

SHERBORNE TOWN COUNCIL

To the Town Mayor & all Members of Sherborne Town Council, Youth Advisors, Public & Press.

Dear Member

PLANS COMMITTEE MEETING

A MEETING of the PLANS COMMITTEE will be held in the Council Chamber, The Manor House, Sherborne, on Monday 4 December 2017 at 7 pm, for the transaction of the business mentioned below.



T Savage
Town Clerk
28 November 2017

A G E N D A

1. APOLOGIES FOR ABSENCE

2. DECLARATIONS OF INTERESTS AND DISPENSATION REQUESTS

Dispensation Requests must be submitted using the approved form and Members are reminded of their obligations to declare their interests in the following items and to indicate the action they will be taking when the item is considered as per the National Association of Local Councils (NALC) Model Code of Conduct which has been prepared to comply with the requirements of Section 27 of the Localism Act 2011.

3. MINUTES

To approve as a correct record the Minutes of the Plans Committee meeting held on 6 November 2017.

4. DECISIONS

The following decisions have been received:

4.1 WD/D/17/0639 (Full)

Erect detached dwelling with detached double garage. Removal of existing garage and garden store. Land rear of 26 Cheap Street.

Refused by WDDC

STC Resolved: The Town Council has no objection subject to the approval of the Listed Building Officer.

4.2 WD/D/17/1552 (LBC)

Conversion of premises from A2 to C3 (office to residential) and internal modifications. The Yard House, 83 Cheap Street.

Approved by WDDC

STC Resolved: The Town Council has no objection

4.3 WD/D/17/2053(LBC)

External and internal alterations (part retrospective). 13 Acreman Street.

Approved by WDDC

STC Resolved: The Town Council did not agree a resolution on this application and leave it to the judgement of the Listed Buildings Officer.

4.4 WD/D/17/2093 (Full)

Change of use of The Old Chapel on Marston Road, Sherborne, from previous uses as retail, workshop, storage and rehearsal room for the Sherborne Amateur Players into a playhouse to facilitate an audience of not more than 60 persons.

Approved by WDDC

STC Resolved: The Town Council has no objection in principle, but has concerns about the lack of provision for parking, as the nearest public car parks are not directly accessible.

4.5 WD/D/17/2170 (LBC)

Erect single storey extension. Clanfield Cottage, Marston Road.

Approved by WDDC

STC Resolved: The Town Council has no objection

4.6 WD/D/17/2189 (Full)

Extension to existing cold store. Hunts Foodservice, Ludbourne Road.

Approved by WDDC

STC Resolved: The Town Council made no comment as the consultation period had expired.

4.7 WD/D/17/2194 (Full)

Erect garage and car port. Field Walls, The Avenue.

Approved by WDDC

STC Resolved: The Town Council has no objection

4.8 WD/D/17/2294 (LBC)

Remove modern fireplace and open up original fireplace ready for new hearth and fire. Quadring, Greenhill.

Approved by WDDC

STC Resolved: The Town Council has no objection subject to the approval of the Listed Buildings Officer.

5. APPLICATIONS

<http://webapps.westdorset-weymouth.gov.uk/PlanningApps/Pages/Search.aspx>

5.1 WD/D/17/002410 (Full)

Two storey extension to the rear including extension of roof to form single pitch together with internal alterations.

10 ASKWITH CLOSE

5.2 WD/D/17/002444 (Change of use)

Change of Use of Ground, First and Second floors from B1/D1 to A1 retail
92 CHEAP STREET

- 5.3 WD/D/17/002503 (Change of Use)**
Change of use from B1a offices to C3 single domestic dwelling
GEORGIAN HOUSE, GREENHILL
- 5.4 WD/D/17/002505 (LBC)**
Internal alterations to allow change of use from B1a to single domestic dwelling
GEORGIAN HOUSE, GREENHILL
- 5.5 WD/D/17/002552 (Full)**
Formation of courtyard including doors & glazing to rear (Retrospective)
62 CHEAP STREET, SHERBORNE

6. TRANSPORT, PARKING AND HIGHWAYS

6.2 Dangerous Parking – The Furlongs and Vernalls Road

At the meeting held on 6 November a request was considered regarding the inconsiderate and dangerous parking too close to the junctions on both The Furlongs and Vernalls Road. The Plans Committee recommended that a letter be written to Dorset County Council suggesting that white lines are placed on either side of the road at the junctions to discourage parking. A reply has been received from the Community Highways Team Leader at Dorset Highways, Dorset County Council which reads as follows:-

'I have now had the opportunity to visit this site, at the time of the visit on Thursday 16th November at about 11:00am there wasn't that much traffic parked up in the area, although I have seen it a lot worse on previous occasions. Your proposal to install white lines is a possibility but would have only limited effect for a period of time, using these type of unenforceable lines at numerous locations over the town will have a negative effect on existing white lines and can also get out of control once a precedence has been set, you also have the added problem of continual maintenance going forward. For the above reasons I do not support your proposal.'

6.2 Dangerous Parking – The Furlongs and Vernalls Road

At the meeting held on 6 November a request was considered regarding the constant speeding of traffic entering the Kitt Hill area of Sherborne. The Plans Committee recommended that a letter be written to Dorset County Council suggesting reduction of speed limit between Kitt Hill and the A30/Horsecastles junction from the current 40 mph to 30 mph. A reply has been received from the Community Highways Team Leader at Dorset Highways, Dorset County Council which reads as follows:-

'You have requested a reduction of speed limit between Kitts Hill and A30 / Horsecastles junction from the current 40MPH down to 30MPH.

Our speed limit policy document falls in line with the Department of Transport's guidance, this guidance says that the density of frontage development should be 20 or more houses within a 100m section of road before a 30MPH limit is considered, in this circumstance there are no frontages.

Part of our consideration would be to also look at the amount and type of collisions that have taken place here over a five year period, in the past five years there have been three recorded collisions, two of which were rear end shunts where someone was waiting to turn off of the A30 at the traffic light end of this section and the other was a slow side impact where someone was turning out of Sheeplands.

If the 30mph speed limit were to be extended, the signing for the existing 30/40 terminal and the painted '30' roundel would be removed. This would remove the impact of the current 30MPH gateway/terminal which would likely raise the average current speed of the vehicles

entering the Kitt Hill section of road rather than reduce it. Adherence to speed limits is generally higher when they begin at a point where it makes sense to the driver.

There is currently a hatched centre line zone between the Garage and the traffic lights, this in itself prevents any overtaking and reduces erratic driving.

The current development going on at the new traffic lights has been designed for a 40mph restriction, a reduction would need a whole new design on the traffic light layout and visibilities.

Conclusion

If the environment is not conducive to a 30mph zone the traffic is likely to speed up, there would possibly be more collisions and if this mean speed were to increase the effect on the narrow section of Kitts Hill would be made worse. The 30mph limit on Kitt Hill begins at the most appropriate and meaningful point as it is at that point that the road layout/situation changes.

Taking all of the above into consideration I do not support the proposal.