

## HUNSTON PARISH MEETING

9<sup>TH</sup> APRIL 2024

**Apologies: Backs, Myrams, Mike Wyllie, Hilary Witt, Christine Descombes, Annie Waddilove, Merle Cattermole, Terry Lewis, Claire DT, Fiona Johnson**

**There were 19 members of the Parish in attendance (see attached list)**

**Approval of Minutes of 19<sup>th</sup> September 2023:**

**Proposed JW. Seconded DoR: Approved unanimously**

**Report from Andy Mellen**

**MWT confirmed that his Annual Report had been circulated and was also on village website. AM briefly outlined the main points in the report. In response to question from DC about devolution AM said it was not certain whether this would be passed by the council. There were both Conservative and opposition councillors who had reservations some about the financial settlement and others about the directly elected head of the council. He was minded to vote against partly because the funding being offered by the government did not reflect the amount by which council funding has been cut in previous years. Funding problems were at the root of many of the issues faced by the council, although in response to query from MDT highlighting in particular the excellent online library services AM confirmed that cuts were not anticipated to the library service. As leader of MSDC AM also said that the library in Stowmarket was receiving funding to expand it into a hub for a greater range of activities and, in particular, that it would be possible to see some MSDC council officers at the library.**

**DJ then raised the question of carriageway repairs being essential before A1088 works. AM confirmed start date was still July but this was subject to UK Power etc getting their work done in time. AM also confirmed that the question of temporary speed reduction was being actively considered and there would be an update at the traffic liaison meeting at the end of May. BW asked AM to take back to the council the question of a lack of enforcement of the weight restrictions on the A1088 and the negative impact this was having on road surfaces (potholes etc). Highlighted that 103 licences had been issued but the number of lorries exceeding the weight limit was well in excess of this. AM acknowledged the problem but cited lack of funding as a major barrier to getting proper enforcement. AM would raise the point at the traffic liaison meeting in May. MWT asked him to note dissatisfaction with Milestones failure (as they promised) to group pothole and carriageway repairs to maximise efficiency. In Hunston this had resulted in multiple visits to the same area and there were still areas that hadn't been repaired. It was a waste of time and scare financial resources (from our taxes).AM**

wld report all these concerns (from DJ, BW, MDT, MWT) to the relevant officers at the council.

### Matters arising:

#### Cottage:

JWT was pleased to report that we had good and happy tenants who were also contributing to village life. The lease updating and renewal was complete and the retrospective planning permission for the shed had gone through.

Electrical connection: After discussion it was agreed that the village would pay for this to be installed, subject to maximum of £750 +Vat if the tenants wanted the connection. The previous quote had been for approx £420. JWT confirmed that the insurers had confirmed they would cover this and there would be no impact on the premium payable.

**The Parish would pay for the installation of an electrical connection to the Cottage shed to a limit of £750 + VAT, subject to the consent of the tenants, Ppsd:BW.**

**Scd:JW: Passed unanimously**

Oil tank: The quote for repairs to the oil tank had been reduced from £915 to £150 but we were still waiting for the work to be done despite endless chasing.

Repairs: There were a number of minor repairs that need doing but it was proving v difficult to get builders willing to work on Listed buildings. Most recently Breams who had done the refurbishment had indicated they were too busy to do the work.

GD Estates: They had had the management contract for 12 years. Their costs were not high but there were questions that needed to be addressed (e.g. their suggested heating engineering quoting £900 for the oil tank base and then reducing to £150 after we raised questions about the extent of work required). A review would be undertaken before renewing the agreement.

**JW raised a question about the level of Parish cottage reserves. MDT said he felt a figure of £25k was about right and this was endorsed by the Meeting.**

#### Parish Book

2 quotes were produced for the repair and preservation of this, including a slip cover.

**The Parish Book be repaired in leather at a cost of approximately £490.**

**Proposed: BW Seconded: MW Approved unanimously**

#### Environment Group

**Confirmed SWT training day 18<sup>th</sup> May.** People to contact NM or MWT if they want to attend. Reported that DJ was kindly offering a farm walk in June. Details to follow. DJ also confirmed that the annual clay pigeon shoot would happen on the second Bank holiday in May (Sat, Sun and Mon 25 -27<sup>th</sup> May 9.30 – 5). DJ said everyone welcome to come along.

The grip and ditch by Hartwell had been cleared and further work was anticipated on the ditch which is on Mary Page Land. Merle C is discussing with David Jacobs and the owners of Hartwell.

#### Traffic update

JWT confirmed that at the last meeting it was agreed to do the repainting and to get a survey done. The question of SIDS and gate painting was left for future consideration once the impact of the initial mitigations had been assessed.

JW said data from Badwell Ash recorded 110,000 vehicles leaving Badwell Ash in 4 month period.

Jan Cox reported that the traffic team had held 43 sessions and caught 222 speeders, with 20 repeat offenders and a highest speed of 45mph. The team were thanked and congratulated for their hard work on behalf of the village.

David Cox reported that the tube survey was set for 15 – 30 April. If the repainting happens within the agreed 14 week period, it should happen by first week in July (Just before A1088 anticipated start date). There was then some discussion about the gates. BW said that the original gates were oak as the feeling at the time was that this was more in keeping with the Conservation/countryside status of the village. The question of whether they should now be painted was postponed until after assessing the impact of the first lot of mitigations. BW also confirmed that the chicane cobbles had originally been painted white and it was suggested that the possibility of repainting these rather than painting the side of the chicane be raised with Highways. AC expressed concern about the exit from Saxon Meadow onto the street. It was confirmed that originally that area had had black and white marker posts on the verge. These need replacing.

**It was agreed that DC would ask the highways liaison officer if the chicane repainting could be included with the work already requested (but not if this meant postponing the already scheduled works) and also raise question of replacing the reflector posts near Saxon Meadows.**

#### SIDS

JW's report had been circulated prior to the meeting and he highlighted that they were considered highly effective both by the police and from reports from local villages. He also mentioned that grants were difficult but that it was possible that a

locality grant could be obtained (although there would have to be separate applications for each SID with a six month break between each application). The proposed model (used by other local villages) was solar powered and each unit cost approx £2,200 +VAT. There was a discount on offer until July from the suggested company. Although there was a maintenance package available JW said other villages had not found this to be necessary. The things that needed to be done now were to agree sites (subject to SCC guidance and local resident agreement) and arrange installation. His understanding was that agreeing sites was quite convoluted but that installation was relatively straightforward and could probably be done by people with reasonable DIY skills. The post itself would be put in by SCC with whom an agreement had to be signed. JW reported that other villages had not experienced problems with the agreement.

JWT said the main issue arising from the SCC Agreement was that we needed to indemnify the council up to £10 million for 3<sup>rd</sup> party liability. He had talked to NFU (who insure the cottage as, unlike neighbouring villages, Hunston has no Parish/Village insurance policy at present) and they had confirmed that in principle they would provide 3<sup>rd</sup> party liability insurance for approx. £400 p.a. Insurance of the device itself would be over and above this. This would be an annual ongoing cost.

MWT then raised the question of whether we needed to go ahead with SIDS at this stage, incurring fairly substantial capital and ongoing costs, rather than waiting to see the result of the tube survey, the effect of the repainting and any speed reduction that was agreed while the A1088 works were underway. In addition, would it be sensible to investigate the possibility of hiring a mobile VAS (Vehicular activated signs) for say 3 months. This could then be moved to regulate and measure speed both into and out of the village (speeding vehicles leaving the village towards Stowlangtoft is a noticeable problem). Based on this cumulative information we could then assess whether there was a need for permanent SIDS. This was over and above any considerations of the visual impact of more infrastructure in a small Conservation village. Also suggested that the presence of such an active speed watch had a deterrent effect on those who were not generally considerate drivers in that there were actual consequences in terms of letters, police visits etc. It was also interesting that even with SIDS Norton was still catching high numbers of speeding vehicles which were just ignoring SIDS.

JW confirmed that SCC would not license mobile VAS. The meeting agreed that we need to investigate whether this was also the case if we were to hire for a short period. We should also investigate joining the SCC run mobile VAS scheme, although it was acknowledged that there were time restrictions on this which might make this scheme ineffective. There is also the question of any mobile unit being

stolen (as had happened before). Some models are fitted with locking devices but this problem needed to be borne in mind.

**Agreed to postpone decision on permanent SIDS till after existing measures had been trialled and reconsider at a Parish Meeting in the summer. In the meantime the question of mobile VAS would be followed up to see if this was a viable option as a stepping stone to deciding on permanent SIDS.**

#### **Closure of A1088**

This had been discussed earlier. Highlighted problem of really bad verge erosion at west end of village and in particular the effect this, combined with the huge increase in HGVs through the village, had on Treetops and other Listed Buildings without foundations. We had raised question of weight and width restrictions at the 1088 traffic liaison group and would do so again. DJ said problem was worse this year because of wet weather so lorries were sinking into verges unlike in drier years. The vehicles were mounting the verges when there wasn't room for 2 to pass each other. This highlights the problem and the need to address this before even more HGVs use this route as a rat run while the A1088 works continue.

Community Self help - This was not discussed as research indicated it was not worth pursuing.

#### **Ownership of village land**

Outlined research into getting land outside Hartwell registered by means of Adverse Possession. At the moment we had the burden of ownership (tree work etc) with no benefit of ownership. Highways had been approached to identify which land along the street they owned. This would pre-empt them opposing an application by the village to register the land if they do not claim it in response to this enquiry. Further updates will follow.

#### **AOB**

MDT informed the meeting that the PCC were applying to upgrade the church with the addition of electricity, running water etc. **He asked for approval of this from the Meeting and this was given.**

BW highlighted that the defibrillator was working well and being maintained by guardians. He encouraged people to sign up to the Staying Alive app which linked to all registered defibrillators across the country. He also noted that we need to reposition the defibrillator sign by the bus shelter as it is fading in the sun in its present position. BW has also had a request for more CPR defibrillator training.

DJ asked for help trapping moles in the churchyard.

The meeting closed at 8.30 pm.

