

SHERBORNE TOWN COUNCIL

PLANS COMMITTEE

4 December 2017

At a meeting of the PLANS COMMITTEE held at the Council Chamber, The Manor House, Sherborne on **Monday 4 December 2017 at 7.00 pm.**

Present: Cllr K Pike - Chairman
Cllrs J Andrews, D Birley, J Carey, A Hall, M Hall, J Hogben and J Pentolfe

In attendance: Mr T Savage (Town Clerk) and Mrs S Woodford (Civic Administrator)

1. APOLOGIES FOR ABSENCE

Apologies were received from Cllr A Cook and S Greene

2. DECLARATIONS OF INTEREST AND DISPENSATION REQUESTS

- 2.1 Cllrs Pike and Hogben declared an interest in Item 5.5 due to a pending inquiry relating to the applicant, indicating they would leave the Chamber therefore take no part in the debate or the vote.
- 2.2 Cllrs Andrews, M Hall and Pentolfe also declared an interest in Item 5.5 due to the pending inquiry, indicating their intention to remain in the Chamber but take no part in the debate or vote.
- 2.3 Cllr M Hall declared that taking part in the discussions and vote on new planning applications at this meeting, has been done on the understanding that his decisions are based on the information available at this time and that he reserves the right to change those decisions when the applications are discussed at West Dorset District Council.

3. MINUTES

It was PROPOSED by Cllr Andrews and SECONDED by Cllr Birley and AGREED unanimously that:

The Minutes of the Plans Committee meeting held on 6 November 2017 were taken as read.

4. DECISIONS

The Chairman referred to details of decisions made by the Development Control Committee in respect of applications previously considered by the Committee.

5. APPLICATIONS

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

It was PROPOSED by Cllr A Hall and SECONDED by Cllr Hogben and AGREED (7 in favour and 1 abstention) that:

The Town Council has no objection.

- 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

It was PROPOSED by Cllr Andrews and SECONDED by Cllr Pentolfe and AGREED (7 in favour and 1 abstention) that:

The Town Council has no objection.

- 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

It was PROPOSED by Cllr Hogben and SECONDED by Cllr Carey and AGREED unanimously that:

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

- 5.5 WD/D/17/002552 (Full)**
Formation of courtyard including doors & glazing to rear (Retrospective)
62 CHEAP STREET, SHERBORNE

Cllrs Hogben and Pike Declared an Interest left the Chamber.

Cllrs Andrews, M Hall and Pentolfe Declared an Interest, confirmed they would not participate in the debate and subsequent decision and remained in the Chamber.

The meeting was declared not quorate as a result of the Declarations of Interest hence the remaining Members requested that this Application be considered by the WDDC Development Control Committee and not left to WDDC Officers to consider, due to its sensitive location within the Conservation Area of Sherborne.

6. TRANSPORT, PARKING AND HIGHWAYS

6.1 Dangerous Parking – The Furlongs and Vernalls Road

Members noted the response from DCC.

'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 Speed Limits - Kitt Hill

Members noted the response from DCC.

'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.'

The Town Clerk confirmed he had approached DCC Highways to establish whether there is an appeal procedure before responding to the residents who raised the above queries at 6.1 and 6.2.

6.3 Crossing at Half Moon Street/Digby Road

The Town Clerk had received confirmation from DCC that the matter has been referred to the 'Crossings Officer' who will organise a survey to take place in the near future.

The meeting closed at 7.15 p.m.

Chairman