



# Dorchester Town Council

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28 May 2014

**Agenda for the meeting of the Planning and Environment Committee which will be held in the Council Chamber, Municipal Buildings, Dorchester on Monday 2 June 2014 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 speak please ask the Chairman before the meeting starts. 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 V. Allen, K. Armitage, C. Biggs, R. Biggs, A. Canning, T. Harries, S. Hosford (Chairman), S. Jones, T. Jones, F. Kent-Ledger, T. Loakes, R. Potter, M. Rennie, D. Roberts (Vice Chairman), D. Taylor and P. Mann (the Mayor ex-officio)

### **1. Apologies**

### **2. Minutes**

To confirm and sign the Minutes of the meeting of the Committee held on 28 April 2014 (adopted by Council on 20 May 2014).

### **3. Minute Update Report**

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

### **4. Her Majesty's Prison Site**

Discussion regarding the future development of the site of Her Majesty's Prison, Dorchester. The Chairman of Dorchester Civic Society and the Planning and Urban Design Officer, West Dorset District Council will be attending for the discussion.

## **5. High East Street**

Following a request from a local resident, the Committee is asked to assess its response to recent planning applications for properties in High East Street and to consider the potential for introducing an improvement scheme for High East Street.

## **6. Planning Applications for Comment**

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

## **7. Parking Permits**

To consider the report regarding the pressure new housing developments in Dorchester are putting on existing on-street residents' parking zones and the suggestion that future occupants of such developments should not be allowed to purchase on-street parking permits.

## **8. Dorchester Transport and Environment Plan**

To consider the report of the Town Clerk on the progress being made to consult with local residents regarding updates to the Dorchester Transport and Environment Plan.

## **9. New Household Recycling Centre in Dorchester**

To consider whether the Town Council wishes to raise the rate of progress in identifying suitable long term options for a new Household Recycling Centre in Dorchester with Dorset County Council and West Dorset District Council.

In the short term, the St Georges Road site is not under threat but it is recognised that there will be a need for a new Household Recycling Centre, as the St Georges Road site will be insufficient to meet growing demand and, in the long term, this site may be required by Wessex Water for their business purposes. If an alternative use is found for the site originally identified at Poundbury and that site is withdrawn, there will be one less option available for use as a Household Recycling Centre in Dorchester.

## **10. West Dorset District Council**

### Decisions on Planning Applications and Withdrawn Applications

To note the decisions made by West Dorset District Council on planning applications (contrary to Dorchester Town Council's comments) and withdrawn applications etc (list attached).

## **11. Urgent Items**

To consider any other items that the Chairman or Town Clerk decides are urgent.

## **Planning and Environment Committee – 2 June 2014**

### **Minute Update Report**

#### **1. Minute 88/13 (31 March 2014)**

##### **Parking in the Queen's Avenue Area**

A reply has been received for Traffic Engineering at Dorset County Council as follows:

'The comments/suggestions from local residents who attended the 20 February drop in session provide a wealth of ideas for consideration, many of which the DCC officer was able to discuss with them on that evening. As you are aware a further such evening took place at the Thomas Hardy School focussing on not just the Queen's Avenue area, but the wider issues that have resulted from increased traffic/parking associated with the schools, leisure centre and hospital and those who come to work in or commute from the town.

A great many views were expressed at this session. They have been collated and, together with the Queen's Avenue results, will require much thought and planning before we can formulate a scheme that may go some way in dealing with the issues.

Clearly, not every issue can be resolved to the satisfaction of all. The County Council now has to find some way in which to bring about a general improvement within available funding. Many of the measures taken to date (residents highlighted the negative impact of the Coburg Road scheme) have resulted in moving the problem from one area to another. We may have to look again at the viability of certain measures that were introduced in recent years.

Be assured that when we have devised a scheme that offers a way forward we will seek your views before proceeding further.'

#### **Minute 93. b) (28 April 2014)**

##### **Car Parking Guidance Signs**

Dorset County Council have responded to the Town Councils concerns about the continuing discrepancies and inaccuracies with the signs and advise as follows:

'The communications between the signs and the system at County Hall is proving to be unreliable due to the mobile phone signals in Dorchester being weak. When networks are overloaded, data sim connections are the first to suffer. We have tried Vodafone and O2 as our provider and both have proved to be troublesome. When the signs stop communicating, they appear as blank signs on the street. We are in the process of discussing roaming Sim cards which will hunt for the next available network when the existing network connection weakens. This will involve a software update to the modems within each sign. We are also investigating the possibility of using local radio communications instead of the mobile phone network.

It is worth noting that when observing the signs on street that they update every 2 to 3 minutes. In order to accurately access the available spaces with the numbers displayed on the signs, the entry and exit movements must be monitored over a period of at least 10 minutes.

Please be assured that we are working hard to resolve these ongoing issues.'

As resolved by the Committee, Dorset County Council officers have been invited to attend a meeting of the Planning and Environment Committee to answer Members' questions about the signs.

#### **3. Minute 99 (28 April 2014)**

##### **Requests for Parking Restrictions**

###### **a) Herringston Road and b) Fourgates Road**

DCC do not normally consider the introduction of parking restrictions in residential roads unless there is a proven road safety issue (recorded accidents) or it is shown a significant majority of the residents support such measures.

There is no record of any accidents at either location within the last five years and DCC note that

only one resident from each road has raised this issue.

On that basis, DCC is unable to consider the introduction of any restriction.

4. **Minute 100/13 (28 April 2014)**

**Changes to the route of First Bus Company's Number 31 Bus Service**

Information provided by First regarding the changes to Service 31:

'The main reasons for the change is to improve the reliability of the service and maintain its viability for the future, to do this we need to take resources out and make it reliable. This service fulfils a large number of roles across the length of the route and for some time it was really been trying to do too much for the resources available to run it. For example, it provides a school link from Bridport to Woodroffe School, and from Axminster to Woodroffe, at the same time it provide a school link from Bridport to Thomas Hardy School. It also has to meet the trains at Axminster and Dorchester South Stations, residents from Lyme Regis usually travel to Axminster for the train and residents from Bridport usually travel to Dorchester to meet the train. It is also the main service between Bridport, Lyme Regis and Axminster which is the busiest section and it also provides links between Bridport and Dorchester. Finally, it also provides direct links between the Preston and Littlemoor areas of Weymouth to Dorchester.'

Unfortunately, with all of these pressures on the route we were failing to meet the large majority of these roles within the resources available to operate the service. We were not able to add more resources to the route as it is currently loss making following funding cuts to the bus industry this includes the continued reduction of the concessionary fare reimbursement rate, of which a reasonable proportion of the passengers using this service are, leaving us with less than £0.80 per passenger journey.

The 20% reduction in BSOG which came in last year has also had a particular impact on rural inter urban routes such as Service 31. The final factor being that we operate the service without any financial support from the local authority, coupled together it means that we have to use the resources wisely to carry the most people along the section of route.

The commercial team have been working on options on how to improve the financial performance of the service to maintain its viability for the future whilst trying to serve the most people possible.

This section has been replaced in part by diverting another service to cover it operating 4 journeys in either direction per day. The timetable between Axminster and Dorchester South was realigned so that it always met the trains at both stations giving enough time to cater for short delays. The company and stakeholders believe that by providing this connection reliably we will be able to generate more fare paying customers.

The changes to the service 31 through Martinstown have been made in order to meet with the trains at Axminster and Dorchester South Station. It has been necessary to remove journeys in order to guarantee this connection. These changes have been made after a consultation with Travel Watch South West and Rail/Bus users. In order to achieve these connections with the resources available, we have had to speed up the journey. By adding additional 10 - 15 minutes to serve Martinstown, we will not be able to meet the trains adequately.

We have discussed the situation with Dorset County Council and they are looking to see whether any alternative facilities can be provided. We have also discussed with them the possibility of extending the Dorchester Dial a bus scheme. By introducing the cost, we would not generate enough additional revenue to offset it. Unfortunately, the Council does not have enough money to financially support the additional vehicles in the hope that it will become commercially viable.

In the past, the service 31 was financially supported by Dorset County Council, however, this was

removed roughly three years ago in the hope that we would generate enough additional passengers to replace it. Unfortunately, this has not been the case and the situation has proved to be steadily worse by the Government also making cuts to something which is called fuel duty rebate, by not reimbursing operators adequately for concessionary passengers, this has also led to the changes between Dorchester and Weymouth.

We will continue to discuss the situation with Dorset County Council in order to see whether there are better alternative facilities that can be found.'

# Dorchester Town Council

## Planning and Environment Committee – 2 June 2014

### Planning applications to be considered

Applications can be accessed via:

dorsetforyou.com/Home/Environment and Planning/Planning/Planning Applications/Planning

Application Search/West Dorset District Council, or

[http://webapps.westdorset-dc.gov.uk/PlanAppsWDDC/\(S\(zl0g3h55hwqigt55gp32yuqy\)\)/pages/ApplicationSearch.aspx](http://webapps.westdorset-dc.gov.uk/PlanAppsWDDC/(S(zl0g3h55hwqigt55gp32yuqy))/pages/ApplicationSearch.aspx)

#### 1. **WD/D/14/001129**

##### **WD/D/14/001130 Listed Building Consent**

STRATTON HOUSE, 58-60 HIGH WEST STREET, DORCHESTER, DT1 1UT

Change of use of existing buildings from B1 office to commercial use on part ground floor and form 16 residential flats.

#### 2. **WD/D/14/000850**

STRATTON HOUSE CAMPUS, HIGH WEST STREET & COLLITON STREET & GLYDE PATH ROAD,  
DORCHESTER

Erect 5 new dwellings.

#### 3. **WD/D/14/000861**

##### **WD/D/14/000863 Listed Building Consent**

OLD SHIRE HALL, HIGH WEST STREET, DORCHESTER

Internal re-modelling.

#### 4. **WD/D/14/000967**

KINGS POINT HOUSE, 5 QUEEN MOTHER SQUARE, POUNDBURY,  
DORCHESTER, DT1 3BW

To sub-divide existing shop into two shops. Construct new shopfront and alter existing access.

#### 5. **WD/D/14/000887**

1 LEGION CLOSE, DORCHESTER, DT1 2RQ

Raise garage roof and conversion of garage to office/utility.

#### 6. **WD/D/14/000993**

25 SOUTH COURT AVENUE, DORCHESTER, DT1 2BY

Single storey extension to rear of dwelling and annexe in garden.

#### 7. **WD/D/14/000923**

1 NORTHERNHAY, DORCHESTER, DT1 1XN

Erect Conservatory to Southern Elevation (Front).

#### 8. **WD/D/14/001016**

5 TEMPLE CLOSE, DORCHESTER, DT1 2QL

Conversion of flat roof over garages and porches to a tiled pitched roof.

#### 9. **WD/D/14/001035**

NORTH EAST QUADRANT (SECTOR 3.01A), PEVERELL AVENUE EAST, POUNDBURY

Approval of reserved matter appearance of outline permission 1/D/09/001363 to remove 1No private house and replace with 3No flats.

10. **WD/D/14/000899**  
RAILWAY TRIANGLE INDUSTRIAL ESTATE, DORCHESTER, DT1 2PJ  
Replace 3 no. B2/B8 units with 8no. B2/B8 units and 1no. B1/B2 & B8 unit. Create 34 total off road parking spaces.
11. **WD/D/14/000982**  
77 SOUTH COURT AVENUE, DORCHESTER, DT1 2DA  
New two storey side extension and single storey rear extension.
12. **WD/D/14/000971**  
22 GROSVENOR ROAD, DORCHESTER, DT1 2BB  
Erect single storey rear extension and a two storey side extension.
13. **WD/D/14/000842**  
52 BUCKINGHAM WAY, DORCHESTER, DT1 2BP  
Erect close boarded timber fence panels on top of existing brickwork boundary wall.
14. **WD/D/14/000951**  
27 WEYMOUTH AVENUE, DORCHESTER, DT1 1QY  
Individual brushed stainless steel letters fitted to the 2 x recessed brick panels on the new brick wall.
15. **WD/D/14/001101**  
FLAT 21, GROVE COURT, THE GROVE, DORCHESTER, DT1 1XL  
Replace two windows.
16. **WD/D/14/000818**  
7 HUTCHINS CLOSE, DORCHESTER, DT1 2RH  
First Floor Extension.
17. **WD/D/14/001172**  
SUE RYDER FOUNDATION, TRINITY STREET, DORCHESTER, DT11TT  
Replacement of 1 non-illuminated fascia and 1 non-illuminated hanging/projecting sign
18. **WD/D/14/001262**  
4 WEYMOUTH AVENUE, DORCHESTER, DT1 1QS  
Erect single storey rear extension
19. **WD/D/14/000912**  
1 LIME CLOSE, DORCHESTER, DT1 2HQ  
Erect extension

# **Dorchester Town Council**

## **Report to Planning and Environment Committee – 2 June 2014**

### **On-Street Residents' Parking Permit Scheme**

#### **Introduction**

Concerns have been raised by Members, and some local residents, about the pressure new housing developments in Dorchester are putting on existing on-street residents' parking zones and the suggestion has been made that future occupants of such developments should not be allowed to purchase on-street parking permits.

#### **Recommendations**

- i) That the Planning and Environment Committee considers whether to request Dorset County Council to investigate reviewing the existing Residents' Permit Scheme policy, as it affects Dorchester, and to place restrictions on the eligibility of future occupants of new housing developments to purchase on-street permits.
- ii) That, subject to approval of recommendation i), the Planning and Environment Committee advises West Dorset District Council of its request to Dorset County Council and asks that it notes the possible implications to planning applications and their S106 agreements resulting from any changes to the Residents' Permit Scheme policy.

#### **Background**

At recent meetings of the Town Council's Planning and Development Committee, Members have raised their concerns about the pressure new housing developments in Dorchester are putting on existing on-street residents' parking zones, particularly in the town centre, and similar concerns have been raised by local residents.

In a number of authorities across the country, restrictions have been placed on residents of new housing developments being eligible for on-street parking permits in some residents' parking zones. Such restrictions are usually implemented through the planning process, with agreements being made under Section 106 of the Town and Country Planning Act 1990 and enforced through conditions attached to a planning permission.

Examples of the restrictions in force in some authorities are included in Appendix 1.

#### **Key Issues**

Residents parking schemes, in West Dorset, manage fair parking for residents and non-residents, in areas where there is high demand for on-street parking.

Dorset County Council is responsible for on-street parking in West Dorset and it looks to encourage town and parish councils, and their residents, to decide upon new traffic management measures for their areas at a local-level. These decisions can then be made economically, efficiently and democratically in the best interest of the local and wider community.

## Dorchester Town Council

### Report to Planning and Environment Committee – 2 June 2014

#### On-Street Residents' Parking Permit Scheme

## Swindon Borough Council

The Council recognises that, in some cases, new build, conversions of existing properties into multiple units, and premises that create multiple occupation within Swindon's urban area are likely to result in insufficient off-street parking provision to support them (or none at all). In these circumstances the Council will need to ensure that such developments do not generate unacceptable levels of on-street provision/parking. One area where this is of primary concern is existing Residential Parking Zones where parking is restricted and permits can out-number the total number of on-street spaces. In order to keep the ratio of spaces and permits to its current level, the Council considers all applications for permits against the original circumstances of the parking zone at the time it was created. As a consequence, occupants of new development within these zones will in some circumstances be denied parking permits, and in other circumstances are not guaranteed the right to obtain parking permits. Parking permits will not be issued to occupants of properties where planning condition/obligation has been imposed, preventing occupants of the properties from applying for and obtaining parking permits.

## Oxfordshire County Council

A majority of new developments or houses that have been converted into flats are not eligible for resident or visitor parking permits. This also affects older properties that have given up part of the property for infill development.

(In Oxfordshire, the planning applicant is responsible for the costs of any changes required to the Traffic Regulation Order affecting that particular Residents' Parking Zone).

## London Borough of Richmond on Thames

Within the London Borough of Richmond upon Thames the demand for parking outstrips the available on-street parking spaces. To try and improve this situation agreements are made between the Council and property developers that future occupants of:

- Existing buildings being converted or extended, and
- New build developments

may **not** be allowed to purchase parking permits.

These agreements are made with the Council under Section 106 of the Town and Country Planning Act 1990

## Chelmsford City Council

New developments built since 2009 are usually excluded from the (Residents' Parking) scheme.

## London Borough of Hammersmith and Fulham

New housing developments of all sizes are often subject to 'permit free' conditions within their planning approval. This means that new properties that are built within the borough may not be eligible for an on-street parking permit. Where developers are unable to provide off-street parking for new housing, we can prevent the developments from increasing the demand for parking in the borough and therefore protect our current residents from increased parking stresses by insisting on permit free agreements at the planning application stage.

Once a development has been approved with a permit free condition this cannot be changed.

**Planning & Environment Committee - 2 June 2014**  
**Dorchester Transport & Environment Plan**

1. Since April there have been two meetings of the county-led steering group that is looking at providing an improved solution to the traffic problems that are affecting the town centre. The Steering Group has active involvement from 3 Councils, with two Councillors (Hosford and G.Jones) and the Town Clerk representing the town. Three other town councillors (R. Biggs, Canning and T. Jones) represent Dorset County Council.
2. The Council has agreed, as its contribution to the programme to identify a suitable DTEP scheme, to form a Residents Panel to give early feedback from the different parts of the town about the impact of new proposals from Dorset County Council. The feedback gathered will also assist the Town Council in forming its own response to the proposals.
3. Expressions of Interest for joining the Panel have been requested through Dorchester News, and over 20 residents have come forward so far. More may ask to be considered before the Committee meets. The prospective panellists fall into two categories; those concerned residents who are interested in the impact on a particular neighbourhood; and those who are interested in suggesting a holistic solution to Dorchester's traffic issues
4. Our primary focus is on concerned residents. Two dates are scheduled, starting at 7pm on Thursdays 26 June and 3 July where the latest County proposals will be explained on the first evening, with an opportunity for immediate general feedback, with the second evening available for more specific feedback on the perceived impact on individual neighbourhoods. The information gathered will help the Town Council to gain a better appreciation of whether the benefits of the proposals for the whole of Dorchester are likely to outweigh the impacts on groups of residents, or vice versa.
5. A number of residents have come forward citing a wealth of experience in traffic management and background knowledge of Dorchester. Their interest might be in promoting a scheme that meets a perceived set of criteria, rather than providing feedback on how specific proposals affect neighbourhoods. It is proposed that the Town Clerk and the Chairman meet with these residents separately to explain the scheme, the constraints that Dorset County Council are working under, but also to get any useful feedback and ideas that might arise. A date will be arranged for this meeting.
6. Members of the Committee are invited to attend and listen to the views of both groups of residents.
7. Separately we will seek to arrange meetings with the BID and the Chamber of Commerce Industry and Trade executive groups, and are arranging to brief the Heritage Committee on 14 July.

Adrian Stuart  
Town Clerk

# Dorchester Town Council

## Planning and Environment Committee –2 June 2014

Decisions on planning applications (contrary to Dorchester Town Council's comments) and withdrawn applications etc reported at the meeting on 2 June 2014.

### 1. **1/D/13/001432**

8 Ackerman Road, Dorchester, Dorset DT1 1NZ

Two Storey Dwelling House

Dorchester Town Council comment: Recommend refusal. The development would cause loss of amenity to the host dwelling by creating very cramped and restricted access to the main entrance to the host dwelling. There were concerns that the new dwelling would create overdevelopment of the site and it would be built right on the boundary line with the neighbouring host dwelling.

Planning permission refused.

Planning Appeal Ref: APP/F1230/A/14/2211235

Decision: The appeal is allowed.

<http://wam.westdorset-dc.gov.uk/WAM/doc/Planning.pdf?extension=.pdf&contentType=application/pdf&id=1088853>

### 2. **WD/D/14/000009**

38 LONDON ROAD, DORCHESTER, DT1 1NE

Construction of a pair of semi-detached homes with associated parking and access (Revised Scheme)

Planning permission approved.

Dorchester Town Council comment: Recommend refusal. Overdevelopment of the site and the proposed development would harm the living conditions of residents and future occupiers in terms of unacceptable noise and disturbance.

### 3. **WD/D/14/000823**

23 TREVES ROAD, DORCHESTER, DT1 2HE

Two storey side & rear extension, single storey rear extension, alter flat roof dormers to pitched roof, replacement windows & doors and 'k' render over reconstituted stone

Planning permission approved. Additional comments from the Planning Officer:- the objections raised by the Town Council were taken into consideration when the application was assessed and to address these concerns the scale of the proposal was significantly reduced. Following the submission of amended plans, on balance it was considered that the proposal was in accordance with local plan policy and as such, recommended for approval. It was not considered that the refusal of the application could be justified or that such a recommendation would have been upheld upon an appeal.

Dorchester Town Council comment: Recommend refusal. The scale and mass of the proposed extension would create overdevelopment of the site, it would overpower the existing building and be contrary to policies DA5 and DA 7 of the Adopted Local Plan.