Greywell is a small, attractive, rural village valued by residents and visitors alike, particularly walkers, horse riders and cyclists
- the main access to the proposed “spa” runs through narrow country lanes and then through the narrow lanes making up the heart of the village, Hook Road and The Street

- there is already congestion at peak times along The Street due to on-street parking (only a third of houses have space to park off the road)
- most of the houses on Hook Road with off street parking have 'blind' access to the road
- there are few pavements and there is no street lighting in the village
- the access to the "spa" is off a blind bend on the Nately Road
- the demand for this kind of facility is questionable given local provision elsewhere;
- traffic impacts from this development will be seven days a week, 360 days per year .

### **Other impacts**

The Parish Council would also like to express concern that the development proposed for the site:

- requires encroachment onto the adjacent agricultural land;
- still does not specify a proposal for foul drainage. This will involve development outside the original site area, on agricultural land, and if located in the location of the trial pits will be between the development and the village. It will also involve treated discharges in the vicinity of the Greywell Fens SSSI.
- Prevention of light pollution from the site is important to minimise the night-time visual impact of the development on the "dark skies" village and also minimise the impact on bats. The nearby Greywell Tunnel is a nationally important bat habitat.

### **Future development of the site**

There is also another issue and that is that these "day spa" proposals cover just the first stage of what could eventually develop into a much larger complex. The applicant referred to the present proposals as "Phase 1" at a presentation with Phase 2 for another development in the adjacent farm building - see Greywell Parish Council minutes of the meeting on Wednesday 17<sup>th</sup> January 2018. Such additional development would further increase the already harmful traffic impacts on the village.

### **Conclusion**

The marginal benefits, due to the provision of a yet another nearby "spa facility" and the limited number of local employment opportunities, are far outweighed by the significant negative effects the proposals will have on the safety and also the amenity and convenience of residents and visitors resulting from increased traffic through the village of Greywell: traffic impacts which will be at harmful levels for *seven days a week, 360 days per year*.

The Parish Council strongly objects to the application and requests Hart District Council to refuse permission. If the Planning Department recommends that permission is granted, the Parish Council requests that the application is heard by the Planning Committee

Greywell Parish Council  
11 October 2018

### ***Appendix B – Scope of Insurance Cover for VETS volunteers under Parish Council policy as confirmed by Came and Company on 10<sup>th</sup> October and 6<sup>th</sup> November 2018***

Public Liability Insurance will be provided automatically for the Council's responsibilities towards the Community Heartbeat Trust's Volunteer Emergency Telephone System.

The volunteers involved in this agreement, when working on behalf of the Council, will be covered automatically under the Employers' and Public Liability Insurance sections of the policy for no additional premium. The policy definition of an employee includes such people where they carry out work for the Parish Council even though they are not considered as an employee from a PAYE/payroll perspective.

The volunteers in question will also be automatically covered under the Personal Accident section where there is a sum payable of £100,000 in the event of an accident causing death, loss or limbs or sight or permanent total disablement. A £500 weekly benefit is payable for a maximum period of 2 years should the accident prevent them from carrying out their role.

The key consideration is that the Parish Council will owe the volunteers a duty of care as they are in direct control of the work they undertake.

In order to discharge the duty of care and to reduce the likelihood of injury or damage arising we strongly recommend that risk assessments of the proposed tasks are completed in writing and kept on your records. The Parish Council should ensure the volunteers competent to carry out the work and, for the more manual duties, have access to the correct tools as well as suitable clothing/protective equipment.

The cover provided for Council volunteers does not extend to cover the volunteer's vehicles. We would expect any claims for injury or damage arising from the volunteers' vehicle to be directed towards the vehicle owner's motor insurers as this is beyond the roles and responsibilities of the Council and therefore recommend the Council ensure the owners have the appropriate motor insurance in place.

**Appendix C – Greywell Parish Council Budget for 2019/2020**

<b>Expenditure</b>		
Clerk's salary & tax		£2,078
Clerk expenses		£100
Admin		£45
Membership/donations		£305
DLFF & professional fees		0
General	Liability insurance	£361
	Internal Audit	£165
	Website Management	£190
	Chairmans Allowance	£ 50
	Section 137	£300
	Parish Magazine	£300
	Newsletter	£ 60
	Venue hire	£140
	Maintenance	£200
	Hi-Viz Jackets	0
	Training	0
	Election 2018	0
WW1 commemoration		0
Deptford Lane Ford		0
Boardwalk project		0
Broadwater Footpath		0
VAT paid		£125
Contingency		0
<b>Total</b>		<b>£4,419</b>