



# Dorchester Town Council

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3 January 2018

**Agenda** for the meeting of the **Planning and Environment Committee** which will be held in the **Council Chamber, Municipal Buildings, Dorchester** on 8 January 2018 at **7.00pm**.

Adrian Stuart  
Town Clerk

## Public Speaking at the Meeting

The Chairman has discretion to allow members of the public to speak at the meeting. If you wish to address the Committee, please contact the Committee Clerk at least one day in advance of the meeting. We ask speakers to confine their comments to the matter in hand and to be as brief as is reasonably possible.

## Member Code of Conduct: Declaration of Interests

Members are reminded that it is their responsibility to disclose pecuniary or non-pecuniary interests where appropriate. A Member who declares a pecuniary interest must leave the room unless a suitable dispensation has been granted. A Member who declares a non-pecuniary interest may take part in the meeting and vote.

## Membership of the Committee

Councillors C. Biggs, R. Biggs (Vice Chairman), A. Canning, T. Harries, J. Hewitt, S. Hosford (the Mayor ex-officio), S. Jones, F. Kent-Ledger, T. Loakes, R. Potter, M. Rennie and D. Taylor

### 1. Apologies and Declarations of Interest

It is recommended that any twin hatted Dorchester Town Council and West Dorset District Council Councillors make a statement regarding their participation in the consideration of planning applications at this agenda item.

### 2. Minutes

To confirm and sign the Minutes of the meeting of the Committee held on 4 December 2017 (attached).

### 3. Minute Update Report

To receive and consider the minute updates reported (attached).

### 4. Planning Applications for Comment

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

### 5. Local Plan Review – Next Steps

To consider the report of the Town Clerk.

**6. Request for Pedestrian Access Improvements**

At the meeting on 4 December 2017, the Planning and Environment Committee supported the introduction of a new process for dealing with requests from residents for pedestrian access improvements. Attached is a request that has been considered by the Dorchester Access Group and prioritisation advice received from DCC's Community Highways Officer for Dorchester. The Committee is asked if it wishes to support the request and refer it to DCC for further consideration.

**7. No 5 Bus Service**

Request from two Members for the Committee to consider if the Town Council wishes to make any comment on First Wessex's decision to scrap the No 5 bus service from 21 January 2018. Background information attached.

**8. Planning Issues to Note**

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

**9. Urgent Items**

To consider any other items that the Chairman or Town Clerk decides are urgent and that cannot wait for consideration at a future meeting.

**Agenda Item 3. Minute Update Report**

**1. Minute 32/17 (6 October 2017)**

**South Western Railways 2018 Timetable Consultation**

DCC's Cabinet considered the consultation on 6 December 2017:

**Resolved**

1. That the proposal of speeding up of services from Weymouth with improved service intervals between Weymouth and Bournemouth and the change in connectivity for smaller stations be welcomed.
2. That the proposal of seasonal Summer Saturday service between Waterloo and Weymouth via Gillingham, Yeovil and Maiden Newton be welcomed.

WDDC's Strategy Committee considered the consultation on 14 December 2017:

**Decision**

- (a) That members agree the response to the consultation in Appendix 1, subject to officers, in consultation with the Portfolio Holders, adding additional wording to the response in respect of the difficulties that the elderly, disabled and those with luggage would have with changing trains and to strengthen the response regarding rail infrastructure;
- (b) That the Local Plans Team Leader, in consultation with the relevant Portfolio Holders, consider the response made by Dorset County Council and subject to its contents, endorse the response on behalf of the council.

**Appendix 1**

West Dorset District Council strongly objects to the reduction in direct services to London from stations serving communities within its area and specifically Moreton Station. We consider the impact of the proposed changes to the train timetables to be adverse and severe. Although the improved journey time to London is supported, the suggested increase of 12 minutes over a 2hrs 45 minutes journey is not considered to compensate for the loss of service.

Faster trains connecting to London have the potential to encourage increased investment by businesses into the local area. However the frequency of services is considered to be more important in helping to facilitate future investment.

Currently trains from London can be significantly overcrowded. The proposals suggest replacing the three trains that run currently from London to Bournemouth with two direct trains. Reducing the number of services to the area can only result in increased overcrowding especially at peak times.

There is potential for a significant impact on tourist visitors to the south Dorset area. The current service of two direct trains per hour enables users to travel from London and Southampton Airport to Dorchester and Weymouth. This is a significant, convenient and sustainable route into the area for visitors. Similarly, for residents of the area, direct trains to London and Southampton Airport are considered important. A reduction in direct services and the need for a change of trains at Southampton makes the journey significantly less convenient especially for those travelling with heavy luggage. Reduction in direct trains from Upwey and Moreton will necessitate a change of trains at Southampton Central. This may deter some users encouraging car based travel to nearby stations placing additional pressure on local roads and town centre car parks. The longer journey time (the change of trains increases current journey times by up to 20 Page 22 minutes) from these locations is also likely to discourage users of the service.

Of particular concern is the impact of the reduced service from Upwey and Moreton stations given the levels of residential growth committed at these locations. There are around 600 new dwellings to be in the vicinity of Moreton Station and around 900 additional dwellings in the

vicinity of Upwey Station.

In addition to the above committed growth, further residential expansion at the two locations is being considered as part of the review of the West Dorset, Weymouth & Portland joint Local Plan and the Purbeck Local Plan. It is therefore considered to be short-sighted to remove direct London services from this location given the increase in population that will occur in the area. The Planning Inspector for the West Dorset and Weymouth & Portland Local Plan acknowledged that the presence of the rail station at Moreton contributed significantly to the suitability and sustainability of Crossways village as a location for growth. The impact of implementing the amended timetable has the potential for significant negative effects which need to be given careful consideration.

The proposed journey times to Portsmouth are unlikely to offer an incentive to people to travel into the West Dorset area. The loss of the second direct service to London is considered to outweigh any benefits that may arise from a direct service to Portsmouth. This is especially the case when it is currently possible to change trains at Southampton Central for connections to Portsmouth. The Southampton to Portsmouth conurbation is already well served by frequent trains, the introduction of this service should not be at the detriment of the more frequent direct service from Weymouth to London.

It is understood that the existing rail infrastructure restricts rail capacity. There should be a commitment to improving this rail infrastructure (dualling of the line to Dorchester and an upgrade of the power supply) to increase the frequency and speed of services on the railway. In addition the previously supported upgrade of Dorchester South Station and improvements to Weymouth Station would further encourage use of the line.

A local shuttle service along the Weymouth and Bournemouth/Poole line as a supplement to a twice hourly London service should be explored to provide additional services for local commuters.

We conclude that the proposed alterations to services along the Weymouth to London line is not in the interests of residents in the vicinity of Moreton and Upwey Stations, not in the interests of residents of West Dorset and Weymouth & Portland generally.

The alterations to the Exeter to London (via Sherborne) service is considered unlikely to have a significant effect as train times are similar to the current situation. The proposed changes are therefore supported.

Seasonal Weymouth, Yeovil and London connecting services should be maintained and expanded to a year round service as it helps to deliver alternative options for services to the southern Dorset area. Although there is a need for some infrastructure works, the connection to Yeovil from Weymouth and on to London and Bristol is a significant opportunity to enhance the connectivity of southern Dorset that should be explored further.

The Committee Clerk forwarded the Town Council's response to the consultation to both Councils.

## 2. **Minute 38/17 (4 December 2017)**

### **Poundbury Signs**

The Duchy of Cornwall applied to the Highway Authority to install the signs at Poundbury and paid them to design and install the signs on their behalf, to the Highways Authority's specification.

The Highways Authority have now confirmed the following:

'The reason the signs were not designed as white and brown is because Poundbury is an area and not a Tourist attraction as a whole.

Poundbury is an area with tourist attractions within it. As an example Weymouth has Westham, Upwey and Littlemoor which are all areas within Weymouth and have therefore black and white signs to show that you are in that part of Weymouth.

The black and white sign is used to show that you are entering a City, Town, village or named area.

Poundbury is an area in Dorchester and this means the sign should be black and white.'

3. **Minute 39/17 (4 December 2017)**

**Request for Parking Restrictions**

DCC was advised that the Town Council supported the request from the residents of Robins Garth for new parking restrictions and the Community Highways Officer for Dorchester has advised that this request will be scored in the New Year.

4. **Minute 40/17 (4 December 2017)**

**Traffic Regulation Orders – Annual submission to Dorset County Council**

- i) DCC was advised of the Town Councils concerns about the apparent change in the deadline for requests for new parking restrictions and in response DCC has advised that Traffic Regulation requests can be presented throughout the year to the Community Highways Team, there is no deadline for requests. The meeting that was held in October 2017 was to plan the following years but this list has some flexibility within it due to the nature of safety on the Highway.
- ii) DCC's Community Highways Officer for Dorchester has arranged to meet with the Committee Clerk on 9 January 2018 to discuss issues relating to parking restrictions in Coburg Road and Edward Road.
- iii) DCC's Community Highways Officer for Dorchester will be looking at the situation outside of Dorchester Middle School with regards to a potential new Traffic Regulation Order in the New Year.

5. **Minute 94/16 Herringston Road Kerb Stones (2 May 2017)**

The problems discussed at this meeting with the grass verges, opposite the Royal Mail post box, being eroded by vehicles are continuing and the Committee is asked if it wishes to support the installation of appropriate signage in the affected verges.

## Dorchester Town Council

Dorchester Town Council – 8 January 2018

### Agenda Item 4. Planning applications for Comment

#### East Ward (Councillors T Harries/S Jones/F Kent-Ledger)

1. **BUCKBURY MEWS ROUNDABOUT, JUNCTION OF CULLIFORD ROAD, LUCETTA LANE, DORCHESTER - WD/D/17/002741 [Link](#)**  
Display of 4 no. non illuminated roundabout sponsorship signs  
Dorchester Conservation Area

#### North Ward (Councillors R Biggs/A Canning/S Hosford/T Loakes/D Taylor)

2. **3 MILLERS CLOSE, DORCHESTER, DT1 1SS  
WD/D/17/002479 [Link](#)**  
Change of use from B8 to Sui-Generis (car sales showroom), remove existing facade and replace with curtain walling/panelling on the front and both sides, demolish existing side extension and alter roadside boundary treatments, re-surface car park and annexation for the adjacent car park  
**WD/D/17/002781 [Link](#)**  
Installation of 2 number fascia signs - 1 number internally illuminated sign and 1 number un-illuminated sign
3. **FIRST FLOOR OFFICE, 34A HIGH WEST STREET, DORCHESTER,DT1 1UP - WD/D/17/002672 [Link](#)**  
Change of use of first floor office from B1 (office) to C3 (residential)  
Dorchester Conservation Area and Grade II Listed Building
4. **WESSEX WATER LTD, WESSEX ROAD, DORCHESTER, DT1 2NY - WD/D/17/002728 [Link](#)**  
Replacement of 3no. antennas of the existing water tower, relocation of 1no. antennas, replacement of feeder trays, replacement of equipment housing within the existing cabin, along with ancillary works.  
Grade II Listed Building
5. **TOP O TOWN ROUNDABOUT, HIGH WEST STREET, DORCHESTER - WD/D/17/002739 [Link](#)**  
Display 3 no. non illuminated roundabout sponsorship signs
6. **OLD SHIRE HALL, HIGH WEST STREET, DORCHESTER - WD/D/17/002207 [Link](#)**  
Install external signage to the front facade  
Dorchester Conservation Area and Grade II Listed Building
7. **6 CATERS PLACE, DORCHESTER, DT1 1YB - WD/D/17/002775 [Link](#)**  
Installation of 12 photovoltaic panels on rear roof  
Dorchester Conservation Area

#### South Ward (Councillors C Biggs/R Potter/M Rennie)

8. **1 MELLSTOCK AVENUE, DORCHESTER, DT1 2BE - WD/D/17/002746 [Link](#)**  
Erection of a first floor link and erection of a timber boundary fencing

#### West Ward (Councillor J Hewitt)

9. **DAMERS FIRST SCHOOL, DAMERS ROAD, DORCHESTER, DT1 2LB - WD/D/17/002700 [Link](#)**  
Change of use of former school (D1) to offices (B1), with associated car parking and cycle parking provision. Access improvements.
10. **2 LADOCK GREEN, POUNDBURY, DORCHESTER, DT1 3AU - WD/D/17/002467 [Link](#)**  
Erection of single storey flat roof rear extension
11. **157 DAMERS ROAD, DORCHESTER, DT1 2JP - WD/D/17/002805**  
Erection of single storey rear extension

**Agenda Item 5. Local Plan Review - Next Steps**

1. Following the Local Plan Review consultation exercise in late 2017, West Dorset District Council (WDDC) is now preparing to consult on the inclusion of specific development sites ('preferred options') in a revised Local Plan, to be submitted for inspection in late 2018.
2. Early discussions between WDDC officers and District Councillors have indicated that the availability of land in large quantities to the north of the town, with a willing landowner, could be a major factor in shaping officer thinking. Resistance to the Review proposals in other settlements could also be important.
3. Dorchester Town Council's response to the initial consultation could be simplified to:
  - Prove that the annual housing target number is correct;
  - With regard to the Dorchester area:
    - In principal the Council did not object to the development of land within the bypass between Weymouth Avenue and Maiden Castle Road;
    - Before considering other sites adjacent to Dorchester, the possibility of development in the wider Dorchester area should be investigated first, particularly at Crossways; and
    - If North Dorchester was to be seriously considered there were a large number of infrastructure issues which would need to be fully addressed within a masterplan before development could be accepted.
4. Subsequent Government guidance has endorsed WDDC's housing target, given the very clear guidance from Government it would be difficult to challenge the number further. This leaves WDDC in a position where they have to identify sites for c. 775 units a year, adding in extra sites totalling c. 4,000 dwellings and also having an eye to development sites beyond the 2038 plan period.
5. Realistically this leaves two options for WDDC:
  - Development immediately north of Dorchester, across the river Frome;
  - A planned transition of Crossways from a village to become a new town.
6. There is a very vocal opposition to the Crossways option from within the village, while opposition to the "North of Dorchester" option has been muted, the majority of which has come from Charminster.
7. If the Town Council wishes to oppose development north of the water meadows now is the time to prepare a case. Realistically that case can only be built by promoting development at Crossways.
8. If the above step is to be taken, it would, at the same time, be appropriate to continue to develop the Town Council's views on "North of Dorchester", including highways, connectivity to the heart of the town and establishing the view that as an urban extension to the town it should be absorbed into Dorchester's boundary.



9. The Council has been supported by FERIA Urbanism throughout its consideration of the Local Plan Review and funding exists to engage them to support either of the approaches outlined in 7. and 8. above.
10. The Committee's instructions are sought.

Adrian Stuart  
Town Clerk



## Request to Dorchester Town Council to Support Pedestrian Access Improvement

Name:	Denise Smith
Address:	8 Malta Close, Dorchester
Telephone:	01305 250390
Email:	denise.smith10@btinternet.com
Access Issue:	<p>Main access issue is not being able to get from her house to the play park at New Poundbury (via access in Fir Tree Close) with grandson aged 7 in motorised wheelchair without doing much of the journey on Normandy Avenue – a fast, bendy and dangerous road.</p> <p>Denise has her grandson stay for the weekend 1 weekend in 4 and approx twice a week in the holidays. He also visits on other weekends and visits after school. Freddie is one of 6 children in the family, so often it is not just a wheelchair user, but a baby in a buggy and other children walking.</p> <p>Denise is also unable to access town with grandson via Poundbury Road without going in the road at several points. This is also the route to visit</p>
Works requested (including plan/map and site details):	<p><b>See attached PDF re Normandy Road access.</b></p> <p><b>Suggestion of 7 possible dropped kerbs:</b></p> <ul style="list-style-type: none"> <li>• 2 in Fir Tree Close</li> <li>• 2 in Holly Close</li> <li>• 2 in Malta Close</li> <li>• 1 in Normandy Way</li> </ul> <p><b>If only limited funding is available priority kerbs would be C2x and D2 to open up an access route to town.</b></p> <p><b>With the remaining 5 dropped kerbs, access to the Great Field would be significantly improved for a number of local residents.</b></p> <p>Plus DAG would ask for support for Access Protection Markings to protect the dropped kerb at the corner of Poundbury Way and the entrance to the Poundbury West industrial estate (opposite Wessex FM) as often this is obstructed by cars blocking the entire access route to town.</p> <p>Other possible traffic calming approaches, particularly in Normandy Way, to be considered – such as speed bumps.</p> <p>Also a review of other access issues for instance in Plassey Close.</p>

Please provide evidence of support by others:

**Linda Smith**

Linda lives at the end of Plassey Close. Her mother visits her normally once or twice a week. She also uses a wheelchair and has recently said she no longer wants to visit Linda as she is concerned that her access issues put too much pressure on her daughter.

**Claire Scott**

Has 2 children who use a double buggy. She complains that access is very poor resulting in her having to use the road at times or mount kerbs on pavements with cambers that make the buggy liable to topple.

**Jeff Andrews**

Postman – also reports having to use the road sometimes which he says has resulted in him nearly being knocked over on several occasions - particularly in Normandy Way which is used as a 'rat run' and attracts some very fast traffic.

**Mr and Mrs Richards**

Elderly (both over 80 years), Mrs Richards is in a wheelchair and Mr Richards finds it very difficult to push her.

# Normandy Way Pavement Improvements



**Proposed: Dropped kerb on either side**



**A<sub>2</sub>**



**Proposed: Dropped kerb on either side.**



If only limited work can be done C<sub>2x</sub> and D<sub>2</sub> would be recommended as this will help to open up the estate to town. With the additional dropped kerbs, access to the great field would be hugely improved.



POUNDBURY WEST INDUSTRIAL ESTATE



**Proposed: Dropped kerb on either side**



**Proposed: Dropped kerb between street light and road drain.**



There are also no dropped kerbs along the pavements from Poundbury Rd to Normandy Way (Opposite B) making it less accessible for residents in Plasley Close and Normandy Way

**Agenda Item 7. No 5 Bus Service**

Background Information:

First Wessex is scrapping service 5 from Weymouth, which serves Osmington, [Crossways](#), [Broadmayne](#) and [Dorchester](#), and the X52 'Jurassic Coaster' from Lyme Regis to Exeter. Service 10 Weymouth-Dorchester is also being reduced from five to four buses an hour, but is being extended to include a new stop in [Poundbury](#).

The new changes, effective from 21 January 2018, follow a round of recently-introduced service cuts plus a fares increase. First recently introduced its winter timetable and with it a range of cuts to services. The firm said it had consulted Dorset County Council and Devon County Council about routes 5 and X52, and said the authorities would be "looking to provide an alternative option for these passengers".

A First Wessex spokesman said: "Regrettably, we can no longer operate routes 5 and X52 due to the challenging financial strains our business is currently facing. Like most operators in the UK, financial support from local authorities is very limited and both routes were operated on a commercial basis. Unfortunately, the levels of patronage have been well below what is required to ensure it's sustainable."

Cllr Nick Ireland, Dorset County Councillor for Linden Lea put a question to the Cabinet Member for Natural and Built Environment at DCC's Cabinet meeting on 6 December 2017 in relation to the No 5 Bus Service serving Linden Lea:

Question

In light of the decision by First Bus Wessex to withdraw their No 5 service from the end of January 2018, do the Cabinet agree that the loss of a route that serves a major proportion of the population of rural Linden Lea and provides them with their only daily public transport means of accessing the shops, services and facilities of both Dorchester and Weymouth needs to be urgently addressed and will they outline the steps are they taking to ensure the needs and requirements of the many without access to private transport will continue to be met in the absence of any meaningful community transport alternatives?

Answer

Members may or may not be aware that this service was previously subsidised. First Group Wessex registered this as a commercial service. The County Council worked very hard with First to try and make the Service 5 commercial. We helped by giving entitled scholars passes on the route, rather than a closed school contract, which we have been successful in other parts of the County. Unfortunately this has not been proven to be commercially viable. It is First's decision in the end.

The Service 5 is no longer part of the core transport subsidised network which has been agreed by the County Council. So would not have continued to receive subsidy after First's decision to deregister.

We are now working with an alternative provider so that the entitled children transported by the Service 5 now fall within our existing 'One School One Operator' (OSOO) contractor and then ask the commercial company to provide the necessary transport for school.

Members may not be aware but there are a number of Public Transport options for these communities:

- **Osmington** and **Warmwell** are served by Service X54.
- Dorset Community Transport provides a PlusBus service to and from Dorchester every Wednesday that starts at Bovington area approx. 9.30am via villages including Wool, Lulworth, Winfrith Newburgh, **Warmwell** and **West Stafford**. Return journey departs 1.15pm.  
(Tel: 01258 287980 (between 9.30am and 2.30pm Monday to Friday) or email [dorset@ectcharity.co.uk](mailto:dorset@ectcharity.co.uk).) Once registered, trips can be booked up to 2 weeks in advance but no later than 2.30pm the previous working day.  
Most PlusBus services charge a fixed return fare of £5. PlusBus are unable to accept the National Concessionary Bus Pass.
- The County Councils Dorchester Dial-a-Bus (DAB) serves **Crossways** and **Broadmayne** but is currently only available for those whose GP has signed a form confirming they are unable to use public transport. As there will be no access to public transport in these areas, we are now looking to widen this scheme to allow the community to access this service and whether it can be extended to cover **Whitcombe** on its route to Dorchester, if required.

The DAB service operates on Wednesdays and gives approx. 2 hours maximum in Dorchester. You need to register initially to use the service. Fares are up to £3 return, depending on journey plus a £1 initial registration fee. A maximum of 10 seats are available on the existing vehicle but the Fleet Operations Manager in Dorset Transport will explore the possibility of using a 16 seater if demand is greater. However, a larger number of pick-ups would impact on the amount of time available for passengers to spend in Dorchester.

Dorset County Council has also produced a Community Transport Toolkit to help rural communities develop different transport solutions tailored to the needs of the residents, enabling access to many essential and leisure services. There is already a wide range of schemes in the county, from car-sharing to community minibuses. This guide will help communities to decide which option best suits their needs and to understand how schemes can be implemented.

[https://www.dorsetforyou.gov.uk/media/213263/Community-Transport-Toolkit/pdf/Community Transport Toolkit for Dorset - final.pdf](https://www.dorsetforyou.gov.uk/media/213263/Community-Transport-Toolkit/pdf/Community%20Transport%20Toolkit%20for%20Dorset%20-%20final.pdf)

## **Dorchester Town Council**

### **Planning and Environment Committee – 8 January 2018**

#### **Agenda Item 8. Planning Issues to Note**

**1. 4 LEGION CLOSE, DORCHESTER, DT1 2RQ - WD/D/17/001487**

Erect side extension

Approved by West Dorset District Council's Planning Committee on 12 December 2017

DTC comments:

7 August 2017 – Recommend refusal. Due to the increased height of the side extension and the steeply sloping nature of the site, the extension would be at a higher level than the existing garage and therefore would be visually dominant to the neighbouring property. Also due to the extension being brought forward from the position of the existing garage, this would have a negative impact on the use and accessibility of the neighbour's driveway, all of these factors causing a loss of amenity. The development would therefore be contrary to Policy ENV. 16 of the adopted West Dorset, Weymouth and Portland Local Plan.

4 September 2017 - Recommend refusal. The Committee did not consider that the changes made to the application addressed their previous concerns, particularly in relation to the accessibility of the neighbour's driveway, and therefore they reiterated their objection to the application.

**2. 5 DRAGONS COURT, DORCHESTER, DT1 1WR - WD/D/17/001939**

Erect fence on top of wall at rear of property. Create parking space at front of property

WDDC advise that this planning application has been withdrawn from the planning register.

DTC comments:

6 November 2017 - Recommend refusal. The Committee considered that the proposed fencing would form an incongruous feature which would integrate poorly with the distinctiveness of the local area and it would be a detriment to visual amenity and would have a negative impact on the street scene. With regards to the proposals for parking, the Committee considered that neighbour impact and the extent of development could not be clearly seen from the poor plans that had been submitted and from the evidence it could not support this element of the application. Additionally, Members were concerned that changes were being proposed to very recently completed development that had been through a thorough design process with strict landscaping scheme conditions that had led to a planning approval. This application seemed to go against the design and landscaping principles of the approved development as a whole.

Therefore the development was contrary to policies ENV 10, 11, 12 and 16 of the approved Local Plan and the core planning principles of the NPPF.

**3. West Dorset District Council – Council Meeting 4 January 2018**

Summary from the Portfolio Holders' Report (Planning)

'Planning Applications Moving to Site Notices only

The legal requirement is for either a site notice or a notification of immediate neighbours.

WDDC has been doing both but it has not been unusual to receive complaints that some

"immediate neighbours" have not received a notification. Site notices are more likely to be seen by more people and letters can go to vacant or tenanted properties. Thus in January all three Councils will adopt a site notices only policy but WDDC is exploring the possibility of planning officers dropping in compliment slip notifications to properties in exceptional circumstances during their preliminary site inspections and where appropriate secondary site notices.'

'Planning Performance

There remains a significant backlog of planning applications within the validation team which is reducing more slowly than anticipated due to staff absences and recent down time on the computers during necessary upgrades.'

