

## HURN PARISH COUNCIL

The **Extraordinary Meeting of Hurn Parish Council** was held on **Wednesday, 17 April 2024** at the **Avon Causeway Hotel** at **7.30 pm**.

Present were:

Cllr Mrs M Phipps, Chairman

Cllr I Evans

Cllr H Greenman

Cllr Mrs J Jones

Cllr M Cranham

Mrs N Shaw, Clerk

2 Parishioners

### **53/24 CHAIRMAN'S WELCOME**

Cllr Mrs M Phipps thanked everyone for coming to the meeting.

### **54/24 APOLOGIES**

Cllr Mrs H Balkaya Shore.

### **55/24 CODE OF CONDUCT OF LOCAL AUTHORITY MEMBERS**

The Chairman reminded members of the need to declare their interests at all meetings where the matters being discussed, or to be discussed, affected their interests.

### **56/24 BCP LOCAL PLAN**

The BCP Local plan was discussed, and specific policies commented on:

#### **1. Policy S2: Spatial strategy and levels of growth.**

Councillors agreed with 1. Environmentally sensitive areas and the Green Belt.

#### **2. Policy C42: Large Scale Renewable Energy Installations.**

Large scale Renewable and/or low carbon energy schemes. f) should be split –  
f. For ground mounted solar development, grazing practices can be maintained.  
g. Ground mounted solar developments should not be permitted in flood storage areas or in surface water flow paths, including natural floodplains.

#### **3. Policy BE6: Heritage assets**

Conservation Area. Additional points should be added:

- Any development that has a negative effect on the character or appearance of a Conservation area will be looked on unfavourably.
- Signage should be kept to an absolute minimum and be discrete and in keeping with the Conservation area setting.

#### **4. Policy E3: Bournemouth Airport**

Operational Airport (A1) – there is a typo – it should be operational airport.  
Northern Aviation Business Park (A2/Em.1)

v. enhanced sustainable transport by:

- the provision of high frequency bus services between Bournemouth town centre and Aviation Park and Christchurch town centre and the Aviation Park;  
and

- providing a car park management strategy to reduce the reliance on the private car.

The 2<sup>nd</sup> bullet point is too ambiguous and could mean anything and is open to interpretation. It needs to be clarified.

## 5. Policy T1: Transport Strategy

c) creating neighbourhoods with reduced traffic speeds and clean air that enable people to walk, wheel or cycle, through the provision of high quality, safe and inclusive walking and cycle routes that enhance connectivity and reduce severance:

Councillors disagree with the reduced speed policy. What evidence is there that reduce speed reduces pollution? The statement is ambiguous and makes uncorroborated assumptions. Different areas have different characteristics and evidence date for safety will vary. The policy should recognise this. The policy should make reference to evidenced data being required and consultation with residents also being a requirement. Reducing speed is often implemented for safety reasons around vulnerable buildings e.g. schools. A blanket neighbourhood policy is not supported. There needs to be a study of benefits and disbenefits for neighbourhoods. We can see nothing in the Evidence Base to support this policy. Buses, taxis, vans and lorries will incur additional costs if travel times are increased and vehicles have to be driven at less fuel efficient speeds. This policy as written will have an adverse impact on the economy.

e) exploring innovative approaches to travel demand management and mobility, such as car clubs, school streets and/or measures that reduce traffic speed and manage flow;

This statement is ambiguous and an oxymoron. Why is it assumed that reducing speed will increase flow? It is not factual.

f) delivering electric vehicle charging and other alternative fuel infrastructure;

This statement is potentially contradictory to Green Belt policy. Green Belt policy must take precedence if this type of infrastructure is considered outside the urban area. This policy suggests that any location will be supported.

## 6. Appendix 2 – Transport infrastructure improvements

### No. 3 A338 3 lane widening (Ashely Heath – Blackwater) and new link road from A338 to the airport.

Councillors **Object** to the widening of the A338. This proposal is contrary to Policy T4 encouraging alternative forms of transport. Either side of the A338 are designated heathlands which are protected in the local plan. They are designated heathland SSSI's and open green spaces and must not be sacrificed. A third lane would result in the cottages at Blackwater Junction being unacceptably close to high volumes of traffic. Blackwater Cottages are already on an island surrounded by roads and any further deterioration of the setting of these Grade II listed dwellings is unacceptable.

Councillors **Object** to the link from the A338 to the Airport. Such a link would destroy protected SSSI heathland which is unacceptable and is contrary to the objectives of the transport plan to encourage alternative forms of transport.

**No. 21 Wessex Fields – Safeguard land adjacent to the A338 for highways purposes**

Councillors **Object** to the use of land adjacent to the A338 for highway purposes. It forms part of the green belt. Any highways development would threaten the last remaining true farm partly located in Hurn Parish being Wood Farm, which Councillors wish to see preserved. The land includes a protected barn which would be lost. Development would also have a detrimental impact on the heritage area in Holdenhurst/Throop.

Any new ingress/egress from Wessex Fields to the A338 should direct all traffic towards Cooper Dean roundabout/junction (Bournemouth direction). Vehicles they could go around the roundabout and towards Ashley Heath if required. An alternative ingress and egress should also be considered dilute traffic movements and to minimise the wider impact on Blackwater Junction.

**No. 57 Avon Causeway – New walking and cycling bridge over A338 adjacent Avon Causeway bridge**

A new bridge must include access for horse riders. This would replace the right of way across the A338 which was lost when Bridleway No 7 was closed.

The meeting closed at 8.51 pm.

Signed: ..... Date: .....