

COLLINGBOURNE DUCIS PARISH COUNCIL

**MINUTES OF MEETING HELD AT COLLINGBOURNE DUCIS VILLAGE HALL
AT 5.30pm ON WEDNESDAY 8th August 2007**

Present: Cllr. M. Cox (Chairman)
Cllrs P. Risborough, K. Pickis, N. Whinton, G. Chandler, C. Rossiter,

1. **Apologies:** Cllrs J. Dowsett, B. Bale and S. Gilford,.
2. **Declarations of Interest:**
There were no declarations of interest
3. **Minutes of last meeting held on 25th July 2007:**
These were agreed as a true and accurate record of the meeting and duly signed by the Chairman.
Proposed: Cllr. C. Rossiter, seconded Cllr. P. Risborough. Five in favour, one abstain.
Carried. There were no matters arising.
4. **Adjournment for public comments and questions at 6.03pm.**
There were no members of the public present.

Meeting reconvened at 6.04pm.
5. **60.07 Planning Applications:**
Application PI.10/07: K/57077/F Full planning permission for a first floor extension at 4 Herridge, Collingbourne Ducis, SN8 3EG.
After discussion it was agreed that the Parish Council make no comment on the plans as proposed. Proposed Cllr. Cox, seconded Cllr. Whinton. Agreed nem com.
6. **61.07 Highway matters:**
WCC proposals for highway improvements in Collingbourne Ducis by Persimmon homes in connection with the current Saxon Rise development (Riverbourne Fields).
Those present studied drawings 6054(A1)201/F and 6054(A1)202/B provided by Wiltshire County Council on 20th July 2007.
It was resolved to NOT approve drawing 6054(A1)201/F and make the following comments:
There seems to be an assumption that the largest vehicles using Cadley Road are refuse lorries. This is not the case – there are regular 6 axle articulated vehicles using the road for access to Garlands Industrial Estate and farms along the Wexford Road. The road is also regularly used by large horse boxes transporting horses to and from the stables and stud farms along the Wexford Road as well as by tractors hauling large and unwieldy grain trailers and the like.
The proposed pavement at West Farm alongside that property's southern boundary wall was accepted as desirable. However, the resultant loss of road width is unacceptable as the road is already too narrow for vehicles to pass each other. Suggested the carriageway is re-aligned one metre or so to the south as there is just sufficient space to do this.
The pavement must be continuous from Saxon Rise to the village shop. Cadley Road carriageway should be re-aligned a metre and a half to the south between Sunton and Saunders Meadow, the speed hump at the Sunton/Cadley Road/Station Approach intersection removed in the interests of pedestrian safety and new pavement provided along the north side of Cadley Road. If this is not done, the proposed new kerb at the west side of Sunton will leave even less room for pedestrians to get out of the way of cars negotiating the speed hump and force them further into the carriageway. This is a major pedestrian route for access to the bus stops, school, village hall, recreation grounds, shop, post office, pub and the footpath/cycleway to Collingbourne Kingston. It is used by school-children and adults alike from Cadley Road, Saxon Rise, West Farm Close and Sunton. To provide a

pavement from Saxon Rise as far as Sunton and then force all pedestrians onto the carriageway just where drivers are distracted and at what is probably the most dangerous point in the whole length of Cadley Road is "bonkers".

The purpose of the proposed 20mm high kerb outside the village shop was unclear. It appears to replace the existing painted white line in demarcating a pedestrian walkway and car-parking area close to the wall of the shop. The white line has been perfectly adequate for many years and the work involved in replacing it with a dropped kerb is unjustifiable in benefit returned and the money probably better spent elsewhere in this project: certainly anything which makes parking more difficult or potentially more dangerous than at present is unacceptable. Anything which adversely affects the trade of the sole shop and post office serving all of the Collingbournes and Everleigh, however temporarily, is unacceptable.

Ideally shop trade should be encouraged by re-aligning the south side of Cadley Road between Station Approach and the A338 to provide a parking lay-by and help mitigate the effects of the very acute angle as traffic from the north turns into Cadley Road, potentially on the wrong side of the road. This would also reduce congestion at the junction itself.

The existing 7.5 tonne weight limit sign is badly sited and needs to be re-located where it is easily visible.

The sight line from Cadley Road to the north is severely obscured from cars turning onto the A338 by the existing fence. This proposal should include resolving this.

The re-alignment of the pavement on the north side of Chicks Lane to extend it to the main A338 carriageway and associated work to the bus stop lay-by is a significant improvement for the safety of pedestrians and is applauded, but in itself is not sufficient. As this is the main crossing point for children on their way to the school, the pre-school and the recreation ground this crossing point should have a pedestrian or lights-controlled pelican crossing to further improve safety, particularly in bad weather and in winter. Noted that there is considerable pressure building amongst parents for this as it is the major crossing point for children from housing in Cadley Road, Saxon Rise, West Farm Close, Sunton, the south side of the High Street and from the footpath/cycleway to Collingbourne Kingston; it is also the crossing point to the shop, post office, pub and Collingbourne Kingston from Chick's Lane, Bourne Rise and the north side of the High Street.

There is a need for school patrol warning lights when approaching the Chicks Lane junction on the A338 from the south. Such lights are already in place when approaching from the north, but are of limited benefit when there is no corresponding provision from the south.

A bus shelter is shown on the northbound side of the A338 although none exists. One should indeed be provided, but located further north than shown and of a type likely to be unattractive to teenagers as a meeting place. The bus lay-by should be extended as far north towards the existing utility pole as is practicable.

It was resolved to approve drawing 6054(A1)202/B and make the following comment:

The proposed changes to the pavements and crossing points along Chicks Lane at Bourne Rise and Gilberts Piece en-route to the school, pre-school, recreation ground and village hall are welcome as significant improvements.

Proposed Cllr. Rossiter, seconded Cllr. Pickis. Agreed nem con.
Cllr. Cox undertook to write a response to WCC.

7. **62.07 Burial Ground**

Request for the erection of a memorial bench: A request from Mr. Ferguson had been received to install a bench at the west end of the burial ground on the north ("old") side. This was agreed. Proposed Cllr. Cox, seconded Cllr. Chandler. Agreed nem com.

8. **Next meeting:** 6th September 2007 at 7.30pm in the Village Hall.