Dorchester Town Council
Council Offices, 19 North Square, Dorchester, Dorset DT1 1JF
Telephone: (01305) 266861

For information about this agenda contact Georgina Wakely – G.Wakely@dorchester-tc.gov.uk

Wednesday, 28 October 2026

You are summoned to a meeting of the **Dorchester Town Council Planning and Environment Committee** which will be held in the **Council Chamber, the Municipal Buildings, High East Street, Dorchester, DT1 1HF** on **Monday, 2 November 2026, commencing at 7.00pm.**



Charmaine Denny
Town Clerk

Public Attendance and Speaking at the Meeting

The Chair has discretion to allow members of the public to speak at the meeting. **If you wish to speak please contact the Clerk by 9.00am on the morning of the meeting.** We ask speakers to confine their comments to the matter in hand and to be as brief as possible.

Member Code of Conduct: Declaration of Interests

Members are reminded that it is their responsibility to disclose interests where appropriate. A Member who declares any interest must leave the room. A Member who declares a registerable interest as a Council nominee to a partner organisation may first address the meeting as a member of the public.

Membership of the Committee

Councillors L. Fry (the Mayor ex-officio & Vice Chair), R. Biggs, S. Biles, A. Canning, P. Farmer, J. Germodo, J. Hewitt, S. Jones, F. Kent-Ledger, D. Leaper, V. Lloyd-Jones, R. Major, R.Potter, K. Reid, M. Rennie, R. Ricardo (Chair) and D. Taylor.

AGENDA

1. Apologies and Declarations of Interest

It is recommended that councillors who are also members of Dorset Council's relevant planning committee make a statement regarding their participation in the consideration of planning applications at this agenda item.

2. Minutes

For the Committee to confirm and the Chair to sign the minutes of the meeting of the Committee held on 5 October 2026. The minutes of the meeting can be found at https://www.dorchester-tc.gov.uk/docs/planning/minutes/261005-Minutes.pdf .

3. Public Participation

4. 20mph Scheme for Dorchester

i) To consider the attached report on the findings of the consultation for the Dorchester 20mph Scheme.

ii) To consider the recommendation of the 20mph Task and Finish Group that 'The blanket 20mph scheme is not pursued and that the Task and Finish Group undertake further feasibility for a reduced scheme; focusing on school areas within the town.'

5. Dorset Council Local Plan Scoping Consultation Response

To note the Local Plan/Future Direction Task and Finish Group's response to the Dorset Council's Local Plan Scoping Consultation Response which was submitted to Dorset Council on 26 October 2026 and available at https://www.dorchester-tc.gov.uk/docs//Planning/261026-SUBMITTED-TO-Dorset-Council-Local-Plan-Scoping-Consultation-DTC-Response.pdf .

6. Request for Parking Restrictions – South Court Avenue

To consider a request for double yellow lines in South Court Avenue. The Committee is asked if it wishes to support this request for referral to the Dorset Council (Form attached).

7. Dorchester South Train Station

To note the update provided from Andrew Ardley, Regional Development Manager (West), South Western Railway and Network Rail Wessex on the Dorchester South Accessibility Scheme (attached).

8. Planning Applications for Comment

To receive and comment on the planning applications received from Dorset Council (attached).

9. Minute Update Report

To note and consider the minute updates reported.

Continued overleaf

10. Planning Issues to Note

To note any planning related issues including decisions made by Dorset Council on planning applications (contrary to Dorchester Town Council's comments), withdrawn applications and others.

Agenda Item 4
Dorchester Town Council
Planning & Environment Committee – 2 November 2026
20mph Scheme for Dorchester

20MPH Consultation Results

1. Last year, residents raised concerns with the Town Council about vehicle speeds, pedestrian safety (particularly with regard to children and older people), and the difficulties faced by cyclists travelling around the town. In response, the Council began discussions with Dorset Council (which is legally responsible for highways and setting speed limits) on the potential introduction of a 20mph speed limit in Dorchester and also established a task group to explore the available options.

2. The Town Council launched a 6 week public consultation on a proposed town-wide 20mph speed limit, running from 23 July 2026 to 7 September 2026.

3. Each household in Dorchester was sent a survey to complete; and consultation encouraging members of the public to complete the survey also took place at four events in the summer, two in Borough Gardens and two on the Great Field. As well as these events, members of the task and finish group also attended two Wednesday Dorchester Markets, and had a stall in South Street one Saturday.

4. The survey (appendix 1) could be completed on paper and online

5. 3,806 surveys were completed. 2691 of these included qualitative comments.

6. Table 1 below provides a breakdown of the number of overall surveys that completed; along with a breakdown of which of these were DT1 (Dorchester Post Code), Non DT1, and DT1 3 (Poundbury Post Code)

	Yes	**%**	**No**	**%**	**Total**
Overall	1428	37.5	2378	62.5	3806
DT1	1234	39.8	1868	60.2	3102
on DT1	194	27.6	510	72.4	704
DT1 3	270	43	358	57	628

7. The quantitative results alone do not fully capture the complexity of public opinion.

8. Other than ‘support’ or ‘opposition’; the qualitative analysis distinguishes two other main issues:

9. Road safety: speeding, dangerous driving, pedestrians, cyclists, crossings and accident risks.

9.1 Congestion and traffic flow: delays, queues, buses, journey times and concerns about slower traffic.

10. Other main points from the qualitative data included:

10.1 A prominent recurring issue was whether 20mph should apply across the whole of Dorchester. Many respondents, particularly those opposed, said any new restrictions should be targeted at schools, residential streets, junctions and other high risk locations rather than applying to main roads universally.

10.2 Supporters frequently referred to pedestrian safety, children, cyclists, older people, crossing roads and speeding vehicles. Some described existing roads as difficult or unsafe to cross and welcomed lower speeds.

10.3 A major concern among opponents was that 20mph would cause slower journeys, congestion, queues and rat-running/traffic displacement onto other streets. There was particular concern about applying 20mph to wider/main strategic roads.

10.4 Many respondents questioned how the limit would actually be enforced. Comments mentioned speeding already occurring, concerns about police enforcement, cameras, monitoring and whether drivers would actually comply with a 20mph limit. Some supporters also said the scheme would only work if properly enforced.

10.5 Respondents raised several related issues about cost and value for money, additional signage, emissions/fuel consumption, noise reduction and whether money would be better spent on measures such as pedestrian crossings or specific road improvements.

11. Table 2 (below) details the top six locations/roads mentioned within the qualitative data:

Road / location	Comments mentioning it	Yes	No	Safety-related	Congestion / flow
Poundbury	149	79	70	68	30
High West Street	47	3	44	23	18
Middle Farm Way *	46	31	15	17	6
Bridport Road	41	16	25	18	14
Weymouth Avenue	40	14	26	11	10
Trinity Street	22	5	17	9	8

**This denotes approval for Middle Farm Way remaining 30mph.*

11.1 Appendix 2 provides a summary of the qualitative data for each of these roads/locations

11.2 Members should note that although Middle Farm Way is mentioned a number of times it was not proposed to be included within the consultation and blanket 20mph scheme

12. Table 3 (below) summarises comments from people who voted No to the town-wide scheme but mentions other topics:

Theme	**No-vote comments mentioning the topic**	**What respondents discuss**
Schools and school zones	341	Support for 20mph outside schools, sometimes limited to school opening and closing times, while opposing a town-wide limit.
Pedestrian safety and crossings	202	Busy crossing points, pedestrian safety and whether improved crossings would be more effective than a lower speed limit.
Cyclists and cycling	147	Cyclist safety, cycle routes and whether lower limits would improve conditions.
Residential streets	98	Applying 20mph to residential roads while retaining 30mph on main routes.
Town centre	50	Slower speeds on selected central streets, balanced against congestion and traffic flow.
Hospitals and healthcare facilities	59	Whether lower limits are appropriate around hospitals and GP surgeries.
Parks, playgrounds and recreational areas	37	Lower speeds where children play and people walk.
Accident hotspots	12	Targeting locations with a history of collisions instead of introducing a blanket restriction

12.1 The consultation findings indicate that there is no clear consensus in support of implementing a blanket 20mph speed limit across the whole of Dorchester. Whilst the quantitative results demonstrate overall opposition to the town wide proposal, the qualitative responses highlight a more nuanced picture, with some respondents expressing support for lower speed limits in specific locations, particularly around schools and areas where pedestrian safety is a concern.

12.2 Given the volume of consultation responses and the complexities of the issues raised, further feasibility work is recommended to explore the potential for a

reduced, more targeted scheme. This should focus particularly on school locations and the surrounding road network.

12.3 This approach would enable the Council to consider whether a more focused and proportionate scheme could address the concerns raised through the consultation, whilst avoiding the application of a uniform speed restriction across the entire town.

13 Task and Finish Group Recommendation

13.1 The Task and Finish group recommend to the Planning and Environment Committee that:
'The blanket 20mph scheme is not pursued and that the Task and Finish Group undertake further feasibility for a reduced scheme; focusing on school areas within the town.'

Proposed 20 mph Scheme

What the proposal is:

Dorchester Town Council is exploring the potential introduction of a 20mph speed limit to improve safety and enhance the overall quality of life across the community.

Why it's being proposed:

Our aim is to make Dorchester a safe, pleasant, shared space. Residents have expressed concerns about safety for pedestrians and cyclists.

Introducing a 20mph limit can help to:

- Reduce the risk and severity of collisions
- Create calmer, more welcoming streets
- Support safe, active travel for all ages
- Improve the environment for everyone who lives, works, and visits the town



Where will the proposed 20mph speed limit apply?

The speed limit will apply across the whole of Dorchester.

The proposal covers the main routes within Dorchester and the residential areas to create a consistent and easy-to-understand speed environment. Subject to community support, Dorset Council will consider a formal application and consult relevant stakeholders before deciding whether the scheme can move forward.

Dorchester Town Council

For more information, please visit
dorchester-tc.gov.uk

Proposed 20 mph Scheme

HAVE YOUR SAY

We want to hear your views!
Your valuable feedback will help shape the future of Dorchester's streets and public spaces.

Do you support the proposed 20MPH Scheme?

Yes ☐ **No** ☐

What is your postcode? _____

Do you have any further comments, or reasons for your answer that you'd like to add? (Please use additional sheets if required)

Please return the form to:
Dorchester Town Council
19 North Square
Dorchester
DT1 1JF

You can also complete the form online at
dorchester-tc.gov.uk

Dorchester Town Council

Appendix 2

Summary of 20mph Consultation

	Yes	%	No	%	Total
Overall	1428	37.5	2378	62.5	3806
DT1	1234	39.8	1868	60.2	3102
Non DT1	194	27.6	510	72.4	704
DT1 3	270	43	358	57	628

Of the 3,806 submissions received, 2691 included qualitative comments.

Other than support and opposition, the qualitative analysis distinguishes two other main issues:

- Road safety: speeding, dangerous driving, pedestrians, cyclists, crossings and accident risks.
- Congestion and traffic flow: delays, queues, buses, journey times and concerns about slower traffic.

Other main points/themes from the qualitative data include:

- The strongest recurring issue was whether 20mph should apply across the whole of Dorchester. Many respondents, particularly those opposed, said limits should be targeted at schools, residential streets, junctions and other high risk locations rather than applying to main roads universally.

- Supporters frequently referred to pedestrian safety, children, cyclists, older people, crossing roads and speeding vehicles. Some described existing roads as difficult or unsafe to cross and welcomed lower speeds.

- A major concern among opponents was that 20mph would cause slower journeys, congestion, queues and rat-running/traffic displacement onto other streets. There was particular concern about applying 20mph to wider/main strategic roads.

- Many respondents questioned how the limit would actually be enforced. Comments mentioned speeding already occurring, concerns about police enforcement, cameras, monitoring and whether drivers would comply with a 20mph limit. Some supporters also said the scheme would only work if properly enforced.

- Respondents raised several related issues about cost and value for money, additional signage, emissions/fuel consumption, noise reduction and whether money would be better spent on measures such as pedestrian crossings or specific road improvements.

A recurring argument was that lower speed limits should be targeted at locations where there is a demonstrable safety need, such as schools, residential streets and areas with high pedestrian activity. Supporters, meanwhile, emphasised the potential safety benefits for pedestrians, cyclists and other vulnerable road users. The principal concerns among opponents related to the impact on traffic flow and journey times, the practicality of enforcement, the cost and value for money of the scheme, and the appropriateness of applying a single limit across different types of roads.

Analysis of the DT1 qualitative date indicates that opposition to 20mph restrictions is mainly focused on the blanket application of this speed limit rather than on the targeted application in specific locations

Top seven locations/roads mentioned

Middle Farm Way

46 comments · 31 Yes · 15 No

Arguments supporting 20mph:

- Some respondents consider lower speeds necessary for residential safety, including pedestrians and cyclists.
- Some want better speed control and enforcement in Poundbury.

Arguments against 20mph:

- Others argue that Middle Farm Way was designed as a wider through-route or bypass and should remain at 30mph.
- Road width, footpaths, cycleways and crossing facilities are cited as reasons that a lower limit may be unnecessary.

Main issue: whether a road designed to carry through-traffic should be treated like a residential street.

Bridport Road

41 comments · 16 Yes · 25 No

Arguments supporting 20mph:

- Speeding is described as a concern, including vehicles using the road as a fast route through Poundbury.
- Some respondents raise safety concerns at junctions and where pedestrians cross.

Arguments against 20mph:

- Respondents argue that it is an important through-route and that a lower limit could slow traffic and affect bus journeys.
- Some favour targeted restrictions rather than a blanket town-wide limit.

Main issue: balancing reported speeding and crossing safety against the road's role in moving traffic.

Weymouth Avenue

40 comments · 14 Yes · 26 No

Arguments supporting 20mph:

- Comments include general concerns about pedestrian and cyclist safety.
- Some respondents favour slower speeds across the urban area.

Arguments against 20mph:

- The road is identified as a through-route where respondents want to preserve traffic flow.
- Some specifically argue that it should remain at 30mph, particularly where the road is wider.

Main issue: whether the same limit should apply to main routes and smaller residential roads.

High West Street

47 comments

Arguments supporting 20mph:

- Comments refer to pedestrian activity and the case for lower speeds on roads in the town centre.
- Some favour lower limits on selected central roads even when they oppose a town-wide scheme.

Arguments against 20mph:

- Respondents raise traffic-flow, enforcement and journey-time concerns.
- Some argue that congestion already restricts speeds for much of the day, making a lower posted limit unnecessary.

Main issue: whether existing traffic conditions already make 20mph realistic, and whether the limit would add meaningful safety benefits.

Trinity Street

22 comments

Arguments supporting 20mph:

- The town-centre setting is used to support slower speeds where pedestrians are present.
- Some respondents favour lower limits on busy streets and near pedestrian activity.

Arguments against 20mph:

- Some respondents believe traffic is already slow-moving and that a blanket restriction would have little effect.
- Others raise concerns about congestion and whether the scheme is proportionate.

Main issue: whether a town-centre environment warrants a lower limit even when traffic often moves slowly already

Agenda Item 6
Dorchester Town Council
Planning & Environment Committee – 2 November 2026
Request for Parking Restrictions – South Court Avenue

Request to Dorchester Town Council to Support New Parking Restrictions

(

Name:	[redacted]
Address:	[redacted]
Telephone:	[redacted]
Email:	[redacted]
Parking Issue:	The issue I want to raise is the parking on South Court Ave on the bend opposite Grosvenor Road. I've seen and been part of a few close calls. Firstly, some drivers coming out of the Grosvenor Road junction only look right as they pull out turning left. Secondly, parking on both sides of SCA looking east means drivers heading to Maumbury Cross are forced into the middle of the road creating another danger for drivers heading from Maumbury Cross. Parking on these roads has increased as people park to walk to work or catch a train. I would think it prudent before a bad accident occurs to have double yellows on the bend. This would then allow enough space for two-way traffic. I also know of one resident who finds, due to lack of clear sight, pulling out of their drive on the northside of the road extremely hazardous. I suspect there are at least 2 others in this situation.

Parking restriction requested (including plan/map and site details):	For others to decide but I would have thought Double Yellows. Single would still potentially present the same issue outside the restricted hours.
Please provide evidence of support by other local residents:	According to Mollie Rennie this has been raised with her before not just by immediate neighbours
Please provide evidence of support from ward councillors and statutory authorities:	Please speak to Molly Rennie.

Agenda Item 7
Dorchester Town Council
Planning & Environment Committee – 2 November 2026
Dorchester South Train Station

Hi Emma,

With regard to the crossing at the station our station property team are working on the design for this in conjunction with Brewery Square. I hope to have a further progress update in the next month or so.

In terms of the lifts we are about to complete the initial stage of outline design where we narrow it down to a single option. This will be on the site of the existing bridge but there are currently two options – either a full replacement of the bridge with lifts or retaining and refurbishing the existing bridge and adding lifts. Once the single option has been confirmed we have DfT funding to progress to detailed design – we expect to start this within the next month or two and complete in spring 2027. At that point we will have a detailed design and cost that DfT will use to decide whether it will proceed to the construction stage (alongside the other six on the SWR network and 23 across the country). We'll provide further updates as we progress through the detailed design stage – the scheme is likely to require some changes to the forecourt layout as the lift shaft may impact on the bus turning area. We may well therefore need to consult the access group on the best future layout that incorporates the bus stop, pick up / drop off and taxi rank. If we can secure the funds we would also look to make parallel improvements to the car park to increase the number of accessible spaces.

I'll be in touch again when we get to an appropriate stage in the detailed design for the lift scheme.

Regards

Andrew

Andrew Ardley
Regional Development Manager (West)
South Western Railway and Network Rail Wessex

Agenda Item 8
Dorchester Town Council
Planning & Environment Committee – 2 November 2026
Planning Applications for Comment

East Ward (Councillors P. Farmer, S. Jones, F. Kent-Ledger and R. Major)

E1. **P/FUL/2026/05060 Land at Lubbecke Way Dorchester**
Erect 5 no. external bin storage units together with associated bases and minor ancillary works

E2. **P/FUL/2026/05569 St Marys Roman Catholic First School Lucetta Lane Dorchester**
Replace a poly-tunnel with a new Greenhouse.

North Ward (Councillors S. Biles, A. Canning, V. Lloyd-Jones and D. Taylor)

N1. **P/LBC/2026/05463 64 High West Street Dorchester DT1 1XA**
Internal & external alterations to facilitate conversion of the upper floors to 5no. dwellings (flats)

N2. **P/HOU/2026/05516 6 St Helens Road Dorchester DT1 1SD**
External alternation to rear elevation; erect Garden Office.

N3. **P/FUL/2026/04695 & P/LBC/2026/05308 29 High West Street Dorchester DT1 1UP**
Change of use and conversion of the ground, first, second and loft floors to form a 6-bedroom House in Multiple Occupation, and subdivision and conversion of the basement to form 1 no. dwelling and carryout internal alterations.

West Ward (Councillors L. Fry, J. Germodo, J. Hewitt and R. Ricardo)

W1. **P/HOU/2026/05603 1 Rampart Walk Dorchester DT1 2QZ**
Proposed alteration and replacement roof to Sun Room.

South Ward (Councillors R. Potter and M. Rennie)

No applications received to date.

Poundbury Ward (Councillors R. Biggs, F. Hogwood and D. Leaper)

P1. **P/ADV/2026/05565 Waitrose Unit 3 Kings Point House 5 Queen Mother Square Poundbury Dorchester DT1 3BW**
Replacement of existing internally illuminated building letters & 2no. internally illuminated projecting signs. Replacement of vinyl & 3no. low level signs.

P2. **P/HOU/2026/05568 22 Stannon Street Poundbury DT1 3SG**
Convert part of existing garage to form new kitchen. Replace existing garage door with window.

P3. **P/HOU/2026/05404 40 Lydgate Street Poundbury DT1 3SJ**
Erect a porch and door surround to existing front doors.

For Information

FI1. P/CLP/2026/05657 2 Dagmar Road Dorchester DT1 2NA

Certificate of lawfulness for alterations to change the use of existing dwellinghouse to HMO within Use Class C4.

The above Certificate of Lawful Use Proposed has been received by Dorset Council. You are being notified for information purposes only.

(Circulated to all Councillors 14/10/26)