

Greatham Parish Council

The Annual Parish Meeting was held at Greatham Village Hall on Thursday 14 March 1991, commencing at 7.30 pm.

Present: Messrs R P Williams, R W Flack, K G Snelling, P Stevens, Mrs H Jenkinson, Lt Col R M Digby, the Clerk, the local press representative and 40 members of the public. The guest speaker, Mr J Young, of Mott MacDonald.

Apologies: Mr A Dent

Minutes: The minutes of the Annual Parish Meeting held on 1 March 1990 were approved as a true record and signed by the chairman.

Chairman's Report:

Welcome and Thanks. After welcoming all those people present the chairman thanked Mrs Murphy and Mrs Flack (the transport representatives), Mr Siney and Mr Nolan (the tree wardens), Sir Arundell Neave (community adviser), Lt Col Digby, the parish councillors and the clerk for their cooperation and assistance during the year. Mr Randall had resigned and a special thank you went to him for his many years of service as a parish councillor.

Flooding at the junction of the A325 and Selborne Road. The parish council is still pressing the County Council for some action to relieve this problem and has been advised that a scheme is now ready. Church Lane has similar problems also.

Housing Needs Survey. The parish council and district council surveys produced similar results, namely, a need for approximately 10 houses of which 6 or 7 to be for sale and 4 or 3 for rent. The next step is to identify sites about one third of an acre in size within the village with services available. If approved by the planners, a housing association would buy the site and build. The price paid for the land would be more than the agricultural value but less than the open market development price since land is no longer available in the village for development in the normal sense. The homes would be of high quality and for locals only and the resale price controlled. The parish council would be glad to know of any suitable sites.

The Bypass. The parish council joined the protest over the intended use of a concrete surface. The Department of Transport claim that the new specification will result in a quieter surface than the infamous Chichester bypass. The battle to maintain access to the Longmoor Inclosure has continued and Michael Mates MP has worked hard on our behalf on this and other matters. There are now two possibilities being considered and there is a firm commitment to provide access of some sort.

Apparently there are only minor details to be agreed before the Ministry of Defence will let Woolmer Road become public, eventually to form the basis of a Greatham bypass.

The Village Green. The missing posts around the Village Green have been replaced at no cost to the community. The timber was

donated and the cutting, hauling, digging holes and erecting of the posts carried out by volunteers who finished the work in a morning.

Planning. The whole of Greatham has been designated as countryside in the new area plan which means that normally no further development will be allowed, with the exception of local housing previously mentioned.

The extension to the Eurotec buildings has been a major planning issue.

Election. Nomination forms are available from the parish clerk as well as from Penns Place. The closing date is noon on Friday 5 April 1991.

Accounts:

The clerk provided a summary of the accounts for the year upto 14 March 1991 and these were adopted by the meeting, as proposed by Mr Ted Redwood and seconded by Mr Eric Siney.

Guest Speaker: Mr J Young, Mott MacDonald.

Mr Young began by thanking the parish council for their invitation to him to speak. This he did as a visitor to the area, conscious of his lack of local knowledge but confident that he knew how to do the job of overseeing the construction of the A3 Liphook/Petersfield bypass. This involves all the difficulties of tying together resources: 2,500 major activities, in excess of 700 materials to be tested and used, more than one million man hours to organise. During the construction period between November 1990 and August 1992 he will know what most of the men are doing most of the time over a 20km distance and will aim to please people at least some of the time.

The new road has a long history. The route for the 12½ miles of dual carriageway has been chosen to avoid making an eyesore. The proposed concrete surface has caused public concern based on the experience of the Chichester bypass but the proper design and construction of the Liphook/Petersfield bypass should mean that there is little to worry about. The noise is a result of the air spaces between the ridges and the longer it runs, the quieter it gets. The concrete surface has a longer life than a bitumen surface and requires less maintenance but when repairs are necessary they are more difficult.

Following on from tenders for a 24 month construction period, the contractor was elected for 21 months starting in November 1990. The process can be considered as a series of events, one following from another previously completed event. In addition to this critical path there are many sub-critical paths which are less urgent but equally important. 80% of the activities fall into 10 day bands. The first final surface will be laid in the Greatham section between August and November 1991. Throughout the operation safety and protection of property are very important. Fences are erected early on in order to

protect property and to prevent people from coming too close to large equipment. Road sweeping is continuous to keep road surfaces free from debris. Where the new road passes over existing roads such as the A325 and Longmoor Road there is potential danger which necessitates properly signed crossings and diversions.

The total cost is to be £36 million which averages out at £1.7 million/month. There is a slow build up to peak expenditure and a slow fall back down again. From June onwards the spending will be £2.4 million/month. The project is currently on schedule but there will be a loss of £200.000 per week if it falls behind schedule.

In answering questions from the public, Mr Young confirmed that trees will be planted along the length of the new road, although grasses and sedges will be planted first. Adherence to highway rules must be maintained with particular regard to site lines.

It was pointed out that the roundabout at Ham Barn will be the only one between Portsmouth and London. Concern was expressed over the lack of provision for pedestrians at this site.

The Flexcombe interchange will be on structurally weak ground and there are four houses within the area of the interchange. The space taken up will be larger than for the other interchanges which are generally small.

The level of the water table is bound to be affected by the excavations but the repercussions of this are thought unlikely to affect property.

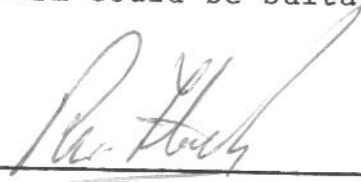
The signing strategy for the road has already been accepted by HCC, EHDC and DoT.

The chairman thanked Mr Young for his interesting and informative talk and then opened the meeting for general questions and comments.

Several members of the public expressed concern at the number of feral cats in the Hopeswood/Longmoor Road area.

It was suggested that land near Goleigh Farm could be suitable for low cost housing.

The meeting was closed at 8.25 pm.

Chaiman 
Date 18-03-92

GREATHAM PARISH COUNCIL SUMMARY OF ACCOUNTS FOR THE PERIOD 1.4.90 TO 14.3.91

Receipts

Balance on Current Account brought forward	£ 8.95
Balance on Deposit Account brought forward	1018.03
EHDC Precept	1000.00
Interest on Deposit Account	30.29
VAT reclaimed	49.34
Grants for Tree Planting	167.00
Planning fee refund	19.00
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	2292.61

Payments

Hire of Village Hall	£ 40.00
HAPC Subscription	50.00
Insurance	55.12
Seminar fees	27.00
Audit fee	123.17
Donations	335.00
½ Annual Salary for Clerk	356.66
Administration	38.43
Planning fee	19.00
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	1044.38

Balance £1248.23