

## PETERSFIELD TOWN COUNCIL

A meeting of the Town Development Committee was held via Zoom teleconferencing facility on Friday 5<sup>th</sup> February 2021 at 3.00 pm.

**PRESENT:** Cllr J Palmer (Chairman), Cllr P Bisset, Cllr J C Crissey, Cllr S Dewey, Cllr P Shaw, Cllr Mrs J Butler (East Hampshire District Council), Mr R Mocatta (South Downs National Park Authority), Cllr R Oppenheimer (Hampshire County Council), Ms L Bevan, Mr K Hopper, Mr P Marshall, Mr G Morgan-Owen, Ms S Morris, Mr T O'Kelly

Also in attendance: Cllr Mrs L Farrow (Town Mayor), Cllr J Deane, Cllr J Lees, Cllr C Paige, Mr N Hitch (Town Clerk), Mr S Field (Projects Manager) and Mrs S Fisher (Committee Administrator). There were 1 member of the public and 1 member of the press present.

Members were advised that the meeting would be recorded and the recording retained until the minutes of the meeting had been approved. There were no objections.

**T 1365**      **CHAIRMAN'S REMARKS**

The Chairman welcomed everyone to the meeting.

**T 1366**      **APOLOGIES FOR ABSENCE**

No apologies were received.

**T 1367**      **GRANTING OF DISPENSATION UNDER SECTION 33 OF THE LOCALISM ACT (2011)**

There were no requests for dispensation.

**T 1368**      **DECLARATIONS OF INTEREST**

There were no declarations of interest.

**T 1369**      **APPROVAL OF MINUTES**

**RESOLVED**                      that the minutes of the Town Development Committee, held on 8<sup>th</sup> January, be approved

**T 1370**      **PUBLIC PARTICIPATION**

There were no requests to speak by members of the public.

**T 1371**      **PETERSFIELD STRATEGY GROUP AND PETERSFIELD OPERATIONAL GROUP**

Members received and considered the minutes from the Petersfield Strategy Group (PSG) meeting on 29<sup>th</sup> January and the Petersfield

Operational Group (POG) meeting on 19<sup>th</sup> January (*see appendix A*). Steady progress is being made in relation to the dangerous junctions in the town and Hampshire County Council is leading on costings for studies of the junctions, with part of the funding coming from the East Hampshire District Council Placemaking budget. The priorities for the junctions were confirmed as: 1. The junction at the Causeway/Hylton Rd, 2. The crossing at Durford Rd/Pulens Lane/Heathfield Rd and 3. Station Rd from the level crossing down to the junction with the one-way system. Keith Hopper and Gethin Morgan-Owen had prepared an excellent report for the PSG meeting on the Station Road junctions from the level crossing to Tor Way. Mr R Mocatta reported that he expected the costings work to be concluded at the end of quarter 2 or in quarter 3 of this year.

PSG also considered the creation of a sports hub at Penns Place and agreed that the focus should be on encouraging more children in the town to play sport.

T 1372

#### **UPDATE ON THE TOP 6 TOWN DEVELOPMENT COMMITTEE PROJECTS**

1. **Crossings-** this had already been discussed under the previous item.
2. **Parking-** Mr Mocatta informed the meeting that East Hampshire District Council (EHDC) intended to review parking over the coming year.
3. **The Town Centre Spine** (Cllr R Oppenheimer)- there were no specific updates.
4. **Cycling and walking in the Town** (Mr G Morgan-Owen and Mr K Hopper)- They had prepared a paper for the Petersfield Strategy Group (PSG) on the dangerous junctions along Station Rd but had not had the opportunity to bring this paper for approval to the Town Development Committee (TDC) before it was presented to the PSG. Mr K Hopper explained that the paper had recommended that the speed limit needed to come down to 20m.p.h in the area and that, to increase walking and cycling, drivers' attitudes required changing which could be achieved with suitable traffic calming measures. This is the approach which would need to be adopted at all of the dangerous junctions across the town, with drivers looking out for walkers and cyclists and giving way to pedestrians. The 20m.p.h zone needs to be extended in a cohesive way with improved signage.

Mr Hopper and Mr Morgan Owen are now looking at the Hylton Road/Dragon Street/Sussex Road junction for the PSG.

There was a discussion as to whether future papers they prepare should come through the TDC for approval before being presented to the PSG but there was concern that this would lead to delay as the meetings schedules do not align. It was agreed that future papers should come to TDC for approval, even if this is retrospective, and any changes made by the TDC to a paper could then be fed back to the next PSG meeting.

Members will give their feedback on the Station Road paper by no later than 15<sup>th</sup> February, in time for the next PSG meeting.

Mr Hopper and Mr Morgan-Owen were thanked for their excellent work and it was agreed that the over-arching principles are that the speed limits in the town should be reduced and the visual aspect improved for walkers and cyclists.

The Petersfield Society is holding an Open Forum on active travel on 13<sup>th</sup> March to talk and debate with residents on this issue.

5. **Tourism** (Ms L Bevan)– A report regarding the Town Council's strategy for digital provision will be considered at this month's Finance and General Purposes Committee and proposals for the appointment of a contractor to build a new tourism website will be brought to March's Town Development Committee meeting for discussion.
6. **Signage** (Cllr S Dewey)- funding is awaited for additional signage (map boards and heritage signs).

**T1373**

#### **REPORT ON CAR PARK SIGNAGE**

Members received and considered the 2017 report which had been prepared by Mr R Besant (deceased) regarding suggested improvements to signage for car parks (*see appendix B*). It was agreed that the report was useful but required updating and that this should be done despite the intended review of car parking by East Hampshire District Council.

#### **RESOLVED**

**to form a Working Party to look at all of the signage to car parks across the town, the membership of the Working Party to be: Cllr J Lees, the Projects Officer, Mr T O'Kelly and with some input from Mr K Hopper**

There was some discussion regarding the signage design options and it was noted that there are national standards which must be followed to ensure consistency.

**T1374**

#### **VEOLIA APPLICATION FOR A WASTE INCINERATOR ON THE A31**

Members received and considered the information provided by the clerk of Froyle Parish Council in relation to a planning application by Veolia to build a waste incinerator near Alton on the A31 (*see appendix C*). Whilst the planning application does not directly affect Petersfield members agreed that a waste incinerator plant in this location could affect the air quality in the town with pollutants, although the impact is unclear. Members also agreed that an incinerator was not a waste management strategy which they would support as it was unlikely to lead to an increase in recycling or a reduction in the use of packaging. It was agreed that an objection could be lodged on the basis that there

was insufficient evidence as to how the proposal would affect Petersfield.

Mr R Mocatta requested a recorded vote and Mr R Mocatta and Cllr R Oppenheimer (as County and District Councillors and representatives to the South Downs National Parks Authority) and District Councillor Mrs J Butler all abstained from the discussion and voting as they felt it was not appropriate to be involved due to their other roles.

The deadline to submit a response to the application is 15<sup>th</sup> February and it was agreed that, due to the timescale and the number of members present at the meeting, a resolution on this could be made by the Town Development Committee without a decision at Full Council.

The resolution was proposed by Cllr J Palmer and seconded by Cllr P Bisset. For: Cllrs J Palmer, P Bisset, J C Crissey, S Dewey, J Lees, P Shaw, Ms L Bevan, P Marshall, G Morgan-Owen. There were no votes against. Abstentions: R Mocatta, Cllr R Oppenheimer, Cllr Mrs J Butler.

**RESOLVED** to invite the Town Clerk to lodge an objection to the Veolia application for an Advanced Energy Recovery System on the basis that the impact on Petersfield in terms of waste management and potential pollutants has not been properly explored and further information is required

**T1375** **PETERSFIELD NEIGHBOURHOOD PLAN REVIEW WORKING PARTY**

Cllr P Shaw gave an update on the work by the Working Party to review the Neighbourhood Plan (*see appendix D*). Chapters 7 and 8 will be considered next.

**T1376** **PETERSFIELD CLIMATE ACTION NETWORK (PeCAN)**

Ms L Bevan gave a verbal update, PeCAN is submitting grants applications to District Councillors for a range of projects and is also applying to the National Energy Foundation for funding to help residents retrofit their homes and to train retrofit co-ordinators and installers.

**T1377** **PLANNING APPLICATIONS**

Members did not have any comments on the planning applications.

**T1378** **INFRASTRUCTURE DELIVERY PLAN**

Members had completed the review of the plan and the allocation of scores to the proposed projects at January's meeting and considered the top 10 projects based on the scoring allocation (*see Appendix E*). The primary purpose of the Infrastructure Delivery Plan (IDP) is to identify smaller, more deliverable and achievable projects which could successfully attract Community Infrastructure Levy (CIL) funding from

the South Downs National Park Authority. As a result, the scoring favoured outdoor projects connected with improving landscape and visual appearance. It was noted that, whilst the Festival Hall refurbishment project did not score highly with these criteria (and was unlikely to qualify for CIL funding in any event), it remained a key priority for the Town Council and that the scoring for the IDP requires contextualising.

The IDP is intended as a guide to feed into the priorities for Town Council committees and would be updated by Officers regularly and approved by Full Council every 6 months.

**RECOMMENDED**

**that the Infrastructure Delivery Plan is an internal document which seeks to provide guidance on new funding applications where emerging funding may become available and it is not intended to be a definitive priority list**

*There being no further business, the meeting closed at 4.24p.m.*

## Meeting Notes

### Petersfield Operational Group (POG)

As part of the Place-Making Governance for Petersfield

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<b>Date</b>	Tuesday 19 <sup>th</sup> January 2021
<b>Time</b>	01.30 – 03.00pm
<b>Venue</b>	Conference call via Microsoft Teams
<b>Attendees</b>	<p>EHDC – Danielle Friedman-Brown (<i>Chair</i>) EHDC – Sarah-Jane Bellis (<i>Meeting notes</i>) EHDC – Julie McLatch EHDC – Lucy Whittle EHDC – Emma Baxter EHDC – Matthew Fisk EHDC – Alison Mills HCC – Brandon Breen HCC – Claire Whitehouse HCC – Debs McManus HCC – Karen Wright HCC – Nicola Waight HCC – Olu Ashiru PTC – Neil Hitch PTC Walking &amp; Cycling Working Group - Gethin Morgan–Owen PS – Keith Hopper SDNPA – Chris Paterson SDNPA – Gill Welsman</p>
<b>Apologies</b>	<p>EHDC – Sarah Hobbs EHDC – Michelle Day PTC – Steve Field HCC – Simon Cramp EHDC – Lewis Ford</p>

<i>Ref.</i>	<i>Item</i>
1.	<p><b>Introductions and apologies</b></p> <p>Danielle welcomed the group and introductions / apologies were made see above.</p>
2.	<p><b>Meeting notes and actions from the last meeting</b></p> <p>The meeting notes from the last meeting were discussed and no comments were received. A revised action log has been provided as part of these meeting notes (see below).</p>
3.	<p><b>Petersfield Strategy Group (PSG) Update</b></p> <p>It was raised that the group needs to co-ordinate and consider an overall strategy and gives us an overall aim / focus.</p> <p>There followed a discussion on this and it might be more like a framework, guided by core objectives that can help prioritise work between varying types of schemes.</p> <p>This could be done by the group itself, or by consultants.</p>
4.	<p><b>Update on Covid Active Travel Emergency Fund</b></p> <ul style="list-style-type: none"> <li> <p><b>Tranche 1</b></p> <p>Review completed. Safety audit has no issues, just not 100% compliance on bus gate. Problems known and acknowledged. Looking to overcome them in tranche 2.</p> </li> <li> <p><b>Tranche 2</b></p> <p>Active Travel Funding for Bus Gate in Town Centre. The key is making the bus gate a more permanent aspect with the aim to reduce traffic through the town centre. There is an issue of enforcement, there will be no camera. However, there will be more signage and it will be monitored. The gate will be formalised by signing and perhaps something more robust like planters. Will need to consult with the police and emergency services, who would prefer something self-enforcing and consider maintenance and public good will. It is a tricky balancing act.</p> <p>It was raised that HGV access needs to be considered to the town centre for the premises within the gate. In response the gate prohibits any vehicle except buses &amp; emergency services. Delivery vehicles will have access via alternative routes. As of yet there have been no reports of complaints.</p> <p>What are the timescales? In response it was said that the designs are to be drafted, then consult initially with stakeholders, then after consultation re look at the design. Timescales are tight, like to start mid-February for consultation. Then onto the end of March to order the schemes. The aim is to consult imminently. It's an extended temporary scheme.</p> <p>HCC would like to do rigorous consultation. They will need a list of stakeholders.</p> </li> </ul>



Ref.	Item
	<p>It was remarked that it would be useful to include the Royal Mail, HSBC and Lloyds Bank and that they need to consider people with no internet access.</p> <p>It was also suggested that HCC use existing resident groups for those hard to access info online. The group could help with adding contacts to consultation list.</p> <p>It would be an idea to put notice up at vaccination centres and perhaps radio advertisements? Notices could also be put up in the Library and Festival Hall when reopen, and possibly pubs when they re-open and if it fits in the time frame for the consultation.</p> <p><b>ACTION: SJ to send around the stakeholder list to the POG group and PTC to add/amend details.</b></p>
5.	<p><b>Mapping of Petersfield Projects</b></p> <p>Mat Fisk updated the group on the mapping work he is currently doing. For the LCWIP, including bikability study to be transcribed into mapping system, onto a mapping website, where it will be access for all, public website, hosted by EHDC.</p> <p>A similar map for Petersfield projects – seems like a good idea, if it can be interactive, pin comments?</p> <p>There was a discussion on interactive mapping examples; Petersfield Neighbourhood Plan used Lithograph, although there is probably more advanced software now. This was done by a consultant and cost a bit of money but was well received.</p> <p>HCC could do it using Common Place as they have a licence for a year.</p> <p>The maps shown (Where I live example) could be just right for the strategy work. GIS information would be very useful from a S106 projects perspective.</p> <p><b>Gethin:</b> Frustrated with lack of maps. He has drawn up his own maps on cycle routes. Perhaps for ongoing discussion these maps would be useful. Current maps are not completely accurate and need to be further refined. Requested Jpeg of bikability map from Mat Fisk.</p> <p>The discussion was concluded as something the group will come back to. We need to refine what we want and need them for, which can be discussed at future meetings.</p> <p><b>ACTION: Mat Fisk to share Jpeg of Bikability Study map with Gethin.</b></p>
6.	<p><b>Petersfield Projects Master Spreadsheet Priorities</b></p> <ul style="list-style-type: none"> <li>• <b>Next steps to present to PSG</b></li> </ul> <p>There was a discussion on the priorities spreadsheet circulated prior to the meeting and how we move forward, now there are some projects that the Strategy Group wanted officers to pursue. The initial work would be to assess the identified priorities and considerations to take them forward, including available funding and contribution to wider aims for movement around the town.</p> <p>The resource to take forward that work, and how it could be commissioned was discussed. The work on all the projects identified can be done in parallel before further prioritisation. Should also include public consultation in the work.</p> <p><b>Next Steps</b></p> <ul style="list-style-type: none"> <li>○ <b>Priorities:</b></li> </ul>



Ref.	Item
	<ul style="list-style-type: none"> <li>• EHDC and HCC (Olu) to draft a brief. HCC Traded Services to then advise on the timing and availability for the work.</li> <li>• Aim to get the work going as soon as possible. Need to schedule a meeting to agree the scope of the work. Once the scope of the work is agreed HCC suggest a workshop on each junction to refine the brief. Also suggested a joint working arrangement best option for commission.</li> <li>• EHDC as the client role and the lead place making authority on this. However, it is important to give opportunity for others to be involved.</li> </ul> <p><b>ACTION:</b> HCC to advise on timing and availability of scoping the work.</p> <p><b>ACTION:</b> HCC (Olu) to assist EHDC on writing brief.</p> <p><b>ACTION:</b> Brief to be drafted as soon as possible.</p> <p><b>ACTION:</b> Work scoping meeting to be scheduled.</p>
7.	<p><b>Petersfield Partner Updates</b></p> <p><b>SDNPA:</b> Good progress being made with map boards and heritage projects coming forward.</p> <p><b>PTC:</b> Doing an extension to the project on map boards and finger posts. Festival Hall project not moved further forward, still investigating ways to improve the lighting rigging using the allocated S106 funds. Toilet block on the Heath to be taken forward later this year, starting with a feasibility study.</p> <p><b>HCC:</b> No updates.</p> <p><b>EHDC:</b> No updates.</p>
8.	<p><b>AOB</b></p> <p>No other business was raised.</p>

## Action Log:

Action	Who	Red, Amber or Green	Progress
ADMIN			
Organise a central repository of important documents.	HCC, EHDC & PTC Officers	A	Ongoing
COMMUNICATIONS			
Develop a Petersfield Place-Making webpage.	PTC Officer	A	To be set up once the Petersfield Stakeholder Group (PShG) has been established.
Develop a Petersfield Place-Making logo.	PTC Officer	A	To be developed once the Petersfield Stakeholder Group (PShG) has been established.
Finalise Petersfield Place-Making Report.	EHDC Officer	A	In progress.
Explore development of an interactive neighbourhood plan / place-making map with EHDC Data & Intelligence Team.	EHDC, SDNPA & PTC Officers	A	Ongoing
TRANSPORT, MOVEMENT & ACCESS			
Share information on costs and funding available.	HCC Officer	A	Ongoing
Keep group updated on GIS layers.	EHDC Officer	A	Ongoing
Jpeg of Bikability map to be sent to Gethin.	EHDC Officer	A	Ongoing
Send to POG group stakeholder contacts list for review, for HCC tranche 2 public engagement	EHDC Officer	A	Ongoing
PETERSFIELD PLACE-MAKING MASTER SPREADSHEET			
Inform LF/SJB which s106 contributions need to be spent first to avoid clawback.	SDNPA Officer	A	Ongoing

Action	Who	Red, Amber or Green	Progress
Send LF/SJB the 2019 accident data and google map links to project locations.	HCC Officer	A	Ongoing
Inception meeting to be scheduled	HCC / EHDC Officer	A	Ongoing
Asist in writing framework brief	HCC / EHDC Officer	A	Ongoing



## Meeting Notes

### Petersfield Strategy Group (PSG)

As part of the Place-Making Governance for Petersfield

<b>Date</b>	Friday 29 <sup>th</sup> January 2021
<b>Time</b>	12.30pm – 14.00pm
<b>Venue</b>	Conference Call via Microsoft Teams
<b>Attendees</b>	EHDC – Cllr Robert Mocatta ( <i>Chair</i> ) EHDC – Cllr Ben Bentley EHDC – Cllr Julie Butler EHDC – Cllr David McKinney EHDC – Cllr Matthew Gass EHDC - Danielle Friedman-Brown ( <i>Deputy Chair</i> ) EHDC – Lewis Ford ( <i>Meeting Notes</i> ) EHDC – Sarah-Jane Bellis EHDC – Georgia Loud EHDC – Emma Baxter EHDC – Kirsty Cope HCC – Cllr Russell Oppenheimer HCC – Simon Cramp HCC – Olu Ashiru HCC – Claire Whitehouse PTC – Cllr Peter Bisset PTC – Neil Hitch SDNPA – Cllr Doug Jones SDNPA – Chris Paterson Keith Hopper Gethin Morgan-Owen
<b>Apologies</b>	Damian Hinds MP

Ref.	Item
1.	<p><b>Introductions and apologies</b></p> <p>Cllr Mocatta welcomed the group and explained that the aim for 2021 was to start delivering the identified priority projects using Section 106 (s106) developer contributions.</p>
2.	<p><b>Notes from last meeting, actions and feedback</b></p> <p>The meeting notes from the last meeting were discussed and no comments were received.</p> <p>The actions from the last meeting were discussed and updates provided; a revised action log has been provided as part of these meeting notes (see below).</p>
3.	<p><b>Petersfield Sports Provision (Love Lane)</b></p> <p>The <b>EHDC Open Space, Sports &amp; Recreation Study</b> was published in 2018 and includes the following strategies:</p> <ul style="list-style-type: none"> <li>• EHDC Open Space Strategy;</li> <li>• EHDC Sports Facilities Strategy; and</li> <li>• EHDC Playing Pitch Strategy (PPS).</li> </ul> <p>The Study can be found on EHDC's website here:  <a href="https://www.easthants.gov.uk/open-space-sports-and-recreation-study">https://www.easthants.gov.uk/open-space-sports-and-recreation-study</a></p> <p>The <b>EHDC Local Football Facilities Plan (LFFP)</b> was produced in collaboration with the Football Association (FA) and all local football clubs with 10 or more teams. The LFFP took forward the key strategic football priorities in the PPS (2018) and was finalised in late 2020. It can be found here:  <a href="https://localplans.footballfoundation.org.uk/local-authorities-index/east-hampshire/east-hampshire-local-football-facility-plan/">https://localplans.footballfoundation.org.uk/local-authorities-index/east-hampshire/east-hampshire-local-football-facility-plan/</a></p> <p>The projects included in the LFFP (2020) are eligible, subject to a formal application, for Football Foundation funding. The PPS (2018) and LFFP (2020) highlight the following football priority projects in Petersfield:</p> <ul style="list-style-type: none"> <li>• Upgrade to the pitches at Love Lane;</li> <li>• Upgrade to the pitches, and deliver a pavilion, at Penns Place; and</li> <li>• Upgrade the pitch surface at TPS<sup>1</sup>.</li> </ul> <p>Petersfield is strategically placed to unlock CIL, s106 and Football Foundation funding. This will require formal applications, feasibility studies, consultation and delivery. EHDC can support but the main drive needs to come from the sports teams / landowner(s).</p> <p>Cllr Bentley added that the cricket pitch and rugby pitches at Penns Place also need to be considered. There may be an opportunity for Petersfield Town Junior FC to pitch share with the cricket club.</p> <p>Cllr Mocatta summarised that planning permission for Penns Field B needs to be obtained first, before then considering all other sporting provision at Penns Place.</p>

<sup>1</sup> This needs to be replaced every 10 years.



Ref.	Item
4.	<p data-bbox="231 210 794 250"><b>Petersfield Place-Making Priority Projects</b></p> <p data-bbox="231 275 1337 309"><b>Please see circulated PowerPoint presentation entitled “210129 – PSG Priority Projects”.</b></p> <p data-bbox="231 338 817 371"><u>Step 1: Identify the Petersfield Priority Projects</u></p> <p data-bbox="231 403 957 436">As agreed previously, the Petersfield Priority Projects are:</p> <ol data-bbox="277 468 1428 694" style="list-style-type: none"> <li>1. Crossroads of Dragon Street / The Causeway / Sussex Road / Hylton Road. <ul style="list-style-type: none"> <li>o <i>Opportunity to investigate links to Tesco and onto Alderfield / Meadow Lands etc.</i></li> </ul> </li> <li>2. Pulens Lane Traffic Calming Improvements.</li> <li>3. Junction of Charles Street / The Spain / Swan Street.</li> <li>4. Junction of Chapel Street / Station Road / Tilmore Road.</li> <li>5. Town Spine.</li> <li>6. MicroSim Modelling.</li> </ol> <p data-bbox="231 725 1433 887">The above priority projects range in terms of improvements for active travel, capacity and safety. The MicroSim modelling will investigate how all the above proposals will interact with each other. The modelling will look at active travel, traffic flow and transport nodes, along with phases of implementation. The modelling will also highlight how all the above projects will impact other junctions in and around the town.</p> <p data-bbox="231 918 724 952"><u>Step 2: Develop a brief for each project</u></p> <p data-bbox="231 983 1428 1081">EHDC will assist HCC in developing briefs for each of the identified priority projects. It has been agreed that EHDC will pay for the modelling and initial feasibility work using its place-making budget – subject to the final brief and confirmed costs. In essence:</p> <ul data-bbox="277 1113 635 1182" style="list-style-type: none"> <li>• EHDC is the “client”; and</li> <li>• HCC is the “contractor”.</li> </ul> <p data-bbox="231 1214 1452 1283">District ward councillors expressed an interest in working with Gethin and Keith to prepare briefing notes for all the above priority projects, similar to that of the Station Road Brief (see attached).</p> <p data-bbox="231 1314 1396 1384"><b>ACTION:</b> District ward councillors to liaise with Gethin and Keith about briefing notes for each priority project.</p> <p data-bbox="231 1415 695 1449"><u>Step 3: Detailed Design and Delivery</u></p> <p data-bbox="231 1480 1465 1606">Once all the above is completed, s106 money will be used to deliver the projects. As confirmed by the SDNPA, the oldest s106 contributions will be spent first where possible. For example, the s106 contribution collected from “land south east of the Causeway” is the oldest contribution and will be used to fund the highest priority project; see above.</p> <p data-bbox="231 1637 1013 1671"><u>Central Government £2 billion package for cycling and walking</u></p> <p data-bbox="231 1702 1468 1897">The Government's fund of £2bn for cycling and walking was announced in Spring 2020 and, so far, only £250m has been released as part of the emergency Active Travel Fund (see Tranche ATF below). EHDC and HCC are working closely together and are ready for when the opportunity to bid for the rest of the funding package becomes available; we need to confirm options and costings (see Step 2 above) to inform any future funding application. All bids will need to be LTN 1/20 compliant and the councils will put in a bid to obtain funding for LCWIP and PSG priorities.</p>

Ref.	Item
	<p><u>"Masterplan"</u></p> <p>The PSG will look to develop a "masterplan" to include a framework, spreadsheet and interactive map. It was discussed that the Town Development Committee (TDC) is looking to appoint consultants to develop a business case; it is important that this work is coordinated with the work of the PSG and POG.</p> <p><u>LCWIP</u></p> <p>EHDC is working in partnership with HCC. The LCWIP mapping layers are being re-drawn so that they can be incorporated into the GIS and published on the council's website. This is a significant piece of work and the Petersfield maps are being prioritised – EHDC is hoping to get the Petersfield maps ready by late-February / early-March 2021.</p>
5.	<p><b>Petersfield Partners Update</b></p> <p><u>a) East Hampshire District Council (EHDC)</u></p> <ul style="list-style-type: none"> <li>EHDC has deployed <b>"Covid Marshals"</b> to support trading businesses and ensure health and safety / social distancing is being met on the high street.</li> <li>EHDC is preparing for additional high street businesses to reopen over the coming months as lockdown restrictions start to ease.</li> <li>The PSG was reminded that <b>infringement of social distancing and public gatherings</b> needs to be reported to the Police via the following link:  <a href="https://www.hampshire.police.uk/tua/tell-us-about/c19/v7/tell-us-about-a-possible-breach-of-coronavirus-covid-19-measures/">https://www.hampshire.police.uk/tua/tell-us-about/c19/v7/tell-us-about-a-possible-breach-of-coronavirus-covid-19-measures/</a> </li> </ul> <p><b>ACTION:</b> All to encourage residents and businesses to report infringements of social distancing and public gatherings to the Police via the online link circulated.</p> <p><u>b) Hampshire County Council (HCC)</u></p> <ul style="list-style-type: none"> <li>Tranche 2 Active Travel Fund (ATF) Schemes: <ul style="list-style-type: none"> <li>Currently drafting proposals to go out to public consultation; to include bus-gate, "parklets", additional cycle racks and planters (to replace existing barriers)</li> <li>Public consultation needs to be completed by 25<sup>th</sup> March 2021.</li> <li>Public consultation will comprise letter drops, councillor briefing note and (possibility of) virtual public workshops.</li> </ul> </li> </ul> <p><u>c) Petersfield Town Council (PTC)</u></p> <ul style="list-style-type: none"> <li>The working party for the Neighbourhood Plan review continue to meet.</li> <li>The working party for the Festival refurbishments continue to meet.</li> <li>The Heath Toilets refurbishment; <ul style="list-style-type: none"> <li>Looking to obtain specified Causeway Farm s106 funding; and</li> <li>To consider provision of Changing Places (CP) for disabled users.</li> </ul> </li> <li>The Heath Car Park; to be re-opened once lockdown starts to ease.</li> </ul>




Ref.	Item
	<p>d) South Downs National Park Authority (SDNPA)</p> <ul style="list-style-type: none"> <li>The South Downs Dark Skies Festival 2021 will run between 12<sup>th</sup> and 28<sup>th</sup> February 2021. Further information and a programme can be found here: <a href="https://www.southdowns.gov.uk/dark-night-skies/festival/">https://www.southdowns.gov.uk/dark-night-skies/festival/</a></li> </ul> <p><b>ACTION:</b> All to promote the South Downs Dark Skies Festival 2021.</p>
6.	<p><b>Next steps, way forward and date of next meeting</b></p> <p>The next PSG meeting will:</p> <ul style="list-style-type: none"> <li>Include an agenda item on the LCWIP and walking; and</li> <li>Take place on 12<sup>th</sup> March 2021 at 1pm.</li> </ul> <p><b>ACTION:</b> Lewis to include "LCWIP and walking" on the next PSG agenda.</p> <p><b>ACTION:</b> Lewis to rearrange the next PSG meeting from 5<sup>th</sup> March to 12<sup>th</sup> March 2021.</p>
7.	<p><b>Any Other Business (AOB)</b></p> <p>No other business was raised.</p>

# Action Log:

Action	Who	Red, Amber or Green	Progress
<b>ADMIN</b>			
Rearrange the next PSG meeting from 5 <sup>th</sup> March to 12 <sup>th</sup> March 2021.	EHDC Officer	G	Meeting re-arranged to 12 <sup>th</sup> March 2021 at 1pm.
Include "LCWIP and walking" on the next PSG agenda.	EHDC Officer	A	
Incorporate Petersfield Governance Structure into SDNPA Partnership Management Plan (PMP).	SDNPA Officer	A	Included in SDNPA Corporate Plan and in motion to include in PMP.
<b>COVID-19 PANDEMIC</b>			
Encourage residents and businesses to report infringements of social distancing and public gatherings to the Police via the online link circulated	All	A	<a href="https://www.hampshire.police.uk/tua/tell-us-about/c19/v7/tell-us-about-a-possible-breach-of-coronavirus-covid-19-measures/">https://www.hampshire.police.uk/tua/tell-us-about/c19/v7/tell-us-about-a-possible-breach-of-coronavirus-covid-19-measures/</a>
<b>DURFORD ROAD CROSSROADS</b>			
Liaise with EHDC Traffic Team about speed watch along Pullens Lane.	EHDC Officer	A	Monitoring
<b>PETERSFIELD PRIORITY PROJECTS</b>			
District ward councillors to liaise with Gethin and Keith about briefing notes for each priority project.	District Ward Councillors	A	
<b>SOUTH DOWNS NATIONAL PARK AUTHORITY (SDNPA)</b>			
Inform Chris (at least) one week in advance of any required updates on planning applications.	All	A (Ongoing)	
Promote the South Downs Dark Skies Festival 2021.	All	A	<a href="https://www.southdowns.gov.uk/dark-night-skies/festival/">https://www.southdowns.gov.uk/dark-night-skies/festival/</a>





# Petersfield Strategy Group – 29 January 2021

AGENDA ITEM: PETERSFIELD PLACE-MAKING PRIORITY PROJECTS



## Petersfield Place-Making Priority Projects

1. Tesco - Dragon Street / The Causeway / Sussex Road / Hylton Road Crossroads and investigate links to Tesco - Alderfield / Meadow Lands / Hylton Road (off-road route behind TPS)
2. Pulens Lane Traffic Calming Improvements
3. The Spain / Swan Street / Charles Street Junction Improvements
4. Station Road / Tilmore Road / Chapel Street Junction Improvements
5. Town Spine
6. Microsim Modelling on Ref 34 & 41

# Petersfield Place-Making Priority Projects – Next Steps - HCC Feasibility Approach to Priority Projects



Develop scope for pre-feasibility work for all priority projects identified



Pre-feasibility work – officers to confirm timescales to report back to PSG



Prioritise the priorities to take forward



## Expected outcomes: “Masterplan”

- ▶ Masterplan to comprise three parts:
  - ▶ Framework to guide how projects are identified and prioritised – suggest POG leads on drafting this using the evidence and studies already completed and the knowledge and experience of the group
  - ▶ Spreadsheet of identified projects including priority projects
  - ▶ Interactive map as the visual manifestation of the identified projects
- ▶ Possible interactive map examples:
  - ▶ <https://wbct.communitymaps.org.uk/project/whitehill-bordon-interactive-map?layer=3&center=51.1120:-0.8324:13>
  - ▶ <http://maps.easthants.gov.uk/easthampshire.aspx>

## GIS – LCWIP layers



Work in progress – being led  
by EHDC Information Team



Expected to take until early  
March to complete



Maps to be hosted on  
EHDC LCWIP website



## Briefing Note - DRAFT

# Walking, Cycling and Other Issues in Station Road and at the Junction of Station Road-Tilmore Road-Chapel Street

## 1 Introduction

The Petersfield Strategy Group have prepared a list of potential schemes which are to be given priority in the context of the Petersfield Place-making Action Plan. This note has been written to support and inform this Action Plan in regard to cycling and walking issues. It describes some of the problems encountered by pedestrians and cycle riders when moving around Petersfield and identifies some potential solutions. The intended readership are the officers and councillors who are contributing to the Petersfield Operational Group (POG) and the Petersfield Strategy Group (PSG), together with transport professionals who will be responsible for the detailed design of the schemes as they move forward to the design phase.

This note was prepared by Keith Hopper and Gethin Morgan-Owen both of whom are residents of Petersfield who take an active interest in transport issues in the Town. It has been produced in haste and provides a preliminary rather than a final view. Hence it is marked "Draft". The authors may refine the contents, depending on the feedback received on this first draft document.

There is much that needs to be done to improve facilities for cyclists and for pedestrians throughout Petersfield (evidence for this can be found in the Place-making Project Spreadsheet which identified 45 locations in need of improvement, while the LCWIP identified 68 locations for cycling alone). The topics covered here have been confined to those placed on the priority list prepared by the PSG<sup>1</sup>.

The focus of this note is Station Road, especially the junction of Station Road, Tilmore Road and Chapel Street. The background is described below in vehicle and pedestrian movement terms. This is followed by some sections which describe the problems and explore solutions. The relevant parts of the Neighbourhood Plan are summarised in Section 5. A summary of the relevant parts of some recent transport related reports is provided in Section 6. Section 7 describes the cycling issues at the junction of Station Road, Tilmore Road and Chapel Street in greater detail.

## 2 Background

Station Road is one of the three east-west routes for traffic through Petersfield. The most heavily used is a dual carriageway link road to the A3 by-pass classified as the A272. Station Road is central and direct but straddles a level crossing adjacent to the railway station, whilst the southern route via Hylton Road, Swan Street and Frenchman's Road passes through a low railway bridge, ruling out its use by larger vehicles. Station Road is therefore an important east-west route but is not heavily trafficked in terms of vehicles alone and copes with the delays from the level crossing, except in peak hours. From a cycling point of view however it is classified as "heavy traffic flow" due to cyclist's different needs and does not encourage the use of cycling as it is now.

The current emphasis on Active Travel puts the spotlight on walking and cycling and there are serious highway deficiencies both at the junction with Tilmore Road and along quite a length of Station Road. Tilmore Road itself is a major access route into town for residents living to the north of the railway line and is therefore an important and well used road.

The traffic volume and speed on some of the relevant roads are quantified in Section 4.

## 3 Assessment of Problems and Some Solutions

The principal problem with the Junction is the speed of traffic, combined with poor visibility for pedestrians, cyclists and drivers emerging from the side roads, due to the bend in the road and the closeness of boundary walls. There are times when traffic is stationary in both directions, due to the level crossing gates being down (8 trains per hour during the peaks), which clearly assists the movement of pedestrians and cyclists in particular.

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<sup>1</sup> See the meeting notes for the PSG meeting on 18<sup>th</sup> December 2020.

The speed of traffic in Station Road has been measured as 29.4mph (85<sup>th</sup> percentile) and is clearly instrumental in giving a very low quality of life for people walking (with sub-standard narrow footways) or cycling along and across Station Road. This is the case both at the junction and along the road for hundreds of metres to the east and west. Further to the east there are pelican crossings in place to assist pedestrians near Sandringham Road and at the junction with Rams Hill / Tor Way, but commuters and schoolchildren in particular have great difficulty in crossing Station Road near to the Station and regularly use the footway on the south side of Station Road which is only 0.5m wide and clearly very dangerous.

The location of the Station is such that there is a lot of activity in the area by pedestrians, cyclists, buses and taxis and they all require special consideration. At the root of it all comes the need to reduce the speed of traffic on Station Road and ideally to start to change the attitudes of drivers. The number one priority therefore is to reduce the speed of traffic, not just at the junction with Tilmore Road but along the length of Station Road affected by Station traffic and customers. This commences at Windsor Road which is 100m to the east of the junction and continues for 400m to a point 300m to the west of Tilmore Road, just beyond the pedestrian crossing point at Lidl / White Rose car showrooms.

The provision of a 20mph zone would enable cyclists to stay in lane and move at the speed of the traffic on Station Road. Any vertical traffic calming features would need to be bus friendly (ie 6m long plus 1:20 ramps) as is a commonly used standard. Carriageway widths can be reduced so as to widen the narrow footways but a formal crossing point on Station Road between Chapel Street and Charles Street is required. Regular traffic calming features are required to support a 20mph zone, which could include the Lidl crossing, the railway level crossing, the proposed crossing near Tilmore Road, the Tilmore junction feature, the bend in Station Road and a possible road narrowing / pinch point.

Tilmore Road and Chapel Street are on the National Cycling Network Route 22 and on the Shipwright's Way. This is therefore an important crossing point on Station Road for cyclists. A reduction in traffic speed will assist them but ideally a central safe area is required in the middle of Station Road. The provision of traffic signals should be considered but footway space for all the hardware is very limited and may not prove feasible.

In considering any changes all roads should be assumed to be retained as two way, although pinch points could be considered in an extreme case. In that event Station Road should retain sufficient width for continuous two way movement of cars but HGV's could possibly have to give way. However this could be detrimental to bus services and should be considered very carefully.

There could be a possible ban on right turns into Station Approach except for buses and bicycles to attempt to prevent vehicles being stationary on the level crossing.

### **3.1 Key outcomes of the design:**

1. A reduction in traffic speeds on Station Road to 20mph.
2. A formal crossing point for pedestrians to the west of Tilmore Road.
3. It should be easier and safer for pedestrians to cross over and move along Station Road.
4. It should be easier and safer for cyclists to come out of Tilmore Road, Chapel Street.
5. Improvements to the quality of life for pedestrians and cyclists using Station Road, thereby encouraging these modes of transport.

### **3.2 Possible features to achieve the above:**

1. A 20mph zone along Station Road, min length 400 m.
2. Traffic calming to support the 20mph zone.
3. A formal pedestrian crossing on Station Road somewhere between Tilmore Road and Charles Street.
4. The reduction in width of the Chapel Street bellmouth to a single lane northbound.
5. A traffic island in the centre of Station Road at the Chapel Street junction.
6. Traffic signals at the Tilmore Road junction.

### 3.3 Further opportunities within a 20mph zone:

1. Reduction of the carriageway width to benefit pedestrians.
2. Provision of a speed table at the pedestrian crossing point between Lidl and Rose Car Showroom.
3. Widening of the marked footway where it crosses the level crossing.
4. An opportunity to create a walking and cycling route from Station Road to Frenchmans Road via Station car park, see LCWIP Ptr 47.
5. An alternative alignment for NCN22/Shipwright's Way was recommended in the LCWIP, see Ptr13. This should be actively explored if effective improvements cannot be implemented at the Station Road, Tilmore Road and Chapel Street Junction.
6. The railway bridge on Tilmore Road was identified as being dangerous for pedestrians in the Neighbourhood Plan.

## 4 Traffic Speed and Volume Across the Station Road-Tilmore Road-Chapel Street Junction

In 2018, the traffic speed in Station Road was measured to be 29.4 mph (85<sup>th</sup> percentile) <sup>2</sup>. The speed limit is 30 mph. The traffic volumes are shown in Table 1.

Street/road	Vehicles per hour during the AM peak	Vehicles per day (weekdays)
Station Road - between Charles St & Chapel St	840 Source: 2018 Transport Study	10,060 Source: 2018 Transport Study
Chapel St - north end	150 Source: 2020 Junction Feasibility Report	1,500 Estimated
Tilmore Rd - south end	173 Source: 2020 Junction Feasibility Report	1,700 Estimated
<b>Notes</b> The figures indicate bi-directional flows. Where figures are labelled as estimates, the number of vehicles per day was assumed to be 10 times the AM peak figure.		

**Table 1: Traffic volumes on Chapel Street, Station Road, and Tilmore Road**

This traffic flow along Station Road is categorised as "heavy traffic flow" according to Appendix B of LTN 1/20<sup>3</sup>. The traffic flow along Chapel Street and Tilmore Road is categorised as "low traffic flow".

### The Community Viewpoint Expressed in the Neighbourhood Plan

The Petersfield Neighbourhood Plan identified a need for traffic improvements at the Station Road-Tilmore Road-Chapel Street Junction, see Table 9 and Map E3. The adjacent railway bridge on Tilmore Road was identified as being dangerous for pedestrians.

### Recent Assessments of the Station Road-Tilmore Road-Chapel Street Junction

In 2019, the Petersfield Society's Report on Pedestrian Safety identified this junction as one of the most difficult in Town from the pedestrian perspective. Problems were described with poor sightlines together with missing and narrow footways.

EHDC's LCWIP (Local Cycling and Walking Infrastructure Plan) for East Hampshire<sup>4</sup> did not cover pedestrian issues in urban areas. However this LCWIP identified that this junction was poor for cycle riders crossing in the southbound or northbound direction (see Ptr34). It identified that this junction is on both National Cycling Network Route 22 (NCN22) and on the Shipwright's Way route. The LCWIP recommended that an alternative

<sup>2</sup> HCC/Hampshire Services, Technical Transport Study for Petersfield Town, August 2018.

<sup>3</sup> DfT, Cycle Infrastructure Design, Local Transport Note 1/20, July 2020.

<sup>4</sup> EHDC LCWIP Technical Report V1.2, August 2020.

route alignment should be found for both routes, see Ptr13. A potential alternative alignment was presented in Figure 5.4 of the LCWIP.

HCC Junction Capacity Report<sup>5</sup> described missing footways and poor visibility when exiting Tilmore Road, together with substandard footways and a substandard pedestrian refuge. Regarding cycling, it was concluded that *"Whilst this junction is part of the National Cycling Network (NCN), environmental and land constraints prevent improvements specifically for people cycling."*

## **5 Summary of Cycling Issues at the Station Road-Tilmore Road-Chapel Street Junction**

This assessment focuses on cycle movement across this junction from Tilmore Road to Chapel Street and vice versa because there is little cycle traffic along Station Road, as explained above.

Cycle riders encounter the following conditions when crossing this junction from Tilmore Road to Chapel Street:

- Movement through this junction requires crossing two lanes which have heavy traffic flows (>5,000 motor vehicles per day). At peak times, gaps in traffic only occur occasionally, unless the level crossing gates are down.
- When exiting Tilmore Road, riders have poor visibility along Station Road, especially of traffic coming from the direction of the Station. With the traffic on Station Road moving briskly, riders must quickly mount their bicycles and sprint when they see an adequate gap in the lines of moving vehicles.
- The bend prevents eastbound drivers on Station Road having clear sight of traffic exiting Tilmore Road.
- When crossing this junction from Chapel Street to Tilmore Road, the visibility along Station Road is satisfactory, but cycle riders have to gather speed against a gradient and so additional time is required to cross.

With cycle movement in potential conflict with a heavy flow of motor traffic, the conditions are likely to give rise to the most common collision types, according to LTN 1/20 Appendix B (also see Table 10-2). Any misjudgement of the speed, or intention, of a driver by a cyclist could result in a collision with a motor vehicle moving at about 30 mph, with the potential for a serious injury being caused to a cyclist.

These conditions strongly deter cycling. Inexperienced and timid cyclists will feel uncomfortable, perhaps frightened, and so will not cycle. Even experienced cyclists will be put-off. It is likely that some inexperienced cyclists, who have been directed to this junction by the signs installed by Hampshire County Council /Sustrans /EHDC, will be placed at risk of injury from a collision with a motor vehicle.

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<sup>5</sup> Hampshire County Council, Petersfield Town Centre Junction Capacity Report, 6/8/2020.

# Minutes of the Neighbourhood Plan Working Party

## 29<sup>th</sup> January 2021



A meeting of the Neighbourhood Plan Working Party was held on 29<sup>th</sup> January 2021

Attended: Cllr Phil Shaw (Chairman), Cllr John Palmer, Cllr James Deane, Steve Field (Projects and Office Manager), Mr Gethin Morgan-Owen (Walking & Cycling Working Party) and Mr Keith Hopper (Walking & Cycling Working Party), Mr Peter Marshall (Petersfield Society)

Apologies: Mr Chris Patterson (SDNPA), Neil Hitch (PTC)

Item	Discussion	Decision
Introduction	Phil welcomed everyone to the meeting and thanked members for sending in advanced comments for Chapter 6. He also said that a submission from PeCAN would also be considered as part of this meeting.	None
Minutes of last meeting	Minutes dated 27 <sup>th</sup> November 2020	Minutes were approved
<b>Actions from last meeting</b>		
4.4.1	BEP 3 List	Petersfield Society have no further additions to make to the list
4.4.1	BEP 5 List	Petersfield Society have no further additions to make to the list
5.1	Further notes received from GMO. KH asked that this section be made into a positive statement. JP pointed out that maintenance is not a planning issue so some of the comments such as 'poor surfaces' and 'muddy puddles' in GMO's note should be removed	GMO to review and provide revised text
5.2	Proposed text received from GMO to be added from "In March..."	Text to be added
Page 35 GAP 2	Proposal received from GMO	Add to aspirations (wish list)
Page 38 sub section b	Paragraph to be added to page 38 under 'Future Consideration' to include covered cycle parking	Amend text
5.3.1 Page 36	Amendment proposed for end of last paragraph relating to LTN 1/20	Amend text
5.3.3 Page 39	Observation provided and new paragraph proposed to 'configuration and arrangements'. New arrangements should ensure priority cycle and pedestrian route is maintained through the area. Other suggestions of wording are...  To adapt to and mitigate against..... Reduce emissions in order to....	Amend text

# Minutes of the Neighbourhood Plan Working Party

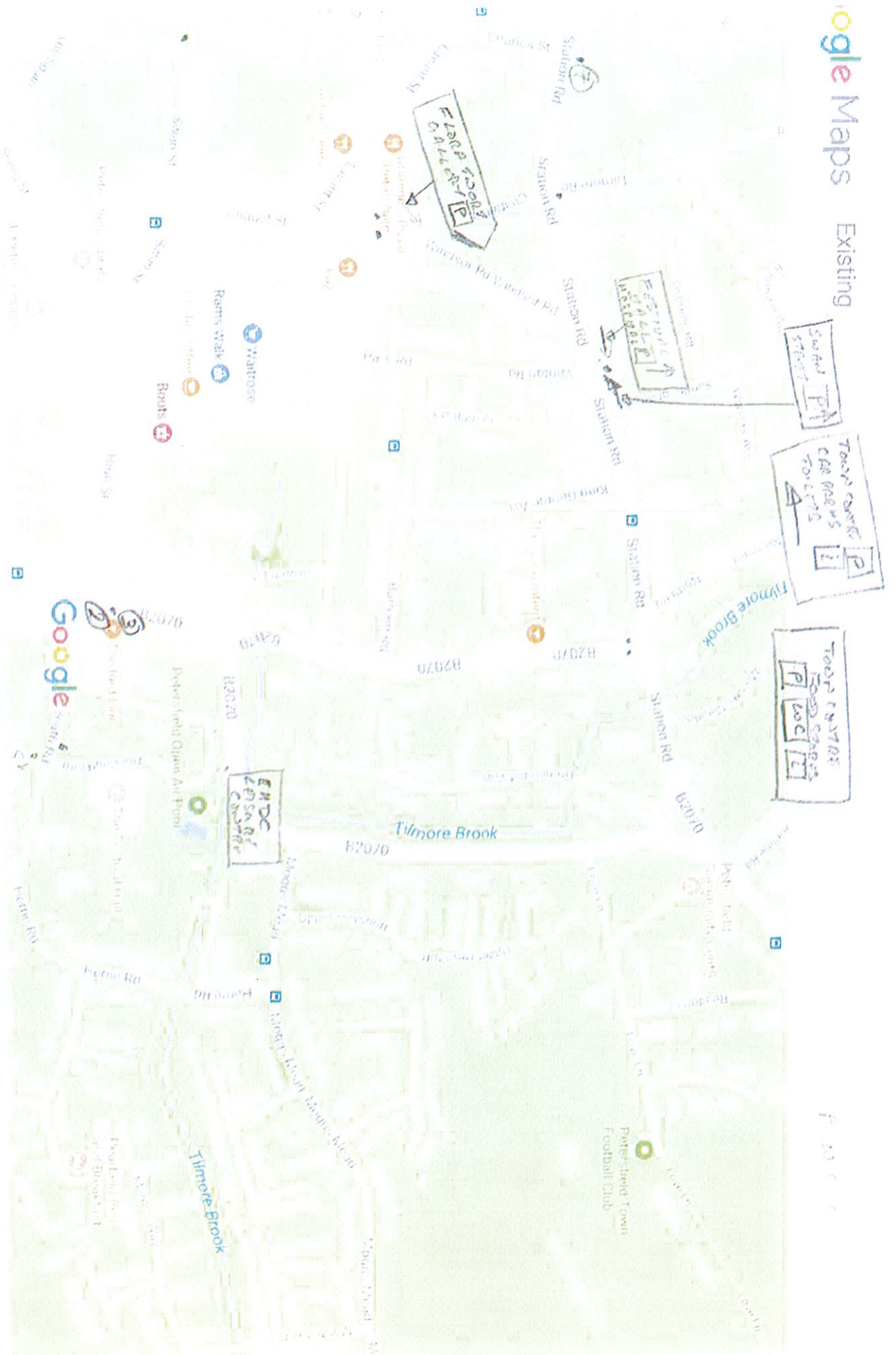
## 29<sup>th</sup> January 2021

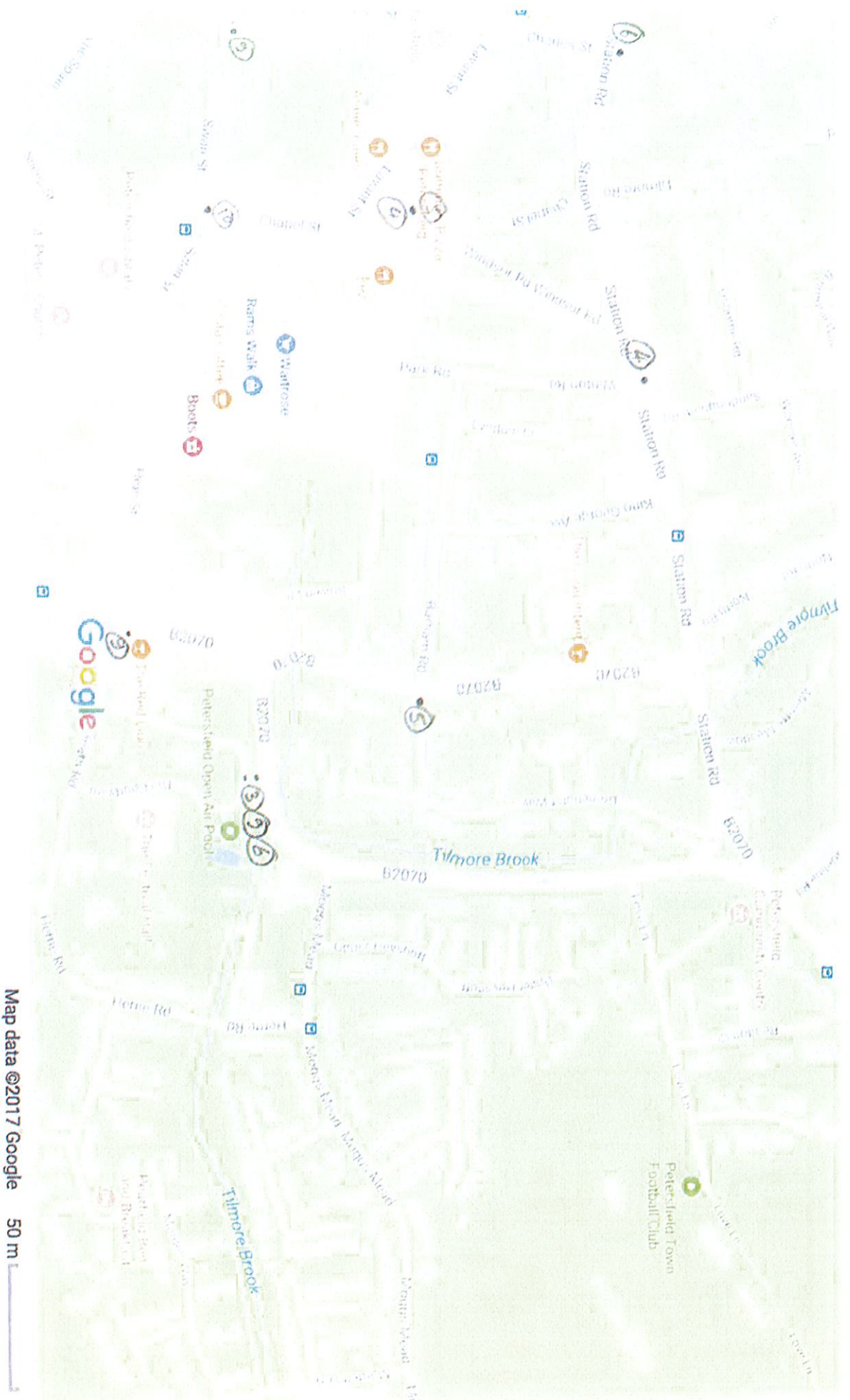


	It was noted that all the areas that had been identified from the Local Plan marked in red in the PeCAN submission superseded the PNP in any case, so these areas should be left as they currently are in the PNP so as not to limit ourselves on standards.	
<b>Chapter 6</b>		
6.1	JD to submit revised paragraph to include educational dimension the inclusion of Flora Twort within the museum.	JD to submit new paragraph
6.1	Add Tree Wardens and PeCAN group to list	Add groups to list
6.2	Review wording of TIC and include 'visitors and community' and 'information advances'. Remove reference to Kings Arms and consider use of Festival Hall in light of changes being proposed	Review text
6.3.1	PTC Newsletter	Add text
6.3.1	Include consideration for wellbeing	Add text
6.3.1	Remove Police Station as this is now part of museum	Amend text
6.3.1	Change 'will' to 'should be strongly supported'	Amend text
6.3.1	Review after 2021 census has taken place	Aspirational list
6.3.1 3 <sup>rd</sup> paragraph	Add text about the emergence of the Town Development Committee after PNP was adopted	JD to provide wording
<b>Other issues</b>		
Publicity	Write article regarding PNP Working Party review for next PTC Newsletter	PS to write article
Next Meeting	26 <sup>th</sup> February 2021 Chapters 7 & 8	All to submit their thoughts to Steve on chapters 7 & 8 by 19 <sup>th</sup> February 2021











C

**From:** [clerk@froyleparishcouncil.org.uk](mailto:clerk@froyleparishcouncil.org.uk) <[clerk@froyleparishcouncil.org.uk](mailto:clerk@froyleparishcouncil.org.uk)>

**Sent:** 28 January 2021 16:28

**To:** [clerk@froyleparishcouncil.org.uk](mailto:clerk@froyleparishcouncil.org.uk)

**Cc:** [markweldon@live.co.uk](mailto:markweldon@live.co.uk); Phil Roberts <[pr230@outlook.com](mailto:pr230@outlook.com)>; 'Ben Stanberry' <[ben@stanberry.uk](mailto:ben@stanberry.uk)>

**Subject:** RE: Veolia application for an AERF (Waste Incinerator) on the A31 near Alton - still time to object!

As promised in my earlier email below, I would like to inform you that the No Wey Incinerator Action Group (NWI) have today launched an 'Object Again' campaign on their website <https://www.noweyincinerator.com/> to the Veolia application for an AERF (Waste Incinerator) on the A31 near Alton. The website includes a short video and details of the four key issues that NWI consider have still not been adequately addressed by Veolia in their Regulation 25 responses as well as significant amounts of background information. The videos produced by NWI are also available on YouTube.

As you will see from the video, the issues being highlighted for objection affect the whole of Hampshire and not just the Wey Valley. I would particularly draw your attention to the following areas which are discussed in the video:

1. there is already excess incineration capacity in Hampshire but crucially a shortage of recycling capacity in the county. Without investing in more recycling capacity and improving recycling rates, Hampshire will remain well down in the league table of counties for recycling; and
2. the negative impact that the carbon emissions from this proposed incinerator will have on HCC's ability to meet its pledge to reduce the county's carbon emissions to net zero by 2050.

In addition to requesting that you consider submitting an objection on behalf of your Council, could I also ask that you to bring this to the attention of your and residents and encourage them as well as your Councillors to submit personal objections.

The closing date for objections is 15<sup>th</sup> February

Many thanks for your support.

Kind regards

Andrew Potter

Clerk and Responsible Financial Officer to Froyle Parish Council

Tel: 07979 030571

**From:** [clerk@froyleparishcouncil.org.uk](mailto:clerk@froyleparishcouncil.org.uk) <[clerk@froyleparishcouncil.org.uk](mailto:clerk@froyleparishcouncil.org.uk)>

**Sent:** 14 January 2021 15:11

**To:** [clerk@froyleparishcouncil.org.uk](mailto:clerk@froyleparishcouncil.org.uk)

**Cc:** [markweldon@live.co.uk](mailto:markweldon@live.co.uk); Phil Roberts <[pr230@outlook.com](mailto:pr230@outlook.com)>; 'Ben Stanberry' <[ben@stanberry.uk](mailto:ben@stanberry.uk)>

**Subject:** Veolia application for an AERF (Waste Incinerator) on the A31 near Alton - still time to object!

I would like to bring to your attention the application submitted by HCC regarding the Veolia application ref 33619/007 to demolish the existing Materials Recycling Facility (MRF) and replace it



with an Advanced Energy Recovery Facility (AERF). The proposed Alton AERF would be located in the unspoilt countryside of the upper Wey Valley within 1 mile of the South Downs National Park. The building will be 40m high, with 80m chimneys, visible from miles away compared to the max 15m height of the MRF, burn 330,00 tonnes of waste per year and emit a similar amount of CO<sub>2</sub>. You may have seen coverage of this application in the local media.

The impact of this proposal is not just on the Alton area but has implications across the County re the implementation of Hampshire's waste management policy, traffic etc. The HCC waste policy has been developed as Project Integra a joint initiative by Hampshire Councils and Veolia. It recommends a policy of reducing waste and increasing recycling levels in the County - DEFRA's latest figures (2018/19) show Hampshire languishing at 197<sup>th</sup> (of 345) in the league table of councils for the amount of waste recycled with 41.3%. The aims of the HCC waste policy is consistent with the new Environmental legislation currently being enacted in Westminster. Experience in many countries of building incinerators to replace landfill is that they have a negative impact on recycling rates as it is easier and cheaper to burn the waste. It is clear from Veolia's submission that this AERF is purely a commercial initiative using a site which they currently own that will burn waste transported not just within Hampshire (which on its latest figures does not need any additional incinerator capacity) but from locations across the South of England. It is a facility that is in the wrong place at the wrong time.

A campaign group 'No Wey Incinerator' (NWI) <https://www.noweyincinerator.com/> has been set up to coordinate objections and keep supporters informed about developments. Expert consultants have been employed by NWI to advise on how to manage an effective campaign and to review all the technical aspects of Veolia's application. Their work helped to inform the almost 3300 objections submitted to HCC in the first public consultation during July/August 2020. Objections were received by HCC from a wide variety of stakeholders including local MP's and Councillors, SDNP, 23 Councils of all sizes from County to Parish, Council for the Protection of Rural England (CPRE) and many more as well as the general public. As a result of these responses, HCC recognised that the details provided in Veolia's original application was insufficient and three additional information requests (Regulation 25 notices) were sent requesting further information. The first of these was with regard to the plant, alternative sites, ecology, historic environment, and fire risks. It includes a number of points raised in the No Wey Incinerator official objection and by members of the public. The second covered air quality, carbon impact, and a number of other issues while the third was on landscape and visual impact. It is clear that the objections received were taken seriously.

The latest status is that Veolia responded to the three Reg 25 notices in December 2020 providing some further information. HCC have now commenced a second public consultation that closes on **15th February 2021**. NWI have re-engaged their expert consultants to review this new information and again assist in informing further objections. Although all objections submitted in the first consultation still remain valid, further objections from across the County will reinforce and demonstrate the weight of opinion against this proposal.

Could you please make your Council aware of this important issue and consider submitting an objection. The full application including objections submitted to HCC in the first round, the HCC Reg 25 requests and Veolia's responses can be found on the HCC Planning portal <https://planning.hants.gov.uk/ApplicationDetails.aspx?RecNo=21197>.

I will contact you again later this month with further information including the findings of NWI's experts which could be helpful to guide you on possible issues which your Council might like to use to submit an objection. Please note the closing date of the second public consultation (**15 February**) if you wish to submit an objection and this needs to be signed off at a Council meeting.

Thank you for your support.

Kind regards

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6.3.1	Change 'will' to 'should be strongly supported'	Amend text
6.3.1	Review after 2021 census has taken place	Aspirational list
6.3.1 3 <sup>rd</sup> paragraph	Add text about the emergence of the Town Development Committee after PNP was adopted	JD to provide wording
<b>Other issues</b>		
Publicity	Write article regarding PNP Working Party review for next PTC Newsletter	PS to write article
Next Meeting	26 <sup>th</sup> February 2021 Chapters 7 & 8	All to submit their thoughts to Steve on chapters 7 & 8 by 19 <sup>th</sup> February 2021



## Town Development Committee

### IDP Top Ten

#### Introduction

Members will recall that the committee finally completed the scoring for the IDP 'wish list', giving a score of 1-5 for each of the following categories:

Criteria 1: Positive impact on the community (including different sections of the community)	Criteria 2: Landscape and visual appearance	Criteria 3: Deliverability	Criteria 4: Safety	Criteria 5: Carbon neutrality/sustainability value	Criteria 6: Economic value	Criteria 7: Positive impact on neighbouring parishes
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With 5 being the highest score for each category, the maximum total that could be awarded to any item on the 'wish list' would be 35 points.

The following table provides the top 10 scores, and during the meeting, the full IDP wish list table will be displayed so that scores for other items can be viewed if this is required.



It is understood that this will be a living document, mostly being updated by the Project Manager with the Town Development Committee reviewing the information on a regular basis. Members are invited to consider the frequency and when the IDP Wish List should be added to the Town Development Committee Agenda.

SITE	PROJECT	CRITERIA (with weighting)	PRIORITY		Total Score
G2a Green Space east of Causeway Farm/Sussex Meadows	NEP2 Green Network and Open spaces		B	Funding from SDUP to fund Management Plan Work	32
G4 North of Buckmore Farm	NEP2 Green Network and Open spaces		B	Buckmore Farm Development to wider countryside	30
Town Centre	Scheme around town centre to develop a shared-space pedestrian scheme		A	Link to Reestfield Project	30
Design preparation for dangerous road junctions					30
Town Centre	Additional Cycle racks		C		29
Lavant Street	National Park Gateway Project		A	Place Making Project	28
General	Improved Cycle ways		C	Cycle Working Party - LOWIP document	27.5
The Heath	Refurbish and improve existing poor toilet facilities (Now on project list)				27
General	NEP7 Biodiversity BAP		B		26
Update Bus Shelters with Real Time Information	Bus Shelters				26

Steve Field – Projects Manager