



To: Members of the Planning & Highways Committee

For Information: Town Councillors, Dorset Council Councillors, Members of the Public & Press

## A G E N D A

### **PLANNING AND HIGHWAYS MEETING OF THE TOWN COUNCIL**

You are summoned to a meeting of the for the transaction of the business shown on the agenda below. To be held at **7 pm on Tuesday, 7<sup>th</sup> March 2023** in the **Council Chamber, Shaftesbury Town Hall**. The meeting will also be hosted online. Public, press and non-committee members, join on your computer or mobile app using [Microsoft Teams](#).

Mrs Brie Logan

Town Clerk, 1<sup>st</sup> March 2023

**Public Participation:** The Chairman will invite members of the public to present their questions, statements or petitions. The period of time designated for public participation shall not exceed twenty minutes. A member of the public shall not speak for more than three minutes.

Members are reminded of their duty under the [Code of Conduct](#), [Scheme of Delegation](#) and [Standing Orders](#).

The Council has a general duty to consider the following matters in the exercise of any of its functions: Equal Opportunities (race, gender, sexual orientation, marital status, religion, belief or disability), Crime & Disorder, Health and Safety and Human Rights. Disabled access is available.

All in attendance should be aware that filming, recording, photography or otherwise may occur during the meeting.

#### **The 7 principles of public life**

Selflessness, Integrity, Objectivity, Accountability, Openness, Honesty and Leadership

*(Committee on Standards in Public Life, 1995)*

1. [Apologies – To receive and consider for acceptance](#)
2. [To receive any Declarations of Interests and Requests for Dispensation](#)
3. [Minutes of the Planning and Highways meeting held on 7<sup>th</sup> February 2023](#)
4. [Clerk's Report including progress report on Planning and Highways business](#)
5. [To consider responses to Planning Applications](#)
6. [Member's Motion - 20 mph - East of Shaftesbury](#)

## **Agenda Item No. 1**

### **Apologies – To receive and consider for acceptance**

The Council (including committees) should approve (or not) the reason for apologies given by absent councillors. If a council member has not attended a meeting of the council (or its committees) or has not tendered apologies which have been accepted by the council (or committee), for six consecutive months, they are disqualified.

Apologies received from Cllr Proctor.

## **Agenda Item No. 2**

### **To receive any Declarations of Interests and Requests for Dispensation**

Members and Officers are reminded of their obligations to declare interests in accordance with the Code of Conduct – adopted in July 2021. The Clerk will report any dispensation requests received.

Where a matter arises at a meeting which relates to a councillor's interest, the councillor has the responsibility of declaring that interest in accordance with the adopted code of conduct. (Shaftesbury Town Council Code of Conduct, 2019)

## **Agenda Item No. 3**

### **Minutes of the Planning and Highways meeting held on 7<sup>th</sup> February 2023**

When the meeting is approving the draft minutes of a previous meeting as an accurate record, the only issue for the meeting is whether the minutes accurately record the proceedings of the meeting and the resolutions made at them. It is irrelevant if the chairman or other councillors were not present at the meeting to which the draft minutes relate.

If it is necessary for the draft minutes of the previous meeting to be corrected because of inaccuracies, then the amendments to the draft minutes must be approved by resolution. (Tharmarajah, 2013, p. 154).

#### **Recommendation**

Confirm the accuracy of the Minutes of the Planning & Highways meeting held on [7<sup>th</sup> February 2023](#).

**Clerk’s Report including progress report on Planning and Highways business**

**Report Content/Detail**

Reports provided within this item are to be received, they provide updates on decisions already taken by the Council and actions taken under the Scheme of Delegation (where not previously reported) that need to be resolved.

**Clerk’s report**

**Resident communication received relating to agenda item no. 6** - With the new speed limit of 20 mph through the town centre, will you please advise if Shaftesbury Town Council are supporting other speed reduction initiatives throughout the town via Dorset Council?

I am keen to understand the council’s view on Pound Lane and the roads leading off into the housing estates and speed reduction.

**Spring Countryside Show Road Closure** - The Spring Countryside Show will take place on 22<sup>nd</sup> & 23<sup>rd</sup> April 2023. There will be 30mph restrictions along the B3081 from the top of the Showground (Motcombe Turnpike Showground) down to the Lox Lane junction. There will also be a 30mph restriction along the Motcombe road running from the Turnpike junction to the Show Office entrance on the Showground.

**Planning information to receive and note**

Subject	Description	Progress / comments
<a href="#">P/FUL/2021/01338</a>	<b>Land At Former ATS Euromaster New Road</b> Erect 24 No. dwellings, form vehicular access, car parking and landscaping Planning Committee Meeting	Cllr Edwyn-Jones attended on behalf of STC
<a href="#">P/NMA/2023/00757</a>	<b>Land At E 387256 N 123908 Wincombe Lane</b> Non-material amendment - lower site levels by 500mm to Plot Nos. 29-162; to Planning Permission No. P/FUL/2021/01429 (Erect 162 No. dwellings, form vehicular access, parking, landscaping, open space and carry out ancillary works).	For information purposes only.
<a href="#">Proposed Temporary Road Closure</a> - Raspberry Lane	Scottish and Southern Power Distribution have applied to close Raspberry Lane, Shaftesbury between its junction with Breach Lane and The Stables, Raspberry Lane, a distance of approximately 50 metres. The closure has been requested to allow Scottish and Southern Power Distribution safe access to carry out a new connection in the highway. These works are programmed to commence from 17th April 2023 until 27th April 2023 with the closure in place 24hrs a day.  Scottish and Southern Power Distribution will publicise the road closure in a number of ways: they will place information boards on the road in this area to inform the travelling public of the works; they will carry out a letter drop to local residents directly affected by the works; and they will sign a vehicular diversion route using	This is for information only, however if Councillors have any concerns about this proposal, please contact Jamie Igoe, <a href="mailto:trafficteam@dorsetcouncil.gov.uk">trafficteam@dorsetcouncil.gov.uk</a> by 23 March 2023.

	the local road network. The following map shows the extent of the closure and the diversion route.	
<a href="#">P/PALH/2023/00883</a>	<b>7 St Georges Road SP7 8NJ</b> Erect single storey extension: To extend 6 metres beyond the rear wall of the original dwellinghouse: maximum height 3 metres: height to eaves 3 metres	For information purposes only.
<a href="#">M4 to Dorset Coast Strategic Study - Newsletter</a>	This newsletter highlights some of the work, the key findings emerging from that work and what the next steps are. National Highways remain on track to complete and produce the study report for DfT by the Spring.	For information purposes only.
<a href="#">Notification of Appeal</a> Town and Country Planning Act 1990	<b>25 Land At Coppice Street SP7 8PD</b> Application No: <a href="#">P/FUL/2022/03119</a> Erect a dwelling with new pedestrian and vehicular access. Create 3 No. parking spaces to provide 4 in total.  Appeal Reference: APP/D1265/W/22/3313482 Appellant: Mr Ben Mynard Appeal Start Date: 22 February 2023	Written Representations need to be made by 29 <sup>th</sup> March 2023  <a href="#">STC Resolution 7<sup>th</sup> June 2022</a> <b>No objection</b>
<a href="#">P/TRC/2023/01046</a>	<b>67 St James Street</b> T2 - Apple – Fell	For information purposes only.
<a href="#">P/CLP/2023/01072</a>	<b>Willow Bank 2A Littledown SP7 9HD</b> Erect detached single storey garage workshop	For information purposes only.

**Delegated Decisions for Information (all within the Clerks delegated spend)**

None

**Recommendation**

That the reports are received and noted and any actions arising identified for future meetings of the Council or its Committees and to resolve on any matters.

**To consider responses to Planning Applications**

**Reason for Recommendation**

To fulfil the Council’s responsibility and exercise its views as a Statutory Consultee.

*(Town and Country Planning Act, 1990 sch.1 para.8)*

**Summary**

Planning applications listed below have been received and require comments to be submitted to the Local Planning Authority. Prior to the meeting, members are urged to view the planning application using the link below and to visit the site to understand local context. The presentation for the meeting is available to view in advance [here](#).

*(Town and Country Planning Act, 1990 sch.1 para.8)*

**Planning Applications**

<b>Planning App Ref</b>	<b>Proposal</b>	<b>Neighbourhood Plan Ref / Comments</b>
<a href="#">P/HOU/2023/00025</a> Mr & Mrs Mitchell 08.03.2023 Delegated	<b>3 St Rumbolds Road SP7 8NE</b> Erect First Floor Side Extension.	<b>5.2 Design &amp; Heritage</b> 4.Barton Hill and Cockram’s Field
<a href="#">P/FUL/2023/00651</a> Mr B Skam 08.03.2023 Delegated	<b>47 The Retreat Bell Street SP7 8AE</b> Change of use from Bed & Breakfast (Class C1) with basement flat to dwelling and continued use of basement flat	<b>5.2 Design &amp; Heritage Character Zone</b> 2. Shaftesbury Town Centre <b>5.3 Shaftesbury Conservation Area, SFDH1</b> <b>SFDH9 – important historic building SFCL - Tourism</b>
<a href="#">P/FUL/2023/00204</a> Mr & Mrs Adams 22.03.2023 Delegated	<b>St Giles Cottage Shooters Lane SP7 8EZ</b> Erect 1no. dwelling, summerhouse, shed/cycle store and bin store, form driveway and parking	<b>5.2 Design &amp; Heritage Character Zone</b> 5. Layton Lane <b>5.3 Shaftesbury Conservation Area</b>

**Scheme of Delegation**

The Committee has delegation to comment on planning applications received from the local planning authority. Delegated powers are to be given to the Clerk to comment on planning applications after consultation with members of the Highways and Planning Committee.

**Legal Authority and Implication**

The Town Council is a consultee but does not have the authority to determine planning applications. The Council has the power to be notified of planning applications affecting the Council’s area and to comment *(Town and Country Planning Act, 1990 sch.1 para.8)*

**Recommendation**

That the Committee provides its response on the listed planning applications and considers responses to applications received without notice, in the form of Support or Objection with supporting reasons. Delegate to the Town Clerk all details in discharging this decision.

**Additional Information**

As part of Shaftesbury Town Council’s response to planning proposals it needs to give material planning reason for its comments, be they of support or objection. Simply stating ‘No Objection’ or ‘Support’ is insufficient as there is a requirement to give the reasons for that decision.

## Material Planning Reasons

Biodiversity	Impact on Access
Local or Government Policy	Traffic or Highways
Noise/Disturbance	Road Safety
Parking	Residential Amenity
Overlooking/Loss of Privacy	Heritage
Landscape	Height
Impact on Light	Flooding Issues
Design	Economic Benefits
Effect on the Appearance of the Area	

To assist here are a few examples as to how you might word something to give material planning reason for your thoughts.

## Examples

House Extension	No Objection as limited impact on amenity of neighbouring property Objection as will have detrimental impact on neighbouring property
New dwelling	Support, design is in keeping with locality Objection as design is not in keeping with local area
Vehicular access	Support, will have no impact on road safety given proposed visibility splays or Objection as visibility is poor in this location and traffic speeds are high.

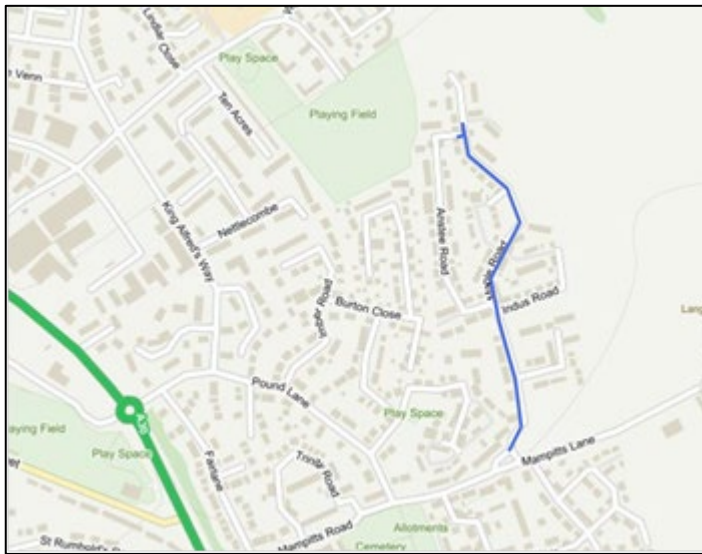
**Member’s Motion - 20 mph - East of Shaftesbury**

**Background**

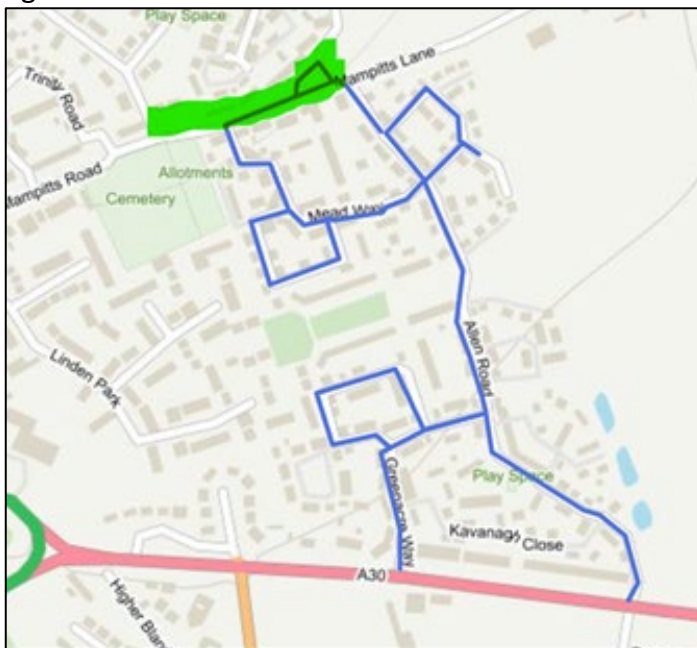
Title of Motion	Dorset Highways to implement a 20 mph speed restriction throughout the estate, East of Shaftesbury – Persimmon Parcels 1 through to 7
Proposed by	Cllr Peter Yeo
Seconded by	Cllr Karen Tippins
Proposed Resolution	<p>To resolve to put forward a request to Dorset Council, Highways, to fix the speed limit to 20 mph throughout the whole of the East of Shaftesbury estate (Persimmon Parcels 1 – 7). In addition, STC obtains clarity from Dorset Council on what the current road adoption proposal is for the speed limits for this estate. (This resolution assumes that only Allen Road is to be adopted as 30 mph and all other roads are 20 mph)</p>
Background (provided by the proposer)	<p>The Persimmon master plan dated Aug 2007 has always stated that the main road that makes up the ‘spine road’ through the estate, mainly, Allen Road, East of Shaftesbury, will be adopted as 30 mph road (page 31 of the master plan).</p> <p>According to page 31 of the Persimmon master plan, Aug 2007, all the other roads on the new estate are to be adopted as 20 mph.</p> <p>However, there has been no communication or clarity from Dorset Highways on the mph limits for the whole of the estate. It is just that the Persimmon Master Plan states Allen Road is definitely 30 mph and all the others are 20 mph. The officers need to obtain clarity on what the plan is on speed limits for the estate.</p> <p>The roads are unadopted. All these roads on the new estate are where cars, vans, buses and delivery lorries mix with pedestrians and cyclists.</p> <p>There have been key changes throughout the UK, where laws are changing to reduce mix use roads speed from 30 mph down to 20 mph.</p> <p>The speed laws in Scotland for mix use roads have already changes apparently to have all of these types residential roads set as 20 mph. In Wales, the law will change this September 2023 to reduce the speed for residential, built-up areas of mixed usage from 30 mph to 20 mph.</p> <p>England is currently processing the law changes in Central Government, and this has already been through the House of Lords. The changes are to mandate that all new developments roads are to be designed and specified to be 20 mph.</p> <p>Allen Road is mixed use, pedestrians and vehicles, and there are many children who live on Allen Road and play at East Green play area and run onto and across Allen Road throughout the day. Football is also played on this open space, and there is no barrier along East Green to protect children from running out on the road. Cars and other vehicles drive too fast up Allen Road and the speed of driving makes the roads to be a high-risk and hazardous zone for an accident, due to the fact this key, main road is mixed use.</p> <p>The rationale for the road speed changes UK-wide is based on the statistics that have been supplied regarding the difference between a pedestrian being hit by a vehicle travelling at 30 mph and 20 mph. The Royal Society for Prevention of accidents state that the risk of a fatality between a pedestrian and a vehicle travelling at 20 mph is 1.5%; at 30 mph it is 8%. The cost of a fatality is estimated at £1.93m; serious collision £217k and slight collision is estimated at £22.3k. These costs are based on ‘loss of income’ cost of help from emergency services, insurance and legal support.</p>

	<p>The roads on the estate have not been adopted by Dorset Highways, there appears to be only one road that has been specified to be 30 mph, which is Allen Road, and this request is to reduce the speed on Allen Road from 30 to 20 mph. In addition, to ensure all the other roads on the East of Shaftesbury are 20 mph.</p> <p>List of Roads; it is assumed that only Allen Road is specified to be 30 mph. Based on the Persimmon Master Plan 1st Aug 2007:-</p> <ul style="list-style-type: none"> <li>Allen Road</li> <li>Anstee Road</li> <li>Badger Walk</li> <li>Bramble Patch</li> <li>Bugle Crescent</li> <li>Caldwell Close</li> <li>Coles Crescent</li> <li>East Green</li> <li>Greenacre</li> <li>Hoeller Close</li> <li>Indus Road</li> <li>Kavanagh Close</li> <li>Legg Road</li> <li>Mampitts Lane</li> <li>Maple Road</li> <li>Marabout Road</li> <li>Mead Way</li> <li>Reynolds Rise</li> <li>Rickyard</li> <li>Rifles Lane</li> <li>Stephen Rutter Mutty Hull</li> </ul> <p>This resolution is putting the people of the East of Shaftesbury, not vehicle, at its heart.</p>
Background (provided by the Proper Officer)	<p>Excerpt from <a href="#">North Dorset DEVELOPMENT BRIEF 2003</a> - (including Design Statement and Masterplan) states:</p> <p>9.9 The layout should be designed to restrict vehicle speeds to 20mph although the initial section of highway leading from the A30 may well have to be subject to a 30mph limit for as short a road length as is possible. There is a need to ensure that the area is permeable, for pedestrians, cyclists and vehicular traffic. Whilst a distinct north/south principal access through the site is required, the design should ensure that straight line distances are limited to reduce traffic speed. Gentle curves will also reduce speed together with facilitating sequential views throughout the development. Main squares, courtyards and buildings should be provided to act as focal points and terminate streets. Buildings should provide edges to leading routes through the area.</p> <p>The Persimmon Masterplan (see excerpt below) clearly states the DESIGN speed for the following roads is 20mph and <i>not</i> the roads are adopted at 20mph.</p> <p>The main street corrections (orange) – design speed 20mph  Secondary urban streets (mauve) – design speed 20mph  Semi-urban streets (purple) – design speed 20mph  Lanes located along development edge - design speed 20mph</p> <p><a href="#">Maple road as shown below, is party to a S38, but not yet adopted.</a></p>





The highlighted area, Mampitts Square has not yet been adopted, but is subject to a S38 Agreement



Dorset Council has confirmed that the adopted roads within East Shaftesbury are all legislated at 30mph.

The committee may want to consider referring to the [Dorset Council 20 mile per hour - priority criteria matrix 20mph limit.](#) – excerpt in italics below:

*The application to Dorset Council requires the following information:*

- 1. description of community concern and expected outcome of a 20mph scheme*
- 2. Road Hierarchy*
- 3. Collision History*
- 4. Damage only and Near Miss reports*
- 5. Traffic speed data*
- 6. Local facilities covered by proposed 20mph scheme*
- 7. Evidence of Community Support*

	<p>If the Town Council's application is not successful with Dorset Council yet has met the assessment in Dorset Council's principles and criteria for 20mph schemes then STC can apply to fund the installation.</p> <p>For requests regarding speed related interventions, local residents are requested to operate an active community speed watch for a minimum of 12 months prior to any request being made. This is to demonstrate a clear commitment from within the community. Community speed watch is a proven way for the community to address local speeding issues and can bring about tangible changes in driver behaviour.</p> <p><a href="https://www.dorsetroadsafe.org.uk/enforcementoperations/community-speed-watch/">https://www.dorsetroadsafe.org.uk/enforcementoperations/community-speed-watch/</a></p>
Financial implication (anticipated by the proposer)	Dorset Highways implications
Financial implications (anticipated by the Proper Officer)	Not understood at this stage
Legal implications	To be determined by Dorset Highways
Proposers signature	<i>Clr P Yeo - 8<sup>th</sup> Feb 2023</i>
Seconders signature	<i>Clr K Tippins - 8<sup>th</sup> Feb 2023</i>

# Excerpt from Persimmon Masterplan

STREET TYPE	CHARACTER	ROAD WIDTH	DESIGN SPEED	DISTANCE BETWEEN SPEED CONSTRAINTS	KERBS/SURFACE MATERIALS	LANDSCAPE	STREET FURNITURE	BOUNDARY TREATMENT
	New formal boulevard entrance to the town. Wide pavements with on-street parking divided by street trees. 2½ - 3 storey buildings. Dominance of continuous built form with entrances facing the street to promote activity. Classic architectural proportions and detailing.	6-7m	40-50 mph		<ul style="list-style-type: none"> <li>HRA to carriageway</li> <li>HRA to pavements</li> <li>Tegula blocks to crossovers</li> <li>Countryside kerbs - trims grey</li> </ul>	<ul style="list-style-type: none"> <li>Fastigate street trees set in tree pits with root barriers</li> <li>Evergreen shrub planting between carriageways</li> </ul>	<ul style="list-style-type: none"> <li>Lighting columns, bollards and stone seating blocks</li> </ul>	None
	Main street within development core. Direct street pattern with changes in direction to control vehicle speeds. Road and pavement width variable to follow the shape of the built form. Principally continuous frontage hard up against pavement edge. 2 storey landmark building.	Min. 5.5m for bus tracking	30 mph		<ul style="list-style-type: none"> <li>HRA to carriageway</li> <li>HRA to pavements</li> <li>Tegula blocks to crossovers &amp; within main squares</li> <li>Trims grey countryside kerbs to streets</li> <li>Low concrete block kerb to spaces</li> </ul>	<ul style="list-style-type: none"> <li>Occasional tree planting in tree gullies within pavement</li> </ul>	<ul style="list-style-type: none"> <li>Lighting columns</li> </ul>	<ul style="list-style-type: none"> <li>Low brick walls</li> <li>Railings</li> <li>Wall &amp; railings</li> </ul>
	Main street connection to A30 and Wincombe Lane. Meandering street pattern to control vehicle speeds. Suggest changing character away from settlement core. Road and pavement more regular with buildings setback from pavement edge. 2 storey development.	Min. 5.5m for bus tracking	20 mph	60 metres	<ul style="list-style-type: none"> <li>HRA to carriageway</li> <li>HRA to pavements</li> <li>Tegula blocks to crossovers</li> </ul>	<ul style="list-style-type: none"> <li>Occasional tree planting in tree gullies within pavement</li> </ul>	<ul style="list-style-type: none"> <li>Lighting columns</li> </ul>	<ul style="list-style-type: none"> <li>Low brick walls</li> <li>Low walls &amp; hedging</li> </ul>
	Secondary urban streets cross connecting into existing development and settlement edges. Road and pavement width variable - routes often pass through passes where vehicle path will be less defined. Built form of continuous or short terrace blocks hard up to pavement edge. Formal rows of cottages with varying set backs.	4.8m	20 mph	60 metres	<ul style="list-style-type: none"> <li>HRA to carriageway</li> <li>HRA to pavements</li> <li>Tegula blocks to crossovers &amp; within main squares</li> <li>Trims grey countryside kerbs to streets</li> <li>Low concrete block kerb to spaces</li> </ul>	<ul style="list-style-type: none"> <li>Architectural tree planting within squares</li> </ul>	<ul style="list-style-type: none"> <li>Lighting columns, bollards and occasional bench</li> </ul>	<ul style="list-style-type: none"> <li>Low brick walls</li> </ul>
	Semi-urban streets reflecting existing development along western boundary. Regular pattern of detached and semi-detached houses with front gardens, trees and planting. Regular pavement and road widths. Hard surface in places with central drainage channel and low kerb.	4.8m	20 mph	60 metres	<ul style="list-style-type: none"> <li>HRA with coloured aggregate to carriageway &amp; pavements</li> </ul>	<ul style="list-style-type: none"> <li>Occasional tree planting</li> </ul>	<ul style="list-style-type: none"> <li>Lighting columns</li> </ul>	<ul style="list-style-type: none"> <li>Low walls &amp; hedging</li> <li>ground cover &amp; climbing plants</li> </ul>
	Lanes located along development edge. Meandering pattern with variable width, shared surface rather than definable road and footpath. Will reduce down into private drives in places.	4.8m	20 mph	30 metres	<ul style="list-style-type: none"> <li>HRA with light coloured aggregate to carriageway &amp; pavements</li> </ul>	n/a	n/a	<ul style="list-style-type: none"> <li>Low walls &amp; hedging</li> <li>native hedging</li> <li>ground cover &amp; climbing plants</li> </ul>

The Street hierarchy diagram is shown extending into the adjacent development. This is to indicate that the development is an extension of the existing street pattern and as such will in part reflect the character of the streets beyond the site boundary.

## Street Hierarchy Matrix

