

Minutes from a meeting of Crophorne Parish Council held on 4th October 7pm At the Village Hall

1. PRESENT:

Chairman B Annis Cllr R Segar (Vice Chariman) Cllr J King Cllr S Smythe Cllr W Clive
Cllr M Rowell Cllr C Hall County Cllr E Eyre
District Cllr T Rowley Four Parishioners

2. APOLOGIES – None received

3. DECLARATIONS OF INTEREST – Cllrs King and Segar – Village Hall

4. MINUTES from Meeting 6th September 2021 were approved, proposed Cllr Clive, seconded Cllr Rowell – all in favour.

OPEN FORUM / PUBLIC QUESTION TIME – Concerns were raised by parishioners re planning application 21/01978 – Land North of Blacksmiths Lane, and an objection had been submitted by them to WDC

5. PLANNING:

- Kimberley's Field and Sites – B4084 – still awaiting site visit to establish layout of sites
- 21/00750 – 7a Evergreen Bank, Main Road – Change of use to gypsy caravan site for up to six caravans including no more than five statics/mobile homes – *awaiting decision by WDC*
- 21/00999 – Evergreen Bank, Main Road – change of use of land to use as a residential caravan site for one gypsy / traveller household with 2 x caravans, including no more than one static caravan together with the erection of an ancillary amenity building - *awaiting decision by WDC*
- 21/00365 3 Brook Cottages – proposed two-storey side extension – *approved by WDC*
- 21/01493 – The Pound, Main Street – remedial works to main house and garage with replacement timber conservatory. *Approved by WDC*
- 21/01978 – Land North of Blacksmiths Lane – outline application for the development of 4 self-build bungalows and improvement of access - lengthy discussion took place between Cllrs and a number of concerns were identified, including:
 - risk of loss or damage to the old oak tree near the entrance to the site – tree roots would inevitably be damaged
 - loss of hedge adjacent to the site and the impact on the 'street scene'
 - whether the existing infrastructure for water, drainage and sewage was able to cope with the additional properties
 - Some statements made by the Agent in his Planning Statement which the parish council felt were incorrect

A previous application for development at the same site had been refused by WDC, with objections made at the time by the parish council. The parish council were of the opinion that the same objections still applied to this application. A proposal to object to this application put forward by Cllr Segar, seconded Cllr Hall, five Cllrs voted in favour, with two Cllrs abstaining from voting. The clerk would make comments to the objections raised to WDC

- 21/02075 – Corner Cottage, Middle Lane – 2-storey extension – *no objections*

6. VILLAGE HALL – Cllr Segar reported that a leak had been identified in the roof and was being addressed. The CCTV equipment was likely to need a new recording device

7. HIGHWAY MATTERS:

- B4084 Crothorne to Hampton – Grass verges had been cut back by WCC and five ‘advisory’s’ had been identified, with some parts of the footway needing to be ‘re-constructed’. This is in hand with WCC, but budget restraints will control when the works will be carried out.
- Hedge adjacent to Pound House – a request for this hedge to be cut back. Currently on road edge. This has been raised before and identified as nothing to do with owners of Pound House. The clerk would get in touch with WCC

8. COUNTY CLLRS REPORT: Cllr Eyre sent in a report – attached to these minutes

9. DISTRICT CLLRS REPORT:

- SWDP – A revised timetable had been approved with an estimated end date / adoption expected late 2023
- Minerals Local Plan – a final draft to be approved by the group representing Charlton, Crothorne, Fladbury and Wick and submitted for consideration
- Active Travel / Cycleway and Footway Links – Cllrs Rowley and Eyre are working together

9. PROGRESS REPORTS / UPDATES

(a) Lengthsman – work requests:

- Top of Brook Lane / B4084 – clearance to enable visibility
- Cllr Clive advised he would be happy to liaise with the LM on future duties

(b) Community Infrastructure Levy Fund – Cllr Annis to meet with Cllr Eyre and officer from WCC, looking at options for traffic calming measures in Crothorne

(c) Community Speed Watch – Awaiting communication from the CSW team with a start date / training for Crothorne scheme. Cllr Eyre advised of a new initiative to raise issues with the P & C C John Campion – *clerk to action*

10. FINANCE: Payments for approval / made since the last meeting:

1069	Lengthsman August	144.00
SO	Clerks Expenses	16.22
SO	Clerks Salary	337.80
1070	External Audit Fees	240.00

Accounts had been circulated to Cllrs for approval – *Approval of accounts and payments, proposed Cllr Segar, seconded Cllr Hall – all in favour*

Account Balances:

Current Account (*after unrepresented cheques*): **£ 13,692.25**
Deposit Account: **£ 5022.49**

Corran Dean - Corran Dean are now in a position to move forward with their plans, now that planning approval has been granted. WDC have paid to the parish council half of the NHB funds in order for stage payments to be made by the suppliers of the play / sensory equipment. The clerk advised to the parishioners in attendance that the facilities would be available for members of the community, not just the visitors to Corran Dean

External Audit – the external audit had been carried out. There were no issues raised and Notice of Closure of the Audit posted on the website

11. BROADBAND UPDATE - Cllr Segar reported that the new fibre broadband would be rolled out Spring 2023. It had been suggested that Airband would be offering £250 to customers who would have to pay ‘cancellation’ fees to their current provider.

2021/21

12. DEFIBRILLATOR - The clerk reported that there is no longer a need for 'location' codes to be applied to defibrillators. They are registered on a new network – '**the Circuit**' which takes away the need for the location code (previously causing confusion). The clerk had sourced fridge magnets, which would be distributed to each household, with the **ACCESS** code clearly identified – cost of £125.90 plus VAT – this was approved

13. ITEMS FOR FUTURE AGENDAS / FUTURE DISCUSSION:

- Remembrance Sunday – the clerk has ordered a wreath on behalf of the parish council

14. DATE OF NEXT MEETING: Monday 1st November 2021 at the Village Hall at 7.00pm

County Issues

Police and Crime Commissioner John Campion is urging residents to have their say on the Safer West Mercia Plan which will shape policing across Worcestershire.

School Admissions in Worcestershire open: Applications for school places in Worcestershire for 2022 opened on 1 September 2021. The applications are open for any child due to start school for the first time or transitioning to a Middle or High School in September 2022.

- For children applying for a place at High school, the deadline to apply is 31 October 2021.
- For Primary, First, Infant, Junior, and Middle schools, parents will have until 15 January 2022.

Parents and carers can apply for their child's school place via a secure online portal any time before midnight on the relevant deadline day.

Carbon emissions: Carbon emissions from energy use in street lighting across Worcestershire have reduced by 56% since 2009/10. This is despite an increase in the number of street lights across the county supporting further housing and development. These carbon reductions have been realised through:

- targeted replacement of street lighting assets with energy-efficient LEDs (approx. 46% and counting)
- part-night switch-off of streetlights on some roads
- de-illumination of some traffic signs
- switching traffic lights to LED

To date, the Council has installed 27,700 LED street lights, which have replaced old energy in-efficient and un-maintainable lights. This has saved approximately 2.15 million kWh since April 2018. Replacing street lights with long-life LEDs reduces energy consumption by up to 59% and significantly reduces ongoing maintenance costs. All new traffic lights and upgrades to older traffic lights across the county are carried out using LED technology.

Plant a Tree for the Jubilee: WCC and Worcestershire Lieutenancy, are encouraging individuals, schools, community groups, villages, landowners, and businesses to get involved in a unique tree-planting initiative, the Queen's Green Canopy (QGC), to mark Her Majesty's Platinum Jubilee in 2022. With a focus on planting sustainably, QGC is a national project encouraging the planting of trees to create a legacy in honour of The Queen's 70 years on the throne, to benefit current and future generations. The Lord-Lieutenant, Lt Col Patrick Holcroft LVO OBE, wishes to encourage everyone to take part in this wonderful project and plant trees from 1st October (when the tree planting season begins) through to the end of the Jubilee year in 2022. Everything from single trees, groups of fruit trees, to forests are most welcome! For more info on how you can encourage your constituents and contacts to get involved in this fantastic legacy campaign, please visit the [Planting Trees for the Jubilee pages of the Worcestershire Lieutenancy website](#).

A NEW bus service improvement plan which aims to transform public transport for residents in Worcestershire has been approved by the County Council. The plan will look to further improve bus provision in the county, with a particular focus on integrating bus services with other modes of travel, introducing multi-operator and multi-modal tickets, **improving services in rural areas**, enhancing infrastructure such as bus shelters, taking on new responsibility for punctuality, reliability, and frequency.

The County Council will have new powers but also new responsibilities.

The Department for Transport (DfT) recently published the National Bus Strategy (NBS) outlining its ambition to improve bus services in England. The NBS requires that Local Transport Authorities commit to an Enhanced Partnership with Local Bus Operators. Worcestershire County Council is committed to entering into an Enhanced Partnership by the end of March 2022.

I am a realist, I appreciate such a partnership won't make an immediate difference to our rural areas but I have already reinstated our case, trying to build on the Bromsgrove on-demand pilot to get some bus services for my residents by the end of 2022, especially in Childswickham, Cropthorne Fladbury and Charlton.

A 46 Petition – you might like to be aware that this is being run by Sedgeberron residents given the number of accidents. Work started on the **bridge parapet in Hinton** today.

Local Issues

21/00999/CU – Evergreen Bank, Main Road – change of use of land to use as a residential caravan site for one gypsy/traveller household with 2 x caravans, including no more than one static caravan together with the erection of an ancillary amenity building. Local Planning Authority recommended planning permission not be granted until Highways receive some further detail on the access proposals. In terms of accidents/incidents on the B4084, highways can only take account of accidents police have recorded. There appear to be only two accidents that have occurred close by, one of the accidents was classified as being fatal (2018). **Highway response 5/July/ 2021** seeking similar information requested to the above application, speed data, collision/accident data, and clarification on the uses currently happening on-site, in addition to clarification regarding the proposals and access to see if the access meets current design guidance. **Agents' response to Highways 31/8/2021** Google Streetview clearly shows that the roadside verge is in excess of 2.5 metres wide. The access is located on the outside of a bend in Main Road which means that clear visibility can be obtained along the nearside kerb for distances in excess of 215 metres to the east and west. aerial photographs with the 2.5 x 215 metre visibility splay shown by a yellow line sent to clerk. In the case of a single-carriageway, non-trunk road, the speed limit is only 60 mph and, the imperative to maintain a constant speed of traffic along trunk roads does not apply. As a result, visibility requirements are much reduced. This means that there is a considerable margin for safety at the access to Evergreen Bank. Agent conclusion: a plan, sent to the clerk, shows the vehicle tracking for a vehicle towing a caravan turning left out of the site. This illustrates that, with a road width in excess of 8 metres, this manoeuvre can be completed without venturing onto the wrong side of the road.

Application awaiting information for Highways. Nothing since July.

Note Highway comments on the portal: Whilst it is believed the site is positioned in an unsustainable location, **the Highway Authority cannot ignore that the LPA has previously granted planning permission for the use of gypsy/traveller households on the site, subject to conditions. On that basis, it is not believed that the Highway Authority would now be able to sustain a case for the proposals being unacceptable in this location, based on sustainability. The principle of development is therefore accepted.** The Highway Authority first raises concerns about the clarity of development already on the site. It appears from mapping software that the site is already reasonably built up and split into a series of land parcels, each with access gates. It is understood that the site is reasonably trafficked and served by commercial lorries at times. Clarification is requested on the existing uses on the site before we can determine how this relates to the proposals. If the existing site has planning permission for any other uses, these should be detailed. No highway information has been submitted alongside the application proposals. The Covering Letter states that the existing access has 'already been found to be safe', although no such evidence has been provided. For the Highway Authority to determine if the site proposals and access are suitable, the following information should be presented:

- Details regarding the access junction geometry and dimensions are required in accordance with the WCC Streetscape Design Guide. Information presented should include details regarding its width, radii, surface material, etc. If the site is gated, what is the setback distance of the gates, and could a car towing a caravan safely pull off the B4084 carriageway in front of the gates to open them, without the vehicles extending back on the highway network. A minimum acceptable access width for the access would be 4.1m, with a bound surface provided for at least 5m and gates set back into the site, so vehicles waiting to enter the site do not overhang the carriageway.
- Details regarding access visibility are required in accordance with the Manual for Streets. 85th percentile speed surveys would be required to inform visibility requirements from an x distance of 2.4m. Access visibility (y distance) should be achieved within the highway or applicant-owned land. This information has not been provided.

Community Infrastructure Levy Fund –WCC re traffic calming options – Cllr Annis to meet with WCC officers from 3 pm to 4 pm on 6 October.

Speeding and traffic calming: see above

Community Speed watch- a new officer is in post covering a large area. Assessment needed before promoting.

Junction Field Barn Lane / B4084 – Cllr Smyth. The parish has repeatedly made a good point and even explained the issue with trailers but WCC has advised “they won’t be able to reconsider the hedge at Field Barn Lane. It was borderline when first inspected and a considerable amount has been cut. BB is happy to reinspect following any further growth but cannot do more on this issue.

Field Barn Lane Passing Bays A request had been made for them to be put on the WCC ‘list’ for action: tidying up and making larger if possible, adding a passing bay if possible. Informed in July that advisories had been raised, they had been **surveyed for work but not scheduled**.

Hampton to Pershore Cycleway Emily Barker to come back to me re the history – no response yet. Active travel meeting tomorrow. Update, background, and map sent to clerk. Questions asked:

1. Where all the cycling S106 monies from Hampton and Pershore went, over say the last 4 years.
2. Why there were several feasibility studies ‘93 onwards but no planned implementation.
3. If the small area in Fladbury (start of Porter’s path coming from Station Road) which is not wide enough to meet Sustrans requirement for a horse/man/walking and cycle to progress in line, can be overcome by a flexible approach.
4. When might the parishes learn of the date when this project may start and finish given the S106 monies and LTP4 hooks for this cycle route?

Awaiting October the consultation on Active travel in the County

Footway, B4084 to Hampton - siding out Hampton to Cropthorne Request 49 = - ongoing since July 26th .

Request for grass to be trimmed until a proper assessment can be carried out in respect of resurfacing - Query 49 - The grass cutting for B-class roads will follow on from the A-class roads. This work has now been done.

Requested cabinet member come and see this site for himself. CM will not be coming out.

On-going complaint awaiting schedule for siding out, over what period, how the length will be broken up into tranches, and when each tranche will be done. Trying to get better policy and budget to improve footways next to A and B roads.

Background facts

BB 24th June: machine for siding out work, was not suitable. Footway needs to be in quite a good condition for siding out work to be completed. B4084 is not suitable for siding out due to its condition and would benefit from reconstruction. There are five advisories raised at various points. Engineers have not allocated resources so far. **When we see the 5 tranches from the advisory and the cost I and Cllr Peter Griffiths will respond to the questions:** Does the parish have an area it wishes to prioritise? Does Parish have funds to put to the project if so how much?

Head of Highways RB - 24/6 core maintenance budget is used for all footways, including those adjacent to A roads. programmed work is very much based on our asset management data and hierarchy of needs (footway usage, including vulnerable users). Siding out budget whole county circa £200k per annum. work is usually carried out during the warmer summer months. Before committing to this work, we need to assess the area and carry out trial holes to understand the footway condition. Siding out in rural areas can often reveal a very old, damaged footway and what we don't want to do is to create a safety issue. Siding out is principally cost-effective, but there are also the traffic management costs and tipping charges to bear in mind, significantly increasing the cost of work. An advisory was raised on the footway along the B4084 following your enquiry and those from two residents. WCC will shortly assess this area, carry out the required trial holes and obtain an indicative cost for the works. Stretch is about 2700 metres and there will inevitably be some sections that will require resurfacing and thus increase the cost.

Neigh Lane – Not enough room for a footway
Broadband –Cllr Seager. WCC can support if needed,

Minerals Local Plan

1. 'Planning permission will be granted' wording versus 'planning permission will be supported' wording was debated during the examination hearing sessions, Inspectors made their position clear in the hearings. "planning permission will be granted" is followed in each policy by the tests which need to be met. The Plan is to be read as a whole and within the context of planning law. This means that decision-makers will give appropriate weight to each policy and other material considerations at the time of each planning application. In their view, the suggested change of phrase would be beyond what could be an Additional Modification. The original wording was not "unsound" if any party were to submit additional evidence or legal interpretation as to why the phrase IS unsound, they would consider it.
2. Inspectors' Report procedure: the last stage in the examination procedure Consultation on the Main Modifications. The Inspectors could consider any representations made in response to that consultation. They could choose to hold further hearing sessions if significant issues are raised, before issuing their report. Once their final report is received, it will be put to Cabinet and Full Council for a decision as to whether to adopt the plan. The Worcestershire Minerals Local Plan Main Modifications consultation was withdrawn for technical document reasons but has now been restarted, with a deadline of 12 October.