

COUNCIL MEETING – 24 November 2020

Public Question from Marion Pope

In response to my written question in March 2020, the Leader assured me that the Unity Alliance Cabinet, in line with national planning policy, was "...not intending to amend any Green Belt boundaries through the (BCP) Local Plan". (Cabinet: 18 March 2020, Minute 138 refers).

Since then, the Prime Minister has repeatedly said that development will take place on brownfield sites and that protections for the Green Belt will be strengthened. BCP Council has now published a list of sites offered for development in the BCP Local Plan. It is no surprise that these all fall within the SE Dorset Green Belt including Canford Park Arena. However, Canford Park Arena is not in private ownership, as the Council has stated, but is public land owned by the Council.

My questions are then:

- 1 Will you assure me that the Conservative administration will not amend Green Belt boundaries to allow housing or commercial development?
- 2 Will the Council amend its statement on ownership of Canford Park Arena and make it clear that this and adjacent fields, are public lands owned by the Council?

Reply from Councillor Philip Broadhead, Deputy Leader of the Council and Portfolio Holder for Regeneration, Economy and Strategic Planning

We can reassure Ms Pope that the administration will continue to protect the Green Belt in strict accordance with national planning policy, which only allows amendments to boundaries in exceptional circumstances and through the Local Plan process. The Council is not intending to amend Green Belt boundaries but will however have to respond to the sites that have been promoted as the Local Plan progresses. The Council's Local Plan including policy on protection of the Green Belt will be subject to full and ongoing public engagement, and we look forward to hearing residents' views on this and other key planning issues at the next consultation stage.

With regard to the Canford Park Arena, the phrase 'promoter' in the published information on the Local Plan webpage does not mean 'ownership'. The Local Plan information only says who has promoted land and doesn't reference ownership, therefore if a 3rd party has promoted land in Council freehold ownership, and in this instance there is a long lease to run the Arena, then they are entitled to do so.

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Public Question from Helen Ash

As a resident and frequent user of the beaches at Friars Cliff /Mudeford I've noticed the year-round visitor increases year on year.

Residents and Councillors have requested for several years that TROs for coastal and adjoining roads are changed for safety and commercial reasons.

Visitors park for free roadside causing congestion between October and April, and after 7pm in the summer: rather than pay for Council car parks. The Highcliffe beach car park has no charge over the winter months!

Could Councillor Greene confirm when the formal review of the TROs around the Christchurch Beaches will take place and why the wait?

Reply from Councillor Mike Greene, Portfolio Holder for Transport and Sustainability

Our beautiful shoreline and its unspoilt views to sea are what attract so many millions to visit and supports our vital tourism industry.

It is recognised that there is significant inconsistency across the streets and car parks in BCP which offer easy access to the beach. The inconsistencies extend well beyond both the geographic and seasonal limits that Ms Ash mentions in her question and I agree that this needs addressing. A balance needs to be found between encouraging visitors to enjoy BCP's facilities, natural and built, and ensuring that they contribute to the cost of maintaining them. TROs (Traffic Regulation Orders) are a significant tool available for us to achieve this and I expect to be speaking to the relevant ward councillors about options over the coming weeks.

I cannot answer the question about why the delays have taken place as this BCP Administration has only been in place for just over a month.

24 November 2020

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Public Question from Susan Lennon

I am appealing to full Council that all or some of your members of the overview and Scrutiny committee be unbiased and without political aspirations to the council. In light of BCP Council formally Bournemouth being voted the worst council for not being transparent.

I propose that members of the public could sit on the committee as long as they are unbiased. I myself would put myself forward if needed. A Council should be transparent to its citizens to avoid further scrutiny and criticism. The public needs to be more involved in the say and running of our unitary authority.

Reply from Councillor Drew Mellor, Leader of the Council

An O&S committee is required by law for councils operating a Cabinet model, which BCP Council does. BCP has an O&S Board and two further O&S committees.

These are constituted as committees of the council and as such must by law be politically balanced. This is outlined in the constitution at Part 2, Article 6, 3 'Membership of the Overview and Scrutiny Committees' which states at 3.3

'The Board and Committees are to be politically balanced in accordance with the requirements of the Local Government and Housing Act 1989'.

They cannot therefore be filled with voting members who are independent of the council except in the case of statutory voting members who sit on education O&S committees.

BCP Council recognises the value that those independent of the council can bring to Overview and Scrutiny work and so makes provision for this in Part 2, Article 6, section 3 of the constitution 'Membership of the Overview and Scrutiny Committees' which states at 3.6

'In addition to the Councillors elected to the Committee, members of the public can be invited to attend and contribute to meetings as required to provide insight to a matter under discussion. This may include but is not limited to subject experts with relevant specialist knowledge or expertise, representatives of stakeholder groups or service users. These attendees will not have voting rights.'

The purpose of this is to provide additional insight to work undertaken by the O&S function. This is therefore arranged on a case by case basis according to the subject matter under review. For example, a working group may be constituted by an overview and scrutiny committee to include an external expert along with overview and scrutiny members if it is felt that this will bring value to the work of the group.

24 November 2020

Full Council – 24 November 2020 – Public Questions

Louisa Lindsey-Clark

- 1) Will you honour the Unity Alliance plan to put ordinary citizens at the heart of Climate & Ecological Emergency action planning, through citizens' assemblies and ongoing public consultation?
- 2) Will you reinstate the words "Climate Change" to a Cabinet post title?
- 3) Will you continue the Climate & Ecological Emergency councillor working groups?

Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

The proposal for a Citizens Assembly on Climate Change was shelved by the former Unity Alliance during their period as the Administration of BCP on the grounds that the expected cost of £70,000 to the taxpayer could not be justified at this time. I support that decision. As and when there is an opportunity to find an additional £70,000, I will be looking for projects to spend it on which will actually contribute to action countering Climate Change rather than talking about it.

My portfolio was originally to be titled "Transport and Climate Change". However, while Climate Change undoubtedly dominates the Sustainability agenda and my own work, I wanted to use the wider term of "Sustainability" to ensure other elements such as biodiversity and the use of scarce resources are not ignored.

I believe that the Climate Change councillor working groups were set up with the best of intentions and participated in them. However, particularly over the last few months of the previous Administration it seemed clear to me and others that they were losing their direction somewhat, with a number failing to even attract their allotted membership. I therefore intend to review the arrangement with the intention of introducing an alternative which fully utilizes the skills and knowledge of all councillors in this vital field.

Dr Phillipa Gillingham

Will you continue the Climate & Ecological Emergency councillor working groups?

Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

As per Louisa Lindsey-Clark final paragraph

Emma Appleton

- 1) Will you honour the Unity Alliance plan to put ordinary citizens at the heart of Climate & Ecological Emergency action planning, through citizens' assemblies and ongoing public consultation?
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Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

As per Louisa Lindsey-Clark

Dr Ceri Edwards-Hawthorne

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Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

As per Louisa Lindsey-Clark

James Appleton

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Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

As per Louisa Lindsey-Clark

Julia Card

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Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

As per Louisa Lindsey-Clark

Clare Anderson

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Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

As per Louisa Lindsey-Clark

Mrs Wilkinson

1) Will you honour the Unity Alliance plan to **put ordinary citizens at the heart of Climate & Ecological Emergency action planning**, through [citizens' assemblies](#) and ongoing public consultation?

2) Will you **reinstate the words "Climate Change"** to a Cabinet post title?

3) Will you **continue the Climate & Ecological Emergency councillor working groups**?

4) Will you start treating the climate and ecological emergency like an emergency that needs urgent attention rather than it being an 'add on' to your remit?

5) Will you plan a response on the scale of the covid-19 response to deal with the climate and ecological emergency? This means going further than just putting in cycle lanes but looking at energy, transport, health, natural environment, water, waste & recycling, education, equality and how these can be improved for a greener, cleaner more sustainable BCP area?

Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

As per Louisa Lindsey-Clark plus:

At the December 16th Cabinet Meeting I shall be presenting the first BCP Council Climate Action Annual Report, which I hope will provide reassurance that we are looking at the crisis across the board.

Tina Cresswell

1. What progress have you made on the BCP climate emergency action plan?

2. When will you consult the public on an area wide net zero carbon target?

3. What are you doing to respond to the ecological emergency?

4. Will you commit to delivering a citizen's assembly so that ordinary people can hear the truth about the climate and ecological emergency and input to the decisions that will affect us all?

Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

At the December 16th Cabinet Meeting I shall be presenting the first BCP Council Climate Action Annual Report, which I hope will both demonstrate the progress made to date on tackling Climate Change and what the Council is doing to respond to the ecological emergency.

The intention has always been to adopt the Council's 2050 Climate Action Plan once we have results of the public engagement survey on it. Originally planned for earlier this year, I will also be asking Cabinet to endorse that survey's launch at the December 16th Meeting.

The proposal for a Citizens Assembly on Climate Change was shelved by the former Unity Alliance during their period as the Administration of BCP on the grounds that the expected cost of £70,000 to the taxpayer could not be justified at this time. I support that decision. As and when there is an opportunity to find an additional £70,000, I will be looking for projects to spend it on which will actually contribute to action countering Climate Change rather than talking about it.

Dan Willis

Will you continue the Climate and Ecological Emergency councillor working groups?

Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

I believe that the Climate Change councillor working groups were set up with the best of intentions and participated in them. However, particularly over the last few months of the previous Administration it seemed clear to me and others that they were losing their direction somewhat, with a number failing to even attract their allotted membership. I therefore intend to review the arrangement with the intention of introducing an alternative which fully utilizes the skills and knowledge of all councillors in this vital field.

Peter Estall

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3) Will you continue the Climate & Ecological Emergency councillor working groups?

Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

As per Louisa Lindsey-Clark

Melissa Carrington

In relation to the BCP Climate and Ecological Emergency Action Plan:

What progress have you made in implementing the plan?

When will you consult the public on an area wide net zero carbon target?

What are you doing to respond to the ecological emergency?

Will you commit to delivering a citizen's assembly so that ordinary people can hear the truth about the climate and ecological emergency and input to the decisions that will affect us all?

Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

As per **Tina Cresswell**

Helen Woodall

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Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

As per **Louisa Lindsey-Clark**

Mary Thornton

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Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

As per **Louisa Lindsey-Clark**

Marcus Fidge

One YEAR on from declaring a climate emergency I would like an update on our progress against the action plan. Specifically, when will the public be consulted on the plan?

Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

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The intention has always been to adopt the Council's 2050 Climate Action Plan once we have results of the public engagement survey on it. Originally planned for earlier this year, I will also be asking Cabinet to endorse that survey's launch at the December 16th Meeting.

Ellen Dexter

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Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

As per Louisa Lindsey-Clark

Helen Nicol

How does the council propose to address the climate emergency? And under what time scale?

Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

At the December 16th Cabinet Meeting I shall be presenting the first BCP Council Climate Action Annual Report, which I hope will both demonstrate the progress made to date on tackling Climate change and what the Council is doing to respond to the climate emergency.

I will also be asking Cabinet to reaffirm our commitment to make the Council carbon-neutral by 2030 and the whole BCP area carbon-neutral by 2050.

Amanda Dilworth

How will the council rapidly transition the 3 towns to renewable energy sources?

Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

BCP Council's Climate and Ecological Emergency Draft Action Plan includes the intention to investigate opportunities for large-scale renewable energy installations. If supported by the public through the upcoming climate action consultation, this activity will be taken forward.

On a more modest scale, BCP's predecessor councils were heavily involved in adding solar energy production to their own housing and retained building stock and I hope this will continue and expand over the coming years. Additionally, I expect a stronger focus on heat pumps and, to a lesser extent, biomass. We intend to leverage funds through the Public Sector Decarbonisation Scheme and other channels to enable these works and support other renewable energy projects.

Beyond this, the Council hopes to work with community partners and local organisations through the creation of a Climate Action Leadership Board to encourage the local transition to renewable energy sources. This will include urging others to follow BCP Council's example and switch their energy supplies to "green" tariffs.

Our planning policies, as they evolve, will also require a greater renewable energy production contribution from new developments as they come forward.

Emma Draper

1) Will you honour the Unity Alliance plan to **put ordinary citizens at the heart of Climate & Ecological Emergency action planning**, through [citizens' assemblies](#) and ongoing public consultation?

2) Will you **reinstate the words "Climate Change"** to a Cabinet post title?

3) Will you **continue the Climate & Ecological Emergency councillor working groups**?

Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

As per Louisa Lindsey-Clark

Hannah Hueston

What progress have you made on the BCP climate emergency action plan?

When will you consult the public on an area wide net zero carbon target?

What are you doing to respond to the ecological emergency?

Will you commit to delivering a citizen's assembly so that ordinary people can hear the truth about the climate and ecological emergency and input to the decisions that will affect us all?

When will the Poole Wind farm development be put into motion?

What will you be doing to counteract the land destroyed from the Bearwood developments and others like this.

Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability and Cllr Philip Broadhead, Deputy Leader and Cabinet Member for Regeneration, Economy & Strategic Planning

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I think there may be some misunderstanding about the proposal for a Wind Farm in Poole Bay, which was rejected by the National Planning Inspectorate in 2015. This was not a Council scheme. The application was made by developers, Eneco.

Local councils opposed the development on several grounds including the devastating effect it was predicted to have on the tourism economy which supports tens of thousands of local jobs; and on the unique World Heritage Site of the Jurassic Coast. Laying the cable would also have entailed a 35km trench being dug 40m wide along the whole length, passing through ancient woodland, designated sites including SSSIs and in particular the RAMSAR Wetlands of International Importance along the River Avon. The National Planning Inspectorate agreed and rejected the application to develop. Given the estimated cost of making the failed application ran to several millions, it would take a very brave developer with extremely deep pockets to try to reopen that fight.

Land at Bearwood has been formally allocated for development in the Poole Local Plan following due process to help meet the area's needs. The related policy framework requires those developments to come forward in accordance with clear planning policy requirements, which will ensure any development is sustainable and sensitively delivered in respect of changes to the landscape and environment to create quality new communities and a sense of place where people will want to live. The administration fully supports the ongoing review of the BCP planning framework to ensure all development is managed appropriately to deliver sustainable development and achieve the required balance between social, economic and environmental objectives.

Mike Oates

1 Will you honour the Unity Alliance plan to put ordinary citizens at the heart of Climate and Ecological Emergency action planning, through citizens' assembly and ongoing public consultation?

2 Given that it would be absurd to rescind the Councils' declaration of Climate Emergency (16.7.19) how does the council intend to maintain the momentum of emergency action? Will you reinstate the words Climate Change to a Cabinet post title?

3 Will you continue the Climate and Ecological councillor working groups?

Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

As per Louisa Lindsey-Clark

Francesca Hall

What Progress have you made on the BCP climate emergency action plan?

When will the public be consulted on an area wide zero carbon target

Will you please commit to a citizen's assembly so that everyday people can hear the truth about the climate emergency situation and be part of the decision making process?

I work with young people borough wide and they have no idea/ information on what is going on and that is completely upsetting as it is their future. What is being done to actively encourage cycling? There is no incentive to cycle. I have children at a secondary school and a primary school and I have seen no input going into education and supporting our young people around this crisis -who is overseeing young people and what are they doing?

What is the plan re travel? I would love to travel where possible not by car but it is so expensive - for me and my two children and partner to go by car to town would cost £10.00, we can drive and park for £3.00 or get a taxi for £5.00 . Where is the motivation? Is there a plan to offer free travel under 16? Is there a youth council and representative on this within BCP?

Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

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Government policy, as set out in its recent '[Gear Change](#)' publication endorsed by the Prime Minister, is for a step change in cycling and walking in the coming years. The ambition is for cycling and walking to be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030. BCP Council shares this vision and has embarked on a £102m Transforming Cities Fund (TCF) programme of investment to support sustainable travel, with much of this funding directly supporting people to cycle. Over the next three years we will be creating a network of safe, continuous, direct routes for cycling; where possible physically separated from pedestrians and motor vehicles. We will also be providing match funding to schools to help them improve cycle storage facilities.

The Council works with schools to encourage sustainable school travel including cycling. Many schools have benefitted from Bikeability cycle training organised through the council and others have had support developing their travel plans. To encourage young people to cycle to school and take the pressure of the local bus network during the Covid pandemic, the Council launched '[The New You](#)' publicity campaign with digital roadside and on-line adverts as well as local radio adverts.

The Council is developing its future investment plan for high quality cycle routes through its Local Cycling and Walking Infrastructure Plan (LCWIP) to be published in 2021. Through this, more routes will be introduced as and when funding becomes available.

There are no plans to introduce free travel for Under 16s. The Council does not control bus fares. These are set by the bus companies which are commercial organisations. However, we are aware that both of the main bus operators do have a range of discounted tickets which are worth investigating. Free bus travel for young people would be very expensive for the Council and is not currently affordable. For example, the older persons free travel scheme in this area costs more than £8m per annum. Even if there was the money available, I would not personally support such a move as I believe it would actually discourage young people from choosing to walk or cycle – choices that might well guide their behaviour for the rest of their lives.

There are BCP members of the Youth Parliament, which determines its own work topics.

Pat Mathie

I am extremely concerned about the lack of action towards protecting our environment for future generations.

I feel that the wind farms are a definite step in the right direction and would like to know what has happened with the Poole Bay Plan. Has it completely disappeared or is it just on the back burner

Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

I am strongly supportive of renewable energy, including wind power, but we have to ensure that wind farms are in the correct locations and that the power is generated in a way that provides good value for tax payers and those paying their energy bills.

I think there may be some misunderstanding about the proposal for a Wind Farm in Poole Bay, which was rejected by the National Planning Inspectorate in 2015. This was not a Council scheme. The application was made by developers, Eneco.

Local councils opposed the development on several grounds including the devastating effect it was predicted to have on the tourism economy which supports tens of thousands of local jobs; and on the unique World Heritage Site of the Jurassic Coast. Laying the cable would also have entailed a 35km trench being dug 40m wide along the whole length, passing through ancient woodland, designated sites including SSSIs and in particular the RAMSAR Wetlands of International Importance along the River Avon. The National Planning Inspectorate agreed and rejected the application to develop. Given the estimated cost of making the failed application ran to several millions, it would take a very brave developer with extremely deep pockets to try to reopen that fight.

Clive Block

I note that expansion of the Wytch Farm oilfield was approved in 2013 yet the proposal for Navitus offshore windfarm was rejected in 2015. Despite the changes in public attitude and greater government support for windfarms, Councillor Mike Greene - Portfolio Holder for Transport and Sustainability - has recently dismissed the possibility of Navitus being reconsidered.

Given the above, how does the council propose to meet its stated objective 'To increase the production and use of energy and fuel from renewable sources.'

Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

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Our planning policies, as they evolve, will also require a greater renewable energy production contribution from new developments as they come forward.

Anita Rose

Will you commit to delivering a Citizens' Assembly on the climate & ecological emergency?

When will you consult the public on an area wide net zero carbon target?

What are you doing to respond to the ecological emergency?

What has happened to BCP's Climate & Ecological Emergency Action Plan? What progress have you made on it?

Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

As per **Tina Cresswell**

Louise Kenchington

It's never been more clear that the world is facing an unprecedented climate emergency. In August, the USA struggled tackling the biggest wildfire in modern history and, for the first time on record, Arctic sea ice did not start freezing at the end of October.

1) Will you honour the Unity Alliance plan to **put ordinary citizens at the heart of Climate & Ecological Emergency action planning**, through [citizens' assemblies](#) and ongoing public consultation?

2) Will you **reinstate the words "Climate Change"** to a Cabinet post title?

3) Will you **continue the Climate & Ecological Emergency councillor working groups**?

Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

As per **Louisa Lindsey-Clark**

Alasdair Keddie

Last December, the council approved the action plan for addressing the Climate and Ecological Emergency. The declaration committed BCP Council to host a 'citizens' assembly' to enable a representative and sortition-selected group of BCP residents to participate in deciding how the council should take action.

The action plan commits the council to hold a public consultation on its contents and implement cross-party councillor working groups.

Can the portfolio holder for Transport and Sustainability confirm the Cabinet's commitment to public engagement and representation by confirming that they plan to go ahead with the citizen's assembly and public consultation on the action plan, as well as resuming the climate-focused member working groups?

Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

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The intention has always been to adopt the Council's 2050 Climate Action Plan once we have results of the public engagement survey on it. Originally planned for earlier this year, I will also be asking Cabinet to endorse that survey's launch at the December 16th Meeting.

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Mark Sanders

1. With cruise ships both a much bigger visual impact AND a tourist attraction, plus even more support from the conservative government isn't it time to re-instate the navitus bay wind farm project?
2. With Traffic congestion some of UK's worst and hindering the BCP economy, why are many LTN plans, in line with conservative governments being shelved? Especially under the spurious and reactionary/political banner of 'limiting cars/people's freedom' (an oxymoron in congested BCP)
3. Unless denying the importance of climate change, will you reinstate "climate Change" to a cabinet post title?

Reply from Cllr Mike Greene, Cabinet Member for Transport and Sustainability

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I think there may be some misunderstanding about the proposal for a Wind Farm in Poole Bay, which was rejected by the National Planning Inspectorate in 2015. This was not a Council scheme. The application was made by developers, Eneco.

Local councils opposed the development on several grounds including the devastating effect it was predicted to have on the tourism economy which supports tens of thousands of local jobs; and on the unique World Heritage Site of the Jurassic Coast. Laying the cable would also have entailed a 35km trench being dug 40m wide along the whole length, passing through ancient woodland, designated sites including SSSIs and in particular the RAMSAR Wetlands of International Importance along the River Avon. The National Planning Inspectorate agreed and rejected the application to develop. Given the estimated cost of making the failed application ran to several millions, it would take a very brave developer with extremely deep pockets to try to reopen that fight.

I would also dispute the assertion that the cruise ships now at anchor are a much bigger visual intrusion than the wind farm would have been. Simple trigonometry shows that the turbines would have appeared comparable in height to the cruise ships and as wide as they were tall. There would have been in excess of a hundred of them; they would not have provided interest by coming and going; they would not have been a rare sight; and, unlike the cruise ships, they would have been there for at least 25 years by which time I think we can safely say any potential appeal as a tourist attraction would have long gone.

I am puzzled by the question about LTN plans being shelved. I do not know of any for which this is the case. It might be useful for Mr Sanders to seek more detail from his information source.

My portfolio was originally to be titled "Transport and Climate Change". However, while Climate Change undoubtedly dominates the Sustainability agenda and my own work, I wanted to use the wider term of "Sustainability" to ensure other elements such as biodiversity and the use of scarce resources are not ignored.

COUNCIL MEETING – 24 November 2020

Public Question from Conor O'Luby

The impact of noise on people's well-being is often overlooked, but according to the World Health Organisation, "at least one million healthy life years are lost every year from traffic-related noise in the western part of Europe". Can the Council please tell me what plans they have for helping to reduce noise levels across the BCP area

Reply from Cllr Mike Greene, Portfolio Holder for Transport and Sustainability

Previous Noise Action Plan mitigation within the conurbation has identified the following as potential tools for helping to reduce noise levels:

- Speed limit reduction
- Noise barriers
- Traffic management
- Low noise surfacing

The Council will continue to invest in its highway infrastructure to promote active travel (walking and cycling) and the promotion of electric vehicles to reduce both traffic volumes and noise.

24 November 2020

Council 24 November 2020 – statement submitted by Conor O’Luby on proportional voting

The BCP Constitution insists that the membership of Council committees reflects the proportion of seats held by political groups on the Council. The stark irony is that the number of council seats held by these groups almost never reflects the number of votes cast by the public in elections. Following the Welsh Parliament's decision to allow local councils to choose a proportional voting system for local elections - thus coming into line with Scotland and Northern Ireland -, only England continues to use the disastrously archaic First Past the Post system. Its days are surely numbered, however.