**Minutes of Shalbourne Parish Council Planning Meeting**

**Held on 24 January 2024 at 7.30pm in the Shalbourne Village Hall**

**Present:** Mike Lockhart (Chairman), Bob Walker, Carolyn Bartholomew, Andy Dolan, Carole Fisher, Dianah Shaw, Susan Jamieson and Emma Verey.

1. **Introduction**

The Chairman welcomed those present.

1. **Apologies**

Apologies for absence were received from Nicola Tait

1. **Declaration of Interest**

Carolyn Bartholomew stated that, as she was related to a senior manager of the Applicant she would not vote on any proposed response to the Application.

1. **Formal Business**

None

1. **Planning Application**
	1. **To consider the Council’s response to the requested variation to the conditions of the grant of planning permission for the construction of facilities at the Carvers Hill Winery,** **PL/2023/10755**

**After a presentation from the Applicant, question and comments from the public, and discussion within the Council, it was proposed, seconded and agreed that the Council should respond as follows to Wiltshire Council’s Planning Department:**

1. One member of the Parish Council (the Council) was related to the Applicant’s representative so did not vote on this which otherwise is the unanimous response of the Council.
2. In principle the Council supports this application. It recognizes that the winery is a striking building and the only winery in Wiltshire. As such we believe that it is an asset not just to the local area but to the whole county. It will have a positive impact on the economy of the county.
3. However, as set out below, we have severe reservations about the traffic which will be generated. These are not NIMBY- type objections but impact directly both on road safety and on the special character of the Conservation Area. We are confident that these can be addressed by Wiltshire Highways and the Applicant working together to find a safe solution.
4. Articles 7.13. to 7.18 of the Transport Statement deal with an increase in whole year traffic flows and suggest that the impact of the extra events would be minimal. This severely underestimates the impact of the proposal on the village. The event traffic flows will be concentrated over about one hour and primarily during the summer months, which, by reference to table 4.6 of the Transport Statement, will lead to at least a doubling of traffic flow during that time.
5. Core Policy 61, as set out in the Transport Statement states that access to the entire network should be considered:

*‘New development should be located and designed to reduce the need to travel*

*particularly by private car, and to encourage the use of sustainable transport*

*alternatives.*

*As part of a required transport assessment, the following must be demonstrated:*

*i. That consideration has been given to the needs of all transport users, where*

*relevant, according to the following hierarchy:*

*a. Visually impaired and other disabled people*

*b. Pedestrians*

*c. Cyclists*

*d. Public transport*

*e. Goods vehicles*

*f. Powered two-wheelers*

*g. Private cars.*

*ii.* ***That the proposal is capable of being served by safe access to the highway network.’***

*(Emphasis added)*

1. Article 7.9 suggests that all traffic going to the winery will use the A338/Carvers Hill junction and thus not impact on the village by going through it. We are extremely sceptical that this will happen and, if it were to happen, it would lead to a significant increase in the risk of serious accidents for the reasons set out in para 7 below.
2. The junction of Carvers Hill with the A338 is dangerous even at current traffic volumes. There have been few accidents simply because most people with any knowledge of the junction avoid it and drive through the village. If driving westbound (towards Burbage) and wanting to turn into Carvers Hill the driver of even a small family car has either to go into the right-hand lane to swing into it directly or reverse at least once to get round the corner. A minibus or a coach would find it impossible to manage the turn in a single manoeuvre and would be very vulnerable to shunting, or worse. At present most lorries are forced to go to the Burbage roundabout, turn round and approach going eastward. The situation is made worse by the fact that the limit on the A338 is 60 mph and coming onto the A338 from Carvers Hill there is a limited view westbound.  In short, increased use of this junction without modification will significantly increase the risk of accidents.
3. The alternative route is through Shalbourne village. The route is narrow, with blind corners. In places there is no footpath. The part of the road between the winery and the village is so narrow that only one car at a time can pass. If coaches were to come through the village there is a real danger of them not being able to get through and obstructing both normal village traffic and the emergency services, as well as adversely affecting the Conservation Area. Although there is a 20 mph limit, this is not observed by all drivers.
4. The Council asks that the Highways Officer’s report specifically address the concerns set out in paras 7 and 8 above.
5. The Council suggests that there should be phased introduction of events so that their impact, particularly on traffic flows through the village, can be assessed before they become irreversible.
6. The Council has also raised with the Applicant concerns about the noise level affecting one identified elderly resident and awaits a response on that.
7. In summary, the Council supports the Application subject to the following conditions:
	1. A restructuring of the A338/Carvers Hill junction access or the provision of a new entrance in that area within [2] years of the consent;
	2. The introduction of a 50 mph speed limit [1] mile either side of the A338/Carvers Hill junction within [1] year of the consent;
	3. The extension of the 20 mph limit and the provision of signage as set out in Section 8.14 of the Transport Statement;
	4. The provision of more active measures to discourage traffic through the village including signage at the A338/Mill Lane junction stating that the entrance to the winery is straight on;
	5. A limit on the number of events per year:
	6. Number of events with up to [50] people – [15]
	7. Number of events of between 50 and 150 people – [3].

The above limits to last for the longer of 2 years and the fulfilment of condition 1 after which the Applicant could apply for a variation up to a maximum of 30 events per year.

The numbers [..] are for discussion between the Applicant and Officers.

1. **Correspondence and Any Other Business**
	1. None.

The meeting finished at 8.30pm