



## East Meon Parish Council Report March 2024

### HCC Consultation comments submitted by Cllr Davenport:

It is important that the No 67 bus which serves East Meon continues to take residents West to West Meon, Alton and Winchester and East to Petersfield and to connect with rail services.

If the service was axed it would adversely affect all sectors of the community but particularly the elderly, children aged 11-16, students aged 16-18 and those without cars of all ages.

Patients without cars would not be able to get to the doctor's surgery in West Meon or collect their prescriptions unless someone drove them. Many of the elderly do not drive and would not be able to get to Petersfield to visit the dentist, bank and shops or see friends and relatives. There is a statutory duty for a County Council to provide children up to the age of 16 with transport to and from their catchment school but this does not extend to providing a bus service to bring children back to the village after an after-school club. This means that in effect children in rural areas would be precluded from joining school clubs which their counterparts in Petersfield could enjoy.

More worrying is the fact that there is no statutory obligation on a County Council to provide transport to any children to Sixth Form College. Although we understand some grants might be available this means that in general East Meon students would not be able to go on after attending secondary school to do their A Levels unless their parents were able to drive them and collect them during the working day. There would be no other way of getting to Winchester, Alton, Godalming or Havant. This would severely disadvantage students living in homes in rural areas and particularly those from disadvantaged backgrounds. It would contravene HCC Future Transport Policy C1 which refers to those on low incomes who do not have access to a car and aims to prevent them from being "at risk of being excluded from the educational opportunities" that car users enjoy.

The SDNPA has policies promoting community transport as part of its green agenda. Axing bus services would not support this. Similarly, its policies to promote work in the National Park would not make sense if no one could access the jobs by public transport. Similarly, of course, residents would not be able to access work outside the village unless they had their own transport, which many do not.

Some in the village are not in a position to run a car whilst others as a result of infirmity or motivated by a desire to adopt a more sustainable lifestyle choose not to use a car.

Should all these members of this rural community be disadvantaged by having the 67 bus service cut?

Cllr Davenport also commented on proposals to close the recycling centre in Petersfield saying that we already experienced illegal fly tipping with beds, fridges and other electrical

goods, household waste and furniture being dumped on footpaths, grass verges and even residents' driveways and are concerned that if it is made difficult to take articles for recycling then we will experience more of this. She made the point that we should be encouraging people to recycle not making it harder for them to do so.

**EHDC Consultation** comments submitted by Cllr Ridgeon:

5 comments were submitted to the EHDC Local Plan. Comments on the website had to be added per policy area, so it was a series of discrete comments rather than a single input from the Parish Council.

Re Policy CLIM3.3. (*This policy looks at the embodied emissions in a development and looks at adding complexity to brownfield sites by discouraging demolition.*) This policy should not be worded and interpreted to discourage brownfield site developments, as surely these are preferable to building on green fields, which will have an impact on the environment and nature.

Re Policy DGC1.1 (*This policy highlights that infrastructure must be available when first needed.*). Smaller villages have serious problems with inadequate infrastructure, especially sewerage and drainage, and this policy should not be compromised in order to push forward development faster.

Policy DGC1.6: (*If infrastructure cannot be provided in a timely manner, development will be refused.*) More scrutiny is needed of infrastructure suppliers (e.g. water companies) 'marking their own homework' i.e. saying that infrastructure can support new development when the evidence is on the ground is that it cannot.

Policy DGC2.2: (*Development should protect historic rural roads, especially those in the SDNP.*) Development in Clanfield has and will impact traffic visiting and passing through East Meon. We would appreciate support from EHDC and/or developers to help manage that traffic through road or speed limit improvements.

Policy H3 (*Affordable Housing.*) Any affordable housing policy needs to address the problem that Affordable Housing Providers are not interested in social rented housing on smaller sites, and therefore villages that have a requirement for such housing will not have that need met.

### **King Charles III Coronation plaque**

The new Coronation plaque next to the Coronation Oak on the Recreation Ground.  
Collected by Cllr Davenport and installed by Cllr Atkinson last month.



**Path across the Green** – Works will begin in the spring/when the weather has improved.

### **Items included in the traffic calming initiative HCC action scheduled for 2024:**

White lines repainted throughout the village.

Narrowing Workhouse Lane entrance with rubber curbs

Dimpled crossings

### **Items currently waiting for HCC and EHDC to reinstate and repair:**

KEEP CLEAR on the bridge outside the Izaak Walton pub.

Alms house disabled parking

Verges along Workhouse Lane

Potholes

Damaged pavement on the bridge.