September Report from Cllr Sally Yalden (North Baddesley)
Hampshire County Councillor

County Matters

County Councillor Grant Scheme

I've supported five schemes across the division so far and have £2887 remaining. I'm trying to allocate the funding proportionately across the different communities, which means there is currently around £160 available for the community of Ampfield, **£1589** in North Baddesley, £195 in Braishfield and £933 in Valley Park.

North Baddesley Issues

Fleming Court Parking

No further updates since the last report.
Following Cllr Rice's request to revisit the ongoing parking issues near Fleming Court, I raised the matter with the County.

County has confirmed that it is currently unable to carry out parking enforcement because officers have been unable to locate a valid Traffic Regulation Order (TRO) covering the existing yellow-line restrictions. Without a valid TRO, the restrictions cannot be enforced.

The matter has now been referred to the local Traffic Management Team for further investigation to establish the position and ensure that a valid TRO is in place so that enforcement can take place.

I will continue to follow this up with County and provide a further update once the Traffic Management Team has completed its investigation.

Rownhams Road - Speeding and Highway Concerns

Thank you to Joan and the councillors for the update that the Men's Shed will send a monthly log to see if any extra measures might need to be put in place.

Pavement Parking

No further updates.

Updates

Parking Bays (Rownhams Road)

The review period closed on 30 July, and as no applications were received, the two Disabled Persons Parking Places will be removed.

Contractors will carry out the work. County normally allows 8 to 12 weeks for this type of work to be completed, although this timeframe may be subject to delays.

Castle Lane Junction

No further updates.
Officers are considering possible improvements to the junction layout and signal operation, although any significant changes are likely to be delivered through the longer-term maintenance and upgrade programme rather than immediately.

Rownhams Lane School Crossing Patrol

No further updates.
County has advised that a controlled crossing at the existing location is not considered feasible because access needs to be maintained to the shops and businesses on the north-west side of Rownhams Lane. A zebra crossing would therefore need to be located some distance from the existing pedestrian desire line, particularly for children and families travelling to and from the local schools.

The Area Strategy and Scheme Development Team is undertaking work this year to assess options for delivering Local Cycling and Walking Infrastructure Plan routes in North Baddesley, and officers have confirmed that the concerns raised about this location will be considered as part of that work.

Highways

The Portfolio Holder of Highways is due to visit the division on the morning of the 22nd of October.

Although this report is technically for the month of September, here is an update following Full Council on the 1st of October. I have been raising concerns with Hampshire County Council about how the cumulative highways impact of new development is assessed, particularly where a number of developments may individually be considered acceptable but collectively place increasing pressure on the same roads and junctions.

At last week's Full Council meeting, I asked how often Hampshire Highways had formally objected to residential planning applications over the last two financial years.

HCC confirmed that, as Local Highway Authority, it had been consulted by Test Valley Borough Council on 365 residential planning applications, but had raised formal objections on highway grounds to only 12 (3.3%).

Across Hampshire as a whole, HCC was consulted on 2,212 residential planning applications, including those in Test Valley, and raised formal highway objections to 51 (2.3%).

I also asked what threshold has to be reached before Highways will formally object. I was told there is no fixed threshold and that each application is considered on its own merits against the Local Plan, National Planning Policy Framework (NPPF) and other relevant planning policies and guidance. HCC must also consider whether an objection on highway grounds could be defended at a planning appeal without the authority being liable for costs.

The figures do not in themselves demonstrate that applications are being inadequately assessed, but they reinforce the question I have been pursuing about cumulative impact. An individual development may be considered acceptable in isolation, but a succession of developments using the same roads and junctions may have a very different combined effect.

I therefore asked the following supplementary question:

"The new NPPF, at TR6, specifically requires consideration of reasonable future scenarios and cumulative impacts, including during construction. Has HCC changed the guidance it gives officers since TR6 came into force, and how can members see in a consultation response that those cumulative impacts have actually been assessed?"

In response, the Portfolio Holder acknowledged that concerns about the cumulative impact of development are shared more widely and confirmed that he, the Leader and Cllr Kirsty North had already arranged to meet officers in early November to look at the guidance and discuss the issue. I have been invited to be involved in those discussions.