

Minutes

Meeting of : Western Area Committee
Meeting held in : Bishopstone Village Hall, Bishopstone
Date : Thursday 22 March 2007
Commencing at : 4.30 pm

Present:

District Councillors

Councillor E R Draper – **Chairman**

Councillors A J A Brown-Hovelt, T F Couper, Mrs J Green, J B Hooper, G E Jeans and Mrs S A Willan

Apologies: Councillors J A Cole-Morgan, P D Edge and Mrs C A Spencer

Parish Councillors

Mr H Farris (Stratford Tony) and Mr Smith (Idmiston)

Officers

A Bidwell, (Development Services), C Bruce-White (Development Services), J Crawford (Legal and Property Services) and A Davies (Democratic Services)

715. Public Questions/Statement Time:

There were none.

716. Councillor Questions/Statement Time:

County Councillor Wayman, Divisional Member for Mere and Tisbury made a statement along the following lines:-

With reference to the leaflet currently sent out with the Council Tax Demand in Salisbury District, entitled 'You need to know! Wiltshire County Council plans Mega Council', I support the bid made by Wiltshire County Council (WCC) for Unitary Status, but I also recognise that the matter needs to be debated.



Awarded in:
Housing Services
Waste and Recycling Services



However, I believe that Salisbury District Council (SDC) has overstepped the mark with the publication of this leaflet in its attempt to sway public opinion in its favour.

The Council Tax demand letter contains non political statements of fact. I believe it is a misuse of the Council Tax demand letter to use it as a method of circulation for this political leaflet issued by SDC and signed by Mr David Crook, Acting Chief Executive.

In a letter to the Leader of WCC, Councillor Jane Scott, Mr Crook explained that the letter had been issued in his name, following consultation with the Group Leaders at SDC. The leaflet was not signed by one of the Councillors in light of the purdah period associated with the forthcoming District and Parish Council elections.

With reference to the content of the leaflet, I believe it contains misleading and inaccurate statements, e.g. the size of Wiltshire and the centralisation at Trowbridge. It takes me the same amount of time to drive from West Knoyle to Trowbridge as it takes me to drive to Salisbury. And a large number of services are provided locally, for example social services are provided to people in their own homes and the mobile library service travels through the rural villages. Furthermore, twenty community planning areas are proposed for decision making facilities within the area.

I believe one council will result in savings overall and savings can be achieved through associated economies of scale. There will be job cuts, but this will be for the benefits of local council tax payers. Government demands 3% of cashable savings this year and SDC knows as well as WCC how essential it is to make these savings.

I completely disagree with SDC's statement that the County Council's estimate for savings is "guesswork". This information has been based on detailed information and analysis. How can SDC's statement that the retention of 4 district councils in Wiltshire will save around £5million each year be more reliable than the County's alleged "guesswork"?

In terms of the cost of democracy and Councillors allowances (£25,000 for ordinary members, £50,000 for Cabinet members and £75,000 for the Leader of the Council), there is no truth to this. Councillors will receive the same amount of allowance as County Councillors currently receive.

The Acting Chief Executive of Salisbury District Council should be ashamed for making such scurrilous statements".

The Chairman thanked County Councillor Mrs Wayman for her statement. He replied as follows:-

"The leaflet was produced and circulated by SDC at very little cost and is very modest compared to what Wiltshire County Council has produced.

"I understand that in 2006/7 WCC spent £68, 000 on consultants and £16, 000 on printing in connection with its bid for unitary status

"Whilst the leaflet was issued in the name of the Acting Chief Executive, it represents the views of Salisbury District Council and was prepared in consultation with the group leaders.

"With reference to members allowances, I understand that the amount quoted for backbench members has been obtained through a county council source and the ratio of this level to the level for cabinet members and the leader are consistent with that applying in many other councils, including Wiltshire County Council.

"I would add that SDC has the same right as WCC to put forward its views in relation to the matter of unitary status. In my experience, constituents approach their district councillors before county councillors. Unitary status will mean the end of area committees and local democracy as we know it".

717. Minutes:

Resolved – that the minutes of the ordinary meeting held on 22 February 2007 (previously circulated) be approved as a correct record and signed by the Chairman.

718. Declarations of Interest:

There were none.

719. Chairman's Announcements:

The Chairman informed Members that he had received a letter from Wiltshire County Council in connection with the proposed reorganisation of the registration service (further to his letter sent on 5th March 2007). This read as follows:-

"The consultation period regarding the proposal finished on 23rd February 2007. We are now in the process of collating all objections, comments and suggestions received during the consultation period.

"Please can I reassure you that no decision has been taken to make any changes. Cabinet Members will receive a further report about the Registration Service during the summer months. This report will focus on the outcome of the consultation and the results will be used to produce a detailed plan to improve the service".

The Chairman wished Councillor Mrs Willan a speedy recovery following her recent riding accident.

The Chairman informed Members that the next Western Area Committee meeting on 19th April would be the last of this Council, before the District and Parish Elections on 3rd May. He hoped Members would join him for a drink at one of the pubs in Dinton after the meeting.

720. Heavy Goods Vehicles driving through Villages:

Mr Rob Murphy, Principal Transport Planner, Wiltshire County Council was in attendance and explained to Members the various issues faced by the Highways Department in relation to problems with increased movement of heavy goods vehicles (HGVs) on inappropriate roads.

Mr Murphy explained that the County Council recognised that the way in which freight distribution supported economic vibrancy and growth could not be at the expense of the environment or local communities. Consequently, the County Council took seriously the need to achieve a more sustainable distribution of freight that balanced the needs of the economy, the environment and society.

To help achieve this objective, the County Council has established the Freight Quality Partnership (FQP) for Wiltshire with the support of the Freight Transport Association and Road Haulage Association. Formed in November 2000, the FQP provides a forum for representatives from industry, freight operators, local government and other interested parties to discuss freight related matters and to promote solutions which reconcile the need for access with local environmental and social concerns.

Mr Murphy went on to explain that at a local level, the traffic flows of HGVs are monitored and the needs of hauliers are assessed. If warranted, discussions are held to discuss local issues with hauliers to investigate the possibility of alternative freight routes. Consideration is also given to signage used and weight limits. Currently, solutions for Maiden Bradley and Downton/Redlynch are being developed.

A matter that seems to be exacerbating the problem and is of national concern relates to the use of satellite navigation. Mr Murphy explained that Highways regard this as a significant problem where regulation needs to be imposed so that details such as weight limits can be included. Wiltshire County Council hopes that the Government will propose a statutory consultation period to examine these issues further and afford concerned parties the opportunity to submit their concerns.

Mr Murphy informed Members that freight issues in the County needed to be matched against the limited resources available. Consequently, the County is currently developing a mechanism in order to determine priorities, based upon the following criteria:-

- HGV flows on roads
- Safety records, e.g. the number of accidents on specific stretches of road, the number of crossings.
- Community characteristics e.g. number of properties facing onto the road, schools, Conservation Areas, Areas of Outstanding Natural Beauty
- Road classification

Desk top analysis and limited survey work based on the above criteria will enable the Highways Department to rank the issues it is currently aware of, whilst also taking into account wider issues. Mr Murphy added that there are currently 33 outstanding weight issues in the County, including four in the Western Area, i.e. Stratford Tony, Stoford, Teffont Magna and Mere. All of these will be

included on the priority list and presented to the Freight Quality Partnership for consideration and the Cabinet Member for approval. Some issues may be delivered with relative ease, whilst others may be more complicated. The key thing was to ensure that a freight problem was not simply transferred from one area to another area without due study.

Following Mr Murphy's presentation, the Chairman then invited comments from members of the public and Parish Councils. These were made as follows:-

Mr Smith of Idmiston Parish Council informed the Committee of concerns in relation to the traffic levels on the B3089. He added that where traffic levels are currently assessed (usually close to the A303), these figures would be very different if levels were monitored in Barford instead. He asked if the Principal Transportation Planner would include this in his consideration.

Mr Murphy replied that often survey points for traffic levels were determined on grounds of safety but he agreed to take this comment back.

Mr Farris of Stratford Tony informed the Committee that the A354 has now become the "bolt hole" for very heavy commercial vehicles. He added that Hampshire and Dorset Councils had helped address some of the resulting damage by marking the edge of the road with white lines, to prevent verge gouging. Mr Farris added that he had raised this matter with the Wilton Area Office but had not received a satisfactory response. He therefore asked if Wiltshire County Council would pay particular interest to Coombe Hill where juggernauts are consistently gouging out the side of the road.

Mr Murphy replied that the difficulty with this road was that it was a designated freight route. He stated that he would refer Mr Farris's point back, together with the fact that Mr Farris had not received a satisfactory response from the Wilton Office.

Mr Long, resident of Bishopstone informed the Committee that the roads in the Chalke Valley were much affected by heavy good vehicles. The edges of the roads were severely damaged and would make cycling particularly dangerous. He recognized that resources were limited, but this would always be the case. Mr Smith of Idmiston asked whether it would be more effective to approach County Hall directly with transport concerns, rather than the Wilton Area Office.

Mr Murphy replied that comments should usually be addressed to the Wilton Area Office in the first instance, but comments could also be directed in writing to the Director of Environmental Services at County Hall.

The Chairman then invited comments from the Members of the Committee. These were made as follows:-

- A huge amount of container lorries coming from Southampton travel through Wilton and then on to the B3089 through Barford St Martin and Dinton. When considering planning applications in these areas, the Highways department did not always comment on the level of traffic movements. However, Dinton is experiencing more and more traffic movements and is surely an area that would meet the criteria previously outlined by Mr Murphy, i.e. it abuts a Conservation Area, has a school and lies within the Area of Outstanding Natural Beauty.
- If weight restrictions are imposed, surely these will result in an increased number of lighter lorries. Furthermore, how is it possible to curtail the routes HGVs travel if business dictates their use. What innovative solutions is the Highways Department considering to address these issues?

Mr Murphy replied that the economic implications of weight restrictions and alternative routes were matters that the Highways Department took very seriously. The impact of longer routes in terms of hours and number of miles travelled needed to be taken into consideration, together with the environmental impact in terms of CO2 emissions. He agreed that the imposition of weight restrictions could possibly result in the increased number of smaller lorries travelling through villages.

In terms of innovative approaches that could be employed, Mr Murphy informed the Committee of the benefits of trans shipment areas, i.e. where large lorries deposit loads into a central warehouse area, usually located outside an urban area and then transport these loads via smaller vehicles to a central destination. However, there is no evidence available yet to indicate that trans shipment areas are viable in rural areas.

- In Wilton, lorries are unable to physically pass each other on A36 and often block the entire centre of Wilton. It is essential that people can pass safely through the market square and the lights there should be moved to assist traffic flows.
- The A36 is one of the worst roads in the country in terms of heavy traffic usage and the roads running parallel to the A36 and A30 often lead to rat runs.
- The West Country desperately needs a dual carriageway, particularly since plans for the Wyllye Valley relief Road and Brunel Link have now been scrapped. If the traffic problems of South Wiltshire are to be solved, the Regional Assembly must address further development of the A303.

Mr Murphy replied that some of these matters were outside the remit of Wiltshire County Council, but added that the A303 will be considered by the Regional Spatial Strategy Examination in Public starting in April. For a market town of its size, Salisbury has received substantial funding contributions (approximately £20 million) towards its local transportation plan, e.g. four park and ride sites with a fifth on the way and the introduction of an intelligent transport system.

- Charnage Hill (A303) is a dangerous stretch of road. The introduction of a speed camera at the top would help reduce the risks associated with speeding traffic. In the long term, consideration should be given to dualling of the carriageway.
- The speed of traffic passing through villages, especially larger settlements needs to be curtailed.
- Limpers Hill in Mere is used as a short cut. The signage along this road does not refer to Mere, so very often drivers get lost.
- New Road at Mere is dangerous and numerous complaints have been made.

Mr Murphy replied that although the A303 was the responsibility of the Highways Agency he would nevertheless report back to the County's Road Safety Manager and draw his attention to the safety concerns in connection with Charnage Hill on the A303 so that these could be relayed to the Safety Partnership for consideration.

- It would be useful for the Principal Transport Planner to be aware of comments arising from the Area of Outstanding Natural Beauty Conference, which was held recently and covered a number of highway issues.

The Chairman thanked the Principal Transport Planner for attending the Western Area Committee meeting.

(NOTE: Prior to the meeting, the following requests were submitted for consideration. The Chairman passed these onto the Mr Murphy to take back to the Highways Department for consideration:-

- Lower Road in Quidhampton – as requested by Ian Lovett (Chairman, Quidhampton Parish Council)
- B3089 from Barford to the A350 past Hindon. It is important that HGV's do not turn off at Willoughby Hedge and come down the slip road to join the B3089 – as requested by Michael Glover, Chairman of Dinton Parish Council)

721. Tree Preservation Order (TPO) 386, Land adjacent to Riverside, Fovant

The Lead Planning Officer informed Members that the Arboricultural Officer had received a letter from the applicants agents, Wessex property Management confirming the points detailed within his report.

Mr Prince, agent for the applicants spoke in support of the Officer's recommendation.

Following the receipt of these statements, the Committee considered the previously circulated report of the Arboricultural Officer.

Resolved – That the Tree Preservation Order 386 should not be confirmed. The tree will continue to be covered by the protection provided by the Conservation Area.

722. Planning Application S/2006/2115 – Change of Use of shop to residential including alterations to shop front, insertion of 2 no. rear light windows and replacement doors: Boot Cottage, Salisbury Street, Mere, Warminster – for Mrs J Titley:

Members noted that the applicant had withdrawn the application and would resubmit within 28 days.

723. Planning Application S/2006/2116– Alterations to shop front, insertion of 2 no. rear light windows and replacement doors: the Boot, Salisbury Street, Mere, Warminster – For Mrs J Tittley

Members noted that the applicant had withdrawn the application and would resubmit within 28 days.

724. Planning Application S/2006/2322 – Replace existing shop and stores (Class A1) with single 2 bed residential dwelling: Todays Shop, 2 Waterditchampton Road, Wilton – for Ellis Finniss Consultants

Mrs Morris, a nearby resident, spoke in objection to the above proposal.

Following the receipt of this statement and further to the site visit held earlier that day, the Committee considered the previously circulated report of the Head of Development Services, together with the schedule of late correspondence circulated at the meeting.

Resolved –

- (1) that the above application be approved for the following reason:

There are significant doubts over the viability of the premises for retail or other commercial uses, and its replacement with a single dwelling would enhance the character of the Conservation Area whilst maintaining highways safety and a reasonable level of amenity to neighbours.

And subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990. As amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. Before development is commenced, a schedule of external facing materials shall be submitted, and, where so required by the Local Planning Authority, sample panels of the external finishes shall be constructed on the site and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To secure a harmonious form of development.

3. Before development is commenced, details of the new windows and doors shall be submitted to and approved in writing by the Local Planning Authority. Detailed sections and elevations of all new windows shall be submitted to at least 1:5 scale, and large scale elevations of all new doors shall be submitted to at least 1:10 scale. Development shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenity of the area.

4. Before development is commenced, details of the lantern shall be submitted to and approved in writing by the Local Planning Authority, including detailed elevations to at least 1:20 scale. Development shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenity of the area.

5. Cast iron or cast aluminium rainwater goods shall be used on the approved development, details of which shall have been submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of development.

Reason: In the interests of the visual amenity of the area.

6. No development shall take place until details of the proposed means of landscaping have been submitted to and agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenity of the area.

7. Before the first occupation of the dwelling hereby approved, details of the proposed means of enclosure for the boundaries of the site shall be submitted to and approved in writing by the Local Planning Authority. Boundary treatment shall include the provision of a brick wall on the north east boundary of the site. The development shall be implemented in accordance with the approved details before the first occupation of the dwelling.

Reason: In the interests of visual and neighbouring amenity.

8. Other than those hereby agreed, there shall be no further windows inserted at first floor level into the dwelling hereby permitted.

Reason: To ensure adequate privacy for the occupants of neighbouring premises.

9. Notwithstanding the provisions of Classes A to E of Schedule 2 (Part 1) to the Town and Country Planning (General Permitted Development) Order 1995, (or any Order revoking and re-enacting that Order with or without modification), there shall be no extensions to the dwelling nor the erection of any structures within the curtilage unless otherwise agreed in writing by the Local Planning Authority upon submission of a planning application in that behalf.

Reason: In the interests of visual and neighbouring amenity.

10. No development shall commence until a scheme of energy and water efficiency measures to reduce the energy and water consumption of the dwelling hereby approved shall be submitted to, and approved in writing by, the Local Planning Authority. The approved measures shall subsequently be implemented and brought into operation prior to the first occupation of the dwelling and shall thereafter be retained, unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of the conservation of energy and water resources.

(2) **INFORMATIVE: PARTY WALL ACT**

It is noted that the development hereby approved involves construction on or near a boundary with an adjoining property. The applicant/developer is advised that this planning permission does not authorise any other consent which may be required from the adjoining landowner or any other person, or which may be required under any other enactment or obligation.

(3) The applicant/developer is advised to arrange with the neighbour some form of temporary boundary treatment along the north east boundary of the site for the period between the demolition of the stores and the erection of the brick wall as required by condition 7 of this consent.

(4) That the applicant be informed that the above decision has been taken in accordance with the following policies of the adopted Salisbury District Local Plan:

Policy G1	Sustainable development
Policy G2	General Development Guidance
Policy D2	Infill development
Policy H16	Application of Housing Policy Boundaries
Policy PS3	Community facilities
Policy CN8	Conservation Areas
Policy CN9	Conservation Areas
Policy CN11	Conservation Areas
Policy CN12	Conservation Areas
Policy R2	Provision of recreational open space

725. Matters of Urgency

Although this matter was not on the previously circulated agenda, the Chairman declared that it be considered as a matter of urgency since a decision was required before the next meeting.

Grants to Parish Councils for second refuse compactor vehicles

The Committee considered the report of the Western Area Co-Ordinator.

Resolved – That part of the Western Area Discretionary Budget (2007-2008) be used to provide to those Parishes with a tax base of less than 1000 people, financial assistance to cover the cost of the hire of a second refuse compactor vehicle. The grant allowed per Parish will be £202.

(NOTE: Parishes with a tax base of less than 1000 are as follows:-

Alvediston, Ansty, Barford St Martin, Berwick St John, Berwick St Leonard, Bishopstone, Broadchalke, Burcombe, Bowerchalke, Chicklade, Chilmark, Compton Chamberlayne, Dinton, Donhead St Andrew, Donhead St Mary, East Knoyle, Ebbesbourne Wake, Fonthill Bishop, Fonthill Gifford, Fovant, Hindon, Kilmington, Maiden Bradley, Quidhampton, Sedgell and Semley, Stratford Tony, Swallowcliffe, Teffont, Tisbury, Tollard Royal, West Knoyle, West Tisbury and Zeals).

The meeting closed at 7.10 pm
Members of the public: 8