

HOLYBOURNE VILLAGE ASSOCIATION

(FOUNDED 1974)



Minutes of Committee Meeting held on 10th April 2007 at Holybourne Village Hall

Present: Karen Bennett (KB) – Chairman Ben Kemp (BK) – Secretary Vickie Kemp (VK) – Treasurer
Phil Croucher (PC) James Bull (JB) John Honnor (JH)
Steve Downes (SD) – Vice-chairman David O'Donnell (DD) Andy Maddock (AM)
David Willoughby (DW) Lynn Kelly (LK) Frank Collett (FC)

Chris Everett Paddy Cartwright Jeremy Wood
Matt Knowles Heather Ongley Barbara Hogg
Bev Jeffares Olwen Edwards David Edwards
Andy Barker Steve Barford Sally Clinging
Eric Adlam A. T. Hamm Jackie Byrne
Carol Mayers Lesley Parratt

1. Opening of Meeting

The meeting opened at 20:06.

2. Apologies for absence

Apologies for absence were received from Nick Cane (NC), Mrs. Adlam, Vernon Burford and Rebecca Hare. Tom Yendell (TY), Sam Cox (SC), Stuart Sharky (SS), and Jerry Janes (JJ) were also unable to be present.

3. Minutes of March 2007 Meeting

3.1 Agree Minutes

Other than DD being recorded as being present (he was not), the minutes were agreed.

3.2 Matters Arising

VK reported that the HVA will have an online banking facility by the 20th April.

3.3 Signing of Minute Book

The minutes of the March 2007 meeting were signed and dated by the Chairman.

4. Proposed Parking Restriction in London Road

SD reported the results of the survey conducted. The results were:

Strongly support the parking restriction	7
Support the parking restriction:	3
Neutral:	0
Object to the parking restriction:	5
Strongly object to the parking restriction:	89

Considerable discussion took place on this issue, including the following:

- There are two separate issues: the traffic flow and speed of traffic is one, the viability of the shop the other.
- There were lots of comments on speeding. It is felt that the "bottleneck" has a positive effect as it has a calming effect on the traffic.
- Passing trade is vital for Holybourne shop to survive. This needs somewhere to "pause", maybe some kind of shop-controlled parking restriction could be considered? A further suggestion was made that there should be shop-controlled restricted parking when deliveries are scheduled. A large delivery lorry was recently parked outside the shop unloading for eight minutes and the road was impassable in either direction for this time.
- As there has been one accident in 50 years, it was felt that the proposed restrictions are an overreaction. Furthermore, Is it 100% certain that the lady involved in the accident, who subsequently passed away some time later, did so directly as a result of the accident?
- The Carpenters Close road sign has been repeatedly hit by turning traffic and indeed has had to be re-sited. Many vehicles reverse into, or park so close to the junction of Carpenters Close and London Road that it becomes a blind corner. The law states that vehicles should not be parked within 5 metres of a junction but many are. If the Carpenter's Road exit into London Road is such a problem, why didn't the planners take this into consideration at the time of development? The refuse lorry has had to call the police on occasions to be able to turn into London road from Church lane.
- It is felt by some that this whole situation was caused by a personality clash and instigated by a gentleman who has now moved from the village. Those concerned expressed disappointment that the individual concerned made no attempt to talk to them about it. It was

reported that EHDC had requested assistance from the gentlemen concerned; but his attitude only exacerbated the situation.

- The police are reluctant to impose further speed restrictions. However, many of the Highway Code regulations are not being enforced (parking near junctions, etc). Would the police actually enforce the double yellow lines?
- London Road should be looked at as a whole – i.e. there are six or seven areas of concern, all of which would be better addressed by a solution other than double yellow lines. Consideration must be given to the Treloars Students, residents of The Lawn, and young children.
- A speed camera was suggested, but it was disputed whether these are really effective. Whatever speed restrictions are put in place there will still be an issue with where people can keep their cars. The natural acceleration in the “dip” is felt to be a problem
- Tractor drivers sometimes come through the village in their large vehicles at speeds which mean they could not possibly perform an emergency stop. These may be going either to Garwoods or on to Binsted.
- The natural calming measures that exist already, coupled with some common courtesy, should be adequate.
- Double yellow lines have no precedence anywhere in the village and would damage the aesthetics. There are 400-year-old cottages in this country village; it has already been spoilt somewhat by the yellow streetlights.
- One resident reported that she had asked to take down a less than 20 year old wall in order to create additional off-road parking; however this was denied on conservation area grounds. How can double yellow lines be acceptable in a conservation area? Councillor O'Donnell said that although he agrees with the aesthetic aspect, sadly yellow lines are permissible in a conservation area.
- Jeremy Wood reported that the CPRE have started working with Hampshire County Council to make roads safer; partly by reducing the number of cluttered yellow signs. HCC have changed their attitude on this as part of their “People, places and HCC Highways” initiative. The work undertaken in Selborne recently is designed to create uncertainty while driving and force the drivers to become more aware of the environment around their vehicles. It was suggested that Mr. Wood contact “his” expert and asks him to come and inspect the Holybourne, but this was rejected as there is insufficient time (the letter needs to be at HCC within two days of the meeting).
- Councillor Willoughby reported that the leader of HCC, Tony Ludlow, was surprised that the proposed restrictions were back on the agenda. He suspected that as an investigation has taken place the logical conclusion is for some action to be taken. Although Councillor Ludlow has vowed to veto these yellow lines, Councillor Willoughby suggested that if and when this happens, Mr. Wood's contact should be asked to look at London Road from the Montecchio Way junction down to the A31 bridge at Cuckoo's Corner. Since HCC and/or Hampshire Constabulary think Holybourne needs something, a proper study should be carried out and recommendations agreed by the village of Holybourne implemented.
- The proposed “pinch point” in the dip (a.k.a. the pavement widening) – which the HVA was told was budgeted and the work imminent – was mentioned but this again was looked at in isolation.
- Not entirely tongue in cheek, a bypass was suggested.....
- One resident asked why, with one accident in 50 years where it is not even certain that the victim died as a result of that accident are yellow lines suddenly being painted when there is carnage on the Golden Pot crossroads and the A339 every fortnight but nothing – other than a sign proclaiming the number of accidents being erected – done. One resident wished to point out that she worked in Mylward's Yard (now the site of Carpenters Close) when hundreds of vehicles pulled into or off London Road when it was the A31 and far busier and there were never any accidents. Why now?
- Councillor O'Donnell said that all councils now have a duty of care. The council is right to react, however in this case it is overreacting. He suggested that Councillor Willoughby is correct, and that a measured response is to agree that we need something but the current proposal is not it.
- Jeremy Wood said that if this restriction is implemented a road currently deemed unsafe will become even less safe. The Chairman stated that a letter will go to the County Council from the HVA to this effect, but suggested that all concerned parties make their views known to HCC.

Action: SD

5. Chandos Lodge Development Update

KB outlined the current traffic proposals re: the Chandos Lodge development.

Jeremy Wood pointed out that Alton has no traffic lights. The first set are proposed at the London Road/Montecchio Way/proposed access road (i.e. across the balloon field) intersection. This leads to “creeping urbanisation” and the eventual loss of the “strategic gap”. There are a total of three developments forthcoming and the requirement is for one solution to address all rather than three in isolation. The CPRE are currently working in consultation with the various villages along the A32 from the Meon Valley down to Wickham. The deliverables from this are to make the road safer, reduce the impact on the landscape and to retain the distinctiveness of each village. If Persimmon are allowed to implement the cheapest solution then loss of character will result.

Chris Everett reiterated that nowhere are six roads expected to converge at the same junction so why here? Why is the option of an access road through the Claines site not considered viable?

DW said that he suspected that the Mill Lane/Montecchio Way junction will almost certainly be traffic-light controlled in the next one-two years, and said that Alton Town Council were informed by HCC Highways that exit via Claines was not an option, however if this can be changed then so much the better. This decision was made before ATC indicated that it might be prepared to relinquish some of Anstey Park. He also wished to categorically state that the tree recently felled was for safety reasons – i.e. it was a "dangerous tree" and nothing to do with the Chandos Lodge development. It was suggested that the HVA request the rationale behind the decision from HCC Highways. Objections should go to EHDC; suggestions to HCC Highways. Councillor O'Donnell explained that the application was likely to be formally considered by the EHDC North Planning Committee on either the 17th May or 21st June (probably 17th May); this would be preceded by a site visit which in normal circumstances would be on May 4th, however this is the day after the local elections. Councillor O'Donnell will advise this date when it has been confirmed.

6. Any Other Business

6.1 Village Clean Up

JH reported that this year's Village Clean Up will take place on Saturday 28th April at 10:00, meeting at The White Hart. Olwen Edwards said that the Burfords walk through Holybourne on a daily basis picking up litter. LK suggested that a thank you letter would be appropriate. KB will send.

Action: KB

6.2 Proceeds from Carol Singing

VK reported that she had received letters from both organisations who had been given donations from the proceeds of the carol singing. Letters were read out from David Willoughby (on behalf of the PCC) and Lucy Yendell (First Holybourne Guides).

6.3 Treloars Fundraiser

LK said that Treloars were holding a "Come 'All Sorts' Dancing" event on 20th April at the College, at the cost of £5.

6.4 Village Plan

Jeremy Wood said that the Holybourne Village Plan Questionnaire would be distributed shortly. The Alton Town Design Statement is in progress; there was a meeting held recently at the Assembly Rooms after which people were to take pictures of interesting areas and buildings in and around Alton. There is a follow-up meeting on April 21st to look at the pictures and hear additional observations from 0930 – 1400. Coffee and biscuits will be provided and a lunch as well (soup and a roll).

7. Close of Meeting

The meeting closed at 21:28.

8. Date of next meeting

The next HVA Committee meeting is on Tuesday 8th May 2007 at 8.00pm in Holybourne Village Hall. It would be much appreciated if agenda items could be forwarded to the secretary by Saturday 5th May. Anything after this will be held over until the next meeting. A final agenda will be issued the day before the meeting. Please forward apologies for absence, if necessary, to the secretary. E-mail secretary.hva@holybourne.com

Ben Kemp
Secretary,
Holybourne Village Association