

**MINUTES OF THE SPECIAL PARISH COUNCIL MEETING
HELD AT THE GUILD HALL, ASTON CANTLOW
ON WEDNESDAY 6TH JUNE 2018 AT 8.30 P.M.**

1. Record of Members Present:

Cllr. Harvey, Chairman, Cllr. FitzGibbon, Cllr. Berry and 6 members of the public.

2. Apologies: Cllr. Wallis, Liz Butterworth, Clerk due to a prior commitment.

3. Written requests for Disclosable Pecuniary/Non Pecuniary Interests where that interest is not already in the register of members' interests:

Requests were received from Cllr. FitzGibbon and Cllr. Berry and were duly accepted and voted on to enable both councillors to take part.

5. Public Participation:

All of the residents present had attended together with Mr. Robin Turney (the applicant for the Pools Barn Farm application).

Mr. Turney advised the meeting that the planning officer has confirmed that this application would automatically go to Committee for decision – as previously we were advised by the clerk Liz Butterworth. There are apparently specific laid down rules within the SDC planning guidelines for what is considered large development – linked to the size of their overall footprint . He also advised that, to his knowledge, this is not the case for other councils as many do not have any automatic actions or defined sizes which trigger this action.

The residents present used this opportunity to express their concerns and further to ask Mr. Turney a number of questions relating to the traffic specifically from his farm and for clarity around the increased numbers outlined in the traffic report presented to the Council. Mr Turney answered the points raised and in fact, he several times stressed that he was eager to work with the parish and particularly the Little Alne residents to work out an acceptable plan for traffic movement through the Hamlet.

The members of the public attending were all from Little Alne, and all live in the vicinity of the Craft Centre.

The mood of the residents was strong in its opposition to the increase in what they all believe to be an unacceptable level of traffic through Little Alne, and the majority felt that the size of the development proposed and the additional volumes



of grain which would be stored and retrieved/redistributed would be such that it would have a severe impact locally.

The main concerns as expressed were:

1. The size of HGV's currently coming through create a lot of noise and vibrations which could cause damage to the older (some listed) properties in close proximity to the road.
2. The amount of traffic has increased generally over the past few years, with one resident expressing significant concern about this and the fact that the speed limit in her opinion is still too high.
3. The road itself is being damaged by the current level of traffic, with more potholes appearing and damage to the verges occurring.
4. It is becoming more difficult to gain entry and exit from houses throughout the hamlet as visibility is often limited due to the nature of the road (it is quite windy in most parts) and therefore poses a danger to vehicles and their passengers
5. There are very few pavements within the hamlet (the only area is the one running from the first house on the left after the Salters Lane turning (going towards Gt. Alne) to just before the Craft Centre – and therefore walking through the hamlet is very hazardous at the best of times, but with the increased volumes this could become much more dangerous for the residents and visiting walkers/ramblers.

Those in attendance asked a lot of questions about the numbers planned so that we all have clarity now in what the totals will be after the adjustments to the number of tractor/trailer journeys being removed and being replaced with HGV's.

Mr Turney also explained that this unit would not be operational (if he does gain approval) until 2019 and therefore there is plenty of time for a more thorough public consultation and a census to be taken of traffic levels, both of which he would welcome if it helps to appease the concerns of the residents. Mr. Turney had also addressed the issues raised by Wilmcote Parish Council in his addendum in that they will reduce the tractor and trailer movement through Little Alne by more than 300 trips, whilst acknowledging that the HGV traffic will increase.

Cllr Harvey explained that a significant amount of HGV's ^{estimated to be approx 500} currently using the road (over and above those for Pools Barn Farm) are coming from the Maudsley development in Gt. Alne, and also going to and from the equestrian businesses with in Shelfield as there is development within them .

The overall views of the residents was that they didn't object to the development itself in isolation – but did object to the number of HGV's growing and coming through Little Alne due to all the reasons stated previously. The only difference was Marie Flint who said her reason for objecting was the total number of vehicles now using the B road for which she believes it is not suited. Since she moved here 20 odd years ago – she has seen a huge increase in traffic which she thinks is inappropriate. She feels strongly that they do damage just because of the

numbers, the bridge on Salters Lane she believes is not suitable for the large vehicles including the farm vehicles using it.

Cllr Harvey explained that the council also share that concern. However, we have taken advice on this and Highways etc have no concerns in either regard – which was backed up by the fact that Highways have no concerns about the additional traffic proposed to come from Pools Barn Farm doing any damage to the roads). Mrs. Flint also thinks the speed limit needs adjusting – as she believes that where the 50 mile limit kicks in going out of Little Alne towards Gt. Alne the bends and width of the roads are not appropriate for that limit.

A lot of quite heated views were heard, at the end of which Mr Turney explained and committed to everyone in attendance that even if he gains approval for the development he is committed to working with the residents to agree a plan that works for everyone which may mean enforcing traffic movements coming in and out of his property in order to limit the total number coming through LA- so some would come from Great Alne and some would come from Wootton and exit similarly. He also explained that he would work with residents to agree working patterns etc.

Cllr. Harvey then asked Cllr Berry for his views to the addendum and to our overall position .

Cllr Berry wished to abstain from voting on a response and expressed his wish that this be allowed to go to committee as the District Cllrs. are much more used to assessing complex issues than we are and he thinks this is a big issue that needs more research before deciding. Particularly to assess the impact of additional traffic coming through Wootton Wawen and Great Alne

Cllr Fitzgibbon wished to object to the application still on the basis she did last time and to confirm her concerns are the same as she expressed previously and whilst she acknowledges that not all the traffic is being generated by Pools Barn Farm her concerns are the increased volume that is being proposed would be damaging. She also questioned whether Mr. Turney could do the development elsewhere and still offer the service to the local farmers (which he had thought about but said the location of his other properties would be more disruptive to the villages that surround them – so we would just be moving the problem).

Cllr Harvey felt that with all the information we now have in front of us she would now potentially support the application but with conditions that would include a public consultation and census of the total traffic and dependent on the outcome of that - a negotiation with Mr Turney of the traffic movement.

Note: The new figures provided in the addendum are :

During the harvest period where the operation runs from 7am till 10pm 7 days a week for 90 days – the total amount of journeys will increase to 20 per day



(from the current 14) – meaning 10 trucks going backwards and forward – which equates roughly to 1.5 journeys per hour -

During the other times the total would be 6.2 per day (from the current 4) which would be between 8am and 7pm or earlier in the winter – which would equate to .5 per hour.

With the removal of all movement of Tractors and Trailers.

As the Cllrs. were not all in agreement there was no actual vote taken because all three Cllrs had different views, and as our original response was to Object nothing has changed. Our response to the addendum is that the PC and residents still have concerns with the level of traffic and its movement through the hamlet. In addition we would like to request an extension to the planning decision in order for a Traffic census to be undertaken and do more research to understand the criteria for a Large Development in order for a Public consultation to take place.

There being no other business – Cllr. Harvey thanked everyone for attending and closed the meeting at 9.40 p.m.

A handwritten signature in black ink, consisting of a large, stylized letter 'A' with a vertical line extending downwards from its right side.