

At a meeting of Trotton with Chithurst Parish Council held on Wednesday 8th March 2006 at the Southdowns Hotel at 8.00p.m.

Those present :- Mr Hodgson (Chairman) Mrs C. Brown, Mrs Robertson and Mr C. Knight

Chichester District Councilor Mr Shaxson and 5 members of the general public

**1) Apologies of Absence** were received from Ms Hendon WSCC Councilor, Mrs Daborn and Mr Dawtrey

**2) Declaration of Interest** - There were none

**3) The Minutes of the Meeting held on 11/1106** were confirmed and signed as correct

#### **4) Matters Arising from the Minutes**

a) Highway Matters -The surface water near Trotton Bridge has been reported to the Highway.

Water emerging from the Keepers Bank - Mr Dare will keep an eye on this problem. The speed of Traffic from Aylings Nursery westwards has been passed on to Traffic Section for consideration. Gatehouse Lane and part of Chithurst Lane are on the schedule for resurfacing. Councilors had noted that white lines had been put down on Trotton Bridge on top of soiled tarmac.

b) Bus Shelter. The Clerk showed the two plaques to be displayed in the Bus Shelter.

c) Parish Web Site Mr Hodgson had registered a Trotton Parish Council web site.

d) Grass Triangle at Mill Lane, Leconfield Estate. The Estate had forwarded a slightly new 'agreement' for the land, which enables the Parish Council to use the land for Parish Council activities, but the removal of parked vehicles would be the Parish Council's responsibility. It was agreed that Joy Daborn's son should look at the 'agreement'. Mr Shaxson said that Mr Kelly of CDC would also be happy to comment on the proposed document.

e) Neighbourhood Watch Mr Hodgson will continue his efforts to get a reply from the

Neighbourhood Watch for information to be distributed in the Parish by using e mail addresses.

f) Footpath from Trotton Bridge to Chithurst Lane. The Clerk has reported that the surface is water logged. South Downs Conservation replied that no funds would be available until the next financial year. The broken footpath sign near Chithurst Church has been replaced.

**5) County Councilor's Report** A written report was received stating that the budget had been top priority resulting in a Council Tax increase of 4.9% in spite of the government grant being cut by 2.8 million.

**District Councilor's Report.** Report attached.

Bird Flu the Clerk said she had contacted all chicken owners (4) in Chithurst Lane and Mrs Brown will inform her brother to register his birds.

Water Shortage. The Clerk made available recent correspondence concerning this matter

**6) Co-option of Parishioner to fill the Casual Vacancy.** Mrs Robertson proposed seconded by Mrs Brown that Mrs J. Paddock be co-opted to fill this vacancy. No other applications had been received so Mrs Paddock was duly elected. The Chairman welcomed her onto the Council.

**7) Financial Report.** All paper work so that Mr Dawtrey can sign cheques has been completed. It was agreement that Zurich Insurance quote to include summer picnic and bonfire cover should be accepted.

A letter of thanks from Midhurst Community Bus for donation.

A letter was signed to transfer £1,000 from the deposit account to the current account

Cheques for signature:

Bentall partners - Annual Clerk duties and telephone	£375 - 00
Mrs Bentall- Expenses e.g. postage etc and office allowance	£137 - 49
Mr Hodgson - web site expenses	£6 - 09

Current account £804 - 39

Deposit account £654 - 44

### **8) Planning**

Applications approved by District Council

TC/05/04684 Antennas on pylon and cabin with fence at foot of pylon, Corner Cottage

TC/05/04713/DOM garage at Meadow End, Chithurst

TC/O6/0030/LBC alterations at Dumpford Manor

Planning applications approved by Parish Council TC/06/00256/LBC and 06/00254/DOM Gate and Doors at Lovehill TC/06/00323/DOM Pillars, gates at Trotton Place TC/06/00570/LBC New floor in Reception Hall- Trotton

### **9) Correspondence**

Various leaflets etc were displayed for perusal

The next meeting in May will be the annual meeting and the parish meeting.

There being no further business the meeting closed at 9.05p.m.

## District Council's report

### WSCC Highways works seminar - 30th Jan 2006

An officer and the relevant member of the seven borough and District Councils in West Sussex are invited to this annual event, otherwise attended by WSCC members and officers. This is the third time I have attended, as the CDC Environment Portfolio holder's brief includes transport, and liaison with WSCC concerning such matters.

It was chaired by the Highways and Transport cabinet member, Tex Pemberton. Colin McKenna provided the main course of the proceedings by sketching out the National and regional funding picture, and the "Big Issues for West Sussex including the capital programme, major projects and sources of funding".

Colin McK said that more money is coming to the South East region for the next 5 years - £135 million *I* year. However, about 40% (at current costings) will be going to the improvements to the A3 at Hindhead, which he said would cost £320 million. What is left will be fought over from Milton Keynes to North Foreland and most roads in-between. By the end of his presentation and resulting questions I yet again fell to thinking that not only were there too many excuses why work might not happen rather than inspiration ways being considered why it will (Rother Valley roads initiative?), but that furthermore great store is being placed upon developer contributions providing a number of answers. Let's hope so, but history has a different story to relate about them being a panacea, as they depend upon development coming forward. He also pointed out that well performing authorities might be able to get as much as 25% more highways finance from local government. This caused a frisson of excitement, until it was pointed out by Steve Waight, the Finance and Resources Cabinet member, that this would not be something that even the highest performers could depend upon for a top-up, due to the complex financial formula by which it is worked out. News about the A 27, the spectre that haunts all such meetings, was not cheering. It will not be started until 2011 at the VERY earliest, as it isn't on government priority lists. It will become an ever greater concern as the years go by.

The entire Chichester District area will have £2, 596,375 for all works, out of a county total of £14,857,000. The question was asked whether the over £6 million overspend on the Crawley 'Fastway' bus route had any impact upon the money available? Yes - a reduction over the whole county of £2+ million. This is 'buried' in the works programme. Incidentally inflation in running bus services has been about 8% per annum over the past three years - obviously fuel is a major contributor.

I asked whether potential effects of the recent 'improvements' to the Stockbridge roundabout were being monitored - that is not only at Stockbridge but also in other locations. To illustrate the need I pointed out that there was strong anecdotal evidence that at both the Bognor and Fishbourne roundabouts users experienced changes in traffic flow as soon as changes were completed. Traffic leaving Chichester towards the Bognor junction now experiences up to a 20 minute delay at evening peak time, apparently caused by the fact that the traffic flow on the A 27 has leveled out, removing the 'gaps' which provided the chance for others to join the roundabout! It just goes to show that a small change in one place on an already full road can have drastic impact elsewhere. The reply was that trends tend to be monitored about a year after an event - oh dear!

Peter Minshull, Highways Agency officer spoke on Trunk Roads in Sussex. He said that Consultation on the proposed improvements to the A27 had brought in the very high figure of 10,000 responses and 100 alternatives! This was far more than they had anticipated, based upon similar schemes - will it have any effect upon what happens and when, bearing that the A27

currently isn't perceived as a priority? Results of this consultation will be announced this Spring.

Although a number of 'A' roads in Sussex are Trunk roads they have to be paid for out of the local pot (see Hindhead above) and not the national one. I queried this, saying that surely improvements to the A3 at Hindhead were sufficiently important to warrant being a national priority couldn't we make strong representation to the relevant authority to get the A3 paid for from the national pot. Unfortunately not - even the M5 west of Bristol was going to be regional until the outcry put the section to Exeter into the national pot (actually it might only be to Taunton). An email we received later clarified the criteria, which are:

To be regarded as a Trunk Road of national and international significance, a route has to satisfy ALL the following criteria:

- . To have average daily traffic flows, along the length of the route, of more than 60,000 vehicles
- . To link at least two of the top 20 English cities by population; or link one of the top 20 cities with an airport / seaport or Wales / Scotland
- To carry heavy goods vehicle traffic equal to or in excess of 15% as a percentage of all traffic, as an average along the length of the route
- To be represented on the European Union's trans-European transport network

The A3 must miss out on being one of the routes by a whisker (Portsmouth is the 22nd largest place in England)

### **Water (or the lack of it) supply - further to the Chilgrove and Compton level charts.**

The current drought, and the not unexpected news that there will be a hosepipe ban from now until it rains next autumn (at the earliest) is concentrating minds at CDC when it comes to future development, even if ODPM seem to wish to ignore such a fundamental issue, and press on with Ashford / Thames Gateway mega-developments etc. You will have noted that in the 'Core strategy Preferred Option' document that Inf2, 'Drainage and Water Supply' states that: "No new development will be allowed in areas with drainage, sewerage or water supply problems unless the developer and/or the relevant water company is able to satisfy the Council that the development will not exacerbate the problem". I chair both the Climate Change Strategy Panel and the Environment Review Forum, and those committees debate what we are able to do beyond the relatively weak lead given by Government policy in various areas effecting Sustainability. Public comment and pressure is essential - we have to both listen to the public and be representatives of the public. You will know the preferred Sustainability criteria on Resource use (Sus3) and Sustainable energy (Sus7) once they have been agreed to. Then it is up to you to comment.

### **Avian flu**

Parishes have had notification of the intention of CDC to create a register of all groups of domestic fowl, and reared birds. This is to ensure that if there is a local outbreak CDC can make

contact with owners ASAP, especially as they are the most at threat from any infection. People are already registering their birds - can you please ensure that everybody knows.

### **(Potential) National Park**

It is likely to remain 'potential' for some time to come as Merrick Estate, landowners of a part of the New Forest NP area, have successfully objected to the way that the criteria of judging land worthy of Nat park status has been interpreted. DEFRA is seeking leave to appeal, furthermore an amendment will be introduced to the 'National Environment and Rural Communities Bill' to 'cover' this matter! !! However it does put the matter firmly on hold for now, and a decision is unlikely before the end of this year. Furthermore the mechanics of setting up the New Forest Nat Park authority are proving more complicated than the government anticipated - and the area covered by the South Downs area is rather more complex - so watch various spaces!

### **South Downs Management Plan**

Parishes will have the opportunity of commenting upon this paper after the launch of the plan at a South Downs Conference at the end of June. There will be 5 meetings to inform parishes spread across the area of The South Downs. The working draft document is long, and will be even longer once photographs and diagrams are added. However, this is a document the SDJC have to produce, and its' length is largely a reflection of the complexity of the area and issues that have to be covered.

### **District Council tax increase**

This is the third year that CDC are restricting the District Council's part of the Council Tax to 2.5%. \* This has largely been achieved by good housekeeping, one-off payments by the governments to cover recent new costs (especially free travel passes for OAPs), the fact that CDC doesn't have any borrowings to service and furthermore has more than 'topped up' the pension fund. However it must be noted that unless there are major changes CDC cannot continue to keep providing the level of

service traditionally expected, bearing in mind that insidiously or otherwise costs are transferred to us. Only last Friday the Waste Minimisation Strategy panel was told that the Highways Agency will probably be able to off-load the requirement to pick up litter on trunk roads (the A 27 in our case) from central government to CDC tax payers. Litter clearance on trunk roads is by necessity wickedly expensive as lanes have to be closed; and when the central reservation of a dual carriageway is done both fast lanes have to be closed. You can see why trunk roads are so filthy\_ as the Highways Agency won't clean them (or be blamed for the chaos that restricting such a busy road entails) - will CDC have to?

\* Although CDC collect the Council Tax on behalf of themselves, WSCC, the Police Authority and Parish Councils they use less than 10% of it.

Andrew Shaxson 5th March 2006