



Dorchester Town Council

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27 July 2016

Agenda for the meeting of the Planning and Environment Committee which will be held in the Council Chamber, Municipal Buildings, Dorchester on Monday 1 August 2016 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 (the Mayor ex-officio), J. Hewitt, S. Hosford (Chairman), S. Jones, T. 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 July 2016 (approved by Council on 26 July 2016).

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. Monmouth Road Area Parking Issues

To receive a report from the Clerk to the Planning and Environment Committee on the request from local residents for new parking restrictions in the Monmouth Road area (attached).

6. Victoria Park Post Office

The Post Office is undertaking a public consultation on the proposed move of the Post Office branch at 10 Maud Road, Victoria Park to a new location – Poundbury Village Stores, 27-31 Middlemarsh Street, Poundbury (consultation letter and details attached).

The Town Council is asked for its comments on this proposal, in particular:

- How suitable do you think the new location and premises are and how easy is it to get there?
- Are the new premises easy to get into and is the inside easily accessible?
- Do you have any concerns about the new location?
- If so, do you have any suggestions that could help make it better?
- Any local community issues which you think could be affected by the proposed move?
- Anything you particularly like about the proposed change?

7. DTEP: Damers Road/Williams Avenue Junction Improvements Proposed Traffic Regulation Order

Dorset County Council is considering making the above Order under the Road Traffic Regulation Act 1984 (details and plan attached) and has asked for the Town Council's comment as a primary consultee.

8. Development at St George's Road, Red Cow Farm, Dorchester

Part of the planning approval for the development at Red Cow Farm included the amendment of a section of St Georges Road to become a footway/cycleway (plan attached). A Traffic Regulation Order will be required to prohibit motor vehicles from using this part of the existing highway network and Dorset County Council has asked for the Town Council's comment as a primary consultee.

9. 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), withdrawn applications and others of note (attached).

10. 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.

Planning and Environment Committee – 1 August 2016
Minute Update Report

1. **Minute 40/14 (8 September 2014)**

Charles Street Development Scheme – application WD/D/14/002002

Information provided by Stephen Hill, Strategic Director, Dorset Councils Partnership: Following a decision by the Executive Committee (8 September 2015), the Development Agreement between West Dorset District Council and Simons was formally ended on 25 April 2016. This involved signing a Deed of Termination, which formally marks the end of the Council's relationship with Simons.

All intellectual property rights are retained by the Council and both parties agreed that Simons' planning application (submitted in 2014) will not be progressed and therefore removed from the planning register.

The Council has established a Charles Street Working Group (cross political) which has commissioned GL Hearn Consulting to review Dorchester's town centre and establish how best sites can contribute to its future prosperity. This work is planned to be completed by the end of July 2016.

2. **Minute 155/15 (7 March 2016)**

Planning Applications WD/D/15/002840 and WD/D/15/002841 – HM Prison, Dorchester DT1 1JD

All Town Councillors will have received the email, including the press release, advising that West Dorset District Council's independent viability assessor has just completed its examination of the Dorchester Prison site scheme and the outcome of the assessment was that the scheme cannot financially support any affordable housing. The Town Clerk has provided a report on this aspect of the planning applications and this is attached (Appendix 1) together with a summary of the status of Dorchester Town Council's comments on the applications (Appendix 2).

These applications will be considered WDDC's Planning Committee on 11 August 2016 and the Town Council has been advised that the applicant has submitted revised plans in response to comments from Historic England. Changes to the plans include:

- removing the Juliet balconies from the converted prison building,
- omitting the separate small unit behind No.6 restaurant which was introduced on the amended plans and;
- retaining a larger part of the perimeter wall to the south of the main prison building.

WDDC are not inviting further responses this time due to the minor nature of the changes in relation to the overall scheme.

On a further point, at the meeting on 1 September 2014 (Minute 32/14), the Committee expressed their concerns about the deteriorating condition of the riverside garden and asked that the Ministry of Justice (the then owners) to maintain it, which they did. The gardens, which are an important feature of the well used riverside walk and are attractive to both tourists and residents, have again become very overgrown and the Committee may wish to raise this with City & Country.

Additionally, City & Country advise that negotiations with the Ministry of Justice to acquire the strip of land accessing Glyde Path are progressing positively.

Dorchester Town Council

Planning and Environment Committee – 1 August 2016

Dorchester Prison Site – Viability for Affordable Housing

1. Members are well aware of the above scheme and the developer's proposal to build it with no plan to meet the District Council's 35% Affordable Housing target (Policy HOUS 1).
2. At a special Planning and Environment Committee meeting on 3 February 2016, among 10 specific comments, the Committee resolved that:
 - i) WDDC refuses the applications on the grounds that they fail to meet the Local Plan policy HOUS.1 requiring 35% affordable housing. We supports the comments made by the Planning Inspector in his final report on the Local Plan "*I consider the Councils should revert to their original policy provisions i.e. that all new market housing should make a contribution towards affordable housing needs.*" To fail to adhere to policy HOUS. 1 in respect of these applications would completely undermine the Local Plan and set a very dangerous precedent for other sites that will come forward. The lack of affordable housing is also contrary to para. 50 of NPPF 2012. The Local Plan has only recently been adopted, after considerable consultation, and policy HOUS. 1 should be seen as a fundamental part of the Plan.
 - ii) The Planning Authority is encouraged to demonstrate that it will be undertaking its own robust appraisal of the potential development of the site and to provide transparent reporting on the outcome of such an appraisal.
3. Members will have seen press coverage in mid-July indicating that West Dorset District Council (WDDC) has accepted that the prison development would be unviable with affordable housing included. Given the level of public support for our stance it is important the Town Council satisfies itself that the above resolutions have been fully considered.
4. WDDC recognised the need for professional specialist advice regarding the appraisal of viability for the site. It engaged DVS Property Specialists for the Public Sector, an arm of the national District Valuer service, to carry out an appraisal of the site, then to compare that appraisal with the viability assessment submitted by City & Country.
5. DVS prepared a final report on 30 June 2016 which is available on dorsetforyou.com in a redacted format. The redactions are limited to the removal of numbers, both those produced by City & Country and DVS. Although it might be argued that some of the DVS prepared numbers have been redacted unnecessarily, this does not fundamentally affect the reader's ability to understand the key messages in the report.
6. The key message relates not to City & Country's submission but to the reintroduction of paragraph 21 of the National Planning and Policy Guidance. This provides a financial credit to the developer based on gross floor space, and immediately reduces the number of affordable units from 66 (being 35% of the total of 189) to 22 (reflecting that affordable housing should now only be provided on the extra floor space provided on the site). It does not appear that City & Country relied on this in making their submission, instead arguing that the scheme would not have been viable anyway.
7. In analysing the ability to deliver a viable scheme the DVS report breaks its assessment into a number of components, considers a reasonable rationale for each, then compares that rationale with the City & Country submission. Reading between the lines: -
 - There does not appear to be any major discrepancy on calculation of the development value;

- It is noted that the appraisal assumes no public subsidy towards affordable housing and that the inclusion of public subsidy towards affordable housing would be a material factor that may alter the final conclusion about viability – it would be unusual not to receive some form of government subsidy towards affordable housing on this kind of scheme;
- There are clear discrepancies between the DVS assessment of the Development Costs and those presented by City & Country, with the report noting that City & Country’s calculation of Holding Costs was excessive and unreasonable, disagreement over the treatment of potentially irrecoverable VAT and excessive contingencies, with no clear sense that the DVS was able to agree the majority of the development costs as argued by City & Country;
- The sections on Developer Profit and Land Value are difficult to decipher without reference to the numbers assumed by the two different valuers, although a later comment notes a clear disagreement on profit levels.

8. The final analysis section of the DVS report identifies that:

- Based on the Viability Assessment originally submitted by City & Country, there was clear net surplus, such that 66 units of affordable housing could have been delivered;
- Further information clarifying specific costs on the site was then provided by City & Country which appears to have reduced the net surplus, reducing it to being a “small surplus”. It is not clear whether this statement is made taking account of, or not taking account of, the requirement to provide affordable housing

9. Ultimately, the DVS report accepts that the scheme is not in a position to contribute to affordable housing on grounds of viability, citing market conditions as a factor. If these market conditions are new, specifically related to the EU exit, they would not have been a factor when City and Country submitted their original viability assessment.

10. Having reviewed the work undertaken by the DVS my conclusions are that;

- It has been clearly demonstrated that the District Council have put in place a robust and challenging process for assessing the potential for this site to deliver affordable housing;
- The preliminary outcome of that assessment, produced by DVS, identified that City and Country’s initial submission failed to demonstrate that affordable housing could not be delivered within a viable scheme;
- Further information was then supplied, which, coupled with a risk of change in market sentiment resulting from the EU referendum, led the DVS to accept that the scheme was not viable;
- The reintroduction of paragraph 21 of the NPPG effectively reduced the prize on offer from 66 to only 22 units, making it less attractive to continue to argue on this particular element of the scheme;
- Any continued argument would rest on the materiality of government subsidy available to a registered housing provider who was willing to take a stake in the scheme.

11. There has been no contact with either WDDC, DVS or City & Country to test my own conclusions on the DVS report. There does not, however, appear to be any significant benefit in pursuing this part of the Town Council’s comment on the scheme any further.

Dorchester Town Council - Planning and Environment Committee – 1 August 2016
Status of Dorchester Town Council's comments of Prison site planning applications

A.	P&E 3 February		
Resolved That WDDC be advised that Dorchester Town Council does not support approval of planning applications WD/D/15/002840 and WD/D/15/002841 and wishes the following comments to be taken into consideration:			
<p>i) Dorchester Town Council recommends that the District Council refuses the applications on the grounds that they fail to meet the Local Plan policy HOUS.1 requiring 35% affordable housing. The Town Council supports the comments made by the Planning Inspector in his final report on the Local Plan "<i>I consider the Councils should revert to their original policy provisions i.e. that all new market housing should make a contribution towards affordable housing needs.</i>" To fail to adhere to policy HOUS. 1 in respect of these applications would completely undermine the Local Plan and set a very dangerous precedent for other sites that will come forward. The lack of affordable housing is also contrary to para. 50 of NPPF 2012. The Local Plan has only recently been adopted, after considerable consultation, and policy HOUS. 1 should be seen as a fundamental part of the Plan.</p>		<p>Covered by DVS report dated 30 June 2016 concluding that the proposed scheme does not generate a sufficient positive financial surplus to contribute towards affordable housing</p>	
<p>ii) The Planning Authority should seek to negotiate an appropriate CIL contribution for the development. If this is not met then the Planning Authority should seek a financial contribution as detailed in policy COM 1. of the Local Plan.</p>		<p>WDDC's Head of Planning (Development Management and Building Control) advised that the development would be subject to a CIL contribution if the applications were approved after 18 July 2016</p>	<p>To be dealt with by WDDC through the planning process</p>
<p>iii) The Planning Authority is encouraged to demonstrate that it will be undertaking its own robust appraisal of the potential development of the site and to provide transparent reporting on the outcome of such an appraisal.</p>		<p>DVS undertook appraisal – see i) above and redacted report is available on DorsetForYou</p>	
<p>v) If any planning application for the site is approved, appropriate and robust planning conditions should be added to secure a construction management plan to ensure that there is minimum disruption to residents and traffic. This condition should also give maximum protection to the Corn Exchange and St Peter's Church as Listed Buildings (as per policy ENV.4 of the Local Plan) and take into account other developments scheduled in the immediate area</p>			<p>To be dealt with by WDDC through the planning process</p>

	over the same period.		
	v) Dorset Highways should be asked to demonstrate that their assessment of the highways proposal satisfies access and traffic volume concerns raised and it accords with COM7. of the Local Plan.	DCC as the County Highway Authority considered that the Transport Assessment submitted in support of the planning applications was satisfactory and robust and proposed various planning conditions if the applications were to be approved (6 May 2016)	
	vi) If any planning application for the site is approved, planning conditions should be added to ensure that archaeological investigations and findings are promoted and publicised/exhibited.		To be dealt with by WDDC through the planning process
	vii) If any planning application for the site is approved, a planning condition should be added to ensure that if any significant/veteran trees are lost then they are replaced like for like.		To be dealt with by WDDC through the planning process
	viii) Without being able to express a view on any revised scheme until it is received, the Town Council would support the removal of the commercial space in North Square to protect the amenity of neighbouring residents.	See B. viii) below	
	ix) If any planning application for the site is approved, planning conditions should be added to ensure that public access through the site is secured and that the development cannot become a gated community. This is supported by policy ENV 11. of the Local Plan and paragraph 75. of the NPPF 2012.		To be dealt with by WDDC through the planning process
	x) The Town Council considers that the positioning of the dwellings adjoining the commercial unit and facing out into North Square at street level would be overbearing and over dominant causing overshadowing to properties on the opposite side of North Square. This would have a detrimental impact on the amenity of these properties and therefore be contrary to policy ENV 16. of the Local Plan. Without being able to express a view on any revised scheme until it is received, the Town Council would	See B. x) below.	

	welcome as much open space being left in this area as possible, with dwellings set back as far from North Square as possible and of a design that would impact less on neighbours.		
B.	P&E 4 April 2016		
	The Committee viewed the revised plans and the Clerk outlined the changes proposed, details of which had been circulated prior to the meeting. The Clerk also summarised the representations that had been received since the revised plans had been published and commented on the ongoing concerns a couple of North Square residents. In view of the very thorough presentation given at the committee meeting on 3 February 2016, City & Country had not been invited to attend this meeting. Members then considered the changes proposed that impacted on their previous representation and commented on those affected.		
	Comment v) re Highways It was noted that Dorset Highways had not yet made formal representation to either the original or revised plans. Overall, the Committee accepted the proposed changes. There was discussion about the relative levels of the pavement and road at the Bow alongside the Municipal Buildings and there was uncertainty as to whether the pavement would be raised above road level. The main issue raised was that the Town Council would want to maintain the disabled access into the Municipal Buildings, at this point, that was currently achieved by a dropped kerb.	DCC as the County Highway Authority considered that the Transport Assessment submitted in support of the planning applications was satisfactory and robust and proposed various planning conditions if the applications were to be approved (6 May 2016).	
	Comment viii) re Commercial Space. The Committee had stated at the meeting on 3 February 2016 that it would accept the developer's proposal to remove the commercial space from the scheme and therefore it supported these revised plans. Councillor Chisholm suggested that the open space to the front of the first gateway entrance into the Prison site, freed up by the removal of the commercial space, could be a suitable place for the statue of Thomas Hardy to be relocated. The Committee were all very supportive of this idea and considered that it would be an excellent site for the statue.		
	Comment x) re North Square. The Committee accepted that some local residents still had ongoing concerns but they considered that the changes proposed in narrowing the southern end of Block 1 did address the concerns they had previously raised making this part of the development acceptable in this town centre location and therefore it supported these		

revised plans.		
<p>The Committee was advised that City & Country were still trying to achieve purchase of the property adjoining Glyde Path Road and wished to provide a link through the Glyde Path Road as part of their proposals. The Committee reaffirmed that, despite accepting the revised plans, its recommendation was still that applications WD/D/15/002840 and WD/D/15/002841 should be refused particularly in regard to the points made previously in Comment i) regarding affordable housing.</p>		

Dorchester Town Council

Planning applications to be considered by the Planning and Environment Committee on 1 August 2016

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

1. **55 LONDON ROAD, DORCHESTER, DT1 1NF - WD/D/16/001131 [Link](#)**
Erect extension and alterations
2. **1 ICEN WAY, DORCHESTER, DT1 1EW - WD/D/16/001313 + WD/D/16/001314 [Link](#)**
Installation of through floor lift
Dorchester Conservation Areas and Grade II Listed Building

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

3. **PLOTS 222 TO 232, SECTOR 3.36, NORTH EAST QUADRANT, PEVERELL AVENUE EAST, POUNDBURY - WD/D/16/001377 [Link](#)**
Approval of all reserved matters pursuant to outline p.p 1/D/09/001363 - Erect 25 dwellings, 417 sq.m of commercial floor space together with associated garages, access & landscaping
4. **SOUTHFIELD VETERINARY CENTRE, SOUTH WALKS ROAD, DORCHESTER, DT1 1DU - WD/D/16/000975 [Link](#)**
Internal alterations to the veterinary practice layout and provision of student accommodation for veterinary students. Provide a residential 3 bedroomed flat.
Dorchester Conservation Area

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

5. **49 MELLSTOCK AVENUE, DORCHESTER, DT1 2BG - WD/D/16/001192 [Link](#)**
Erection of a single-storey rear extension, two-storey side extension and single-storey front extension. Lay new driveway surface and installation of new 1.5m high gates mounted on to brick piers at the entrance
6. **39 SOUTH COURT AVENUE, DORCHESTER, DT1 2BY - WD/D/16/001210 [Link](#)**
Two storey side extension forming garage, utility & kitchen to ground floor with bedroom & family bathroom to first floor and loft conversion. Single storey rear extension. Form high brick wall with wrought iron to boundaries
7. **THOMAS HARDYE HALL, BONDED STORES, BREWERY SQUARE, WEYMOUTH AVENUE, DORCHESTER - WD/D/16/001438 + WD/D/16/001444 & WD/D/16/001495 + WD/D/16/001494 [Link](#) + [Link](#)**
Change of use to D2 leisure (gymnasium) use/Erection of signs/ Fascia signage and vinyl entrance signage bearing the Anytime Fitness logo
Dorchester Conservation Areas and Grade II Listed Building

West Ward (Councillors J Hewitt/T Jones)

8. **12 COBURG ROAD, DORCHESTER, DT1 2HW - WD/D/16/001243 [Link](#) + WD/D/16/001245 [Link](#)**
Convert second floor flat parapet roof to balcony and remove metal staircase and installation of dormer window
Replace kitchen flat roof with a pitched roof, erect side extension and installation of east facing

dormer window

9. **39 TREVES ROAD, DORCHESTER, DT1 2HE - WD/D/16/001227 [Link](#)**
Alterations to include replacement of rear flat roof with mono pitch roof and erect replacement detached garage

10. **LAND ADJACENT TO 13-15 CASTLE CLOSE, DORCHESTER, DT1 2JE - WD/D/16/001455 [Link](#)**
Development of four, 1 bedroomed flats with parking and amenity space within corner garden plot of 13/15 Castle Close, Dorchester

Dorchester Town Council

Planning and Environment Committee – 1 August 2016

Request from local residents for a residents' parking permit scheme in the Monmouth Road area

The Planning and Environment Committee has considered concerns about parking and traffic issues in the Monmouth Road area, as raised by several local residents, on a number of occasions over the last couple of years. As there did not appear to be sufficient evidence of widespread and significant problems, and Members were hoping for a scheme to address parking issues across the whole town, it was agreed that the Committee would not pursue the concerns further at that time.

However, in recent months, local residents' concerns have grown as parking problems seemed to have worsened in the area and safety issues have also been raised relating to the routes for school buses and pedestrians. A small group started up a campaign seeking improvements and they canvassed local householders for their views on options for such improvements. South Ward Members became involved in the campaign and a meeting was organised with Dorset Highways' Community Highway Officer for Dorchester to seek advice on possible options to improve the parking situation.

Following that meeting, South Ward Members, together with the co-ordinator of the residents' group, arranged another meeting, with the local residents who had responded to the local campaign, to make an initial assessment of the support for the options being proposed and to gauge residents' views. The options considered were:

- Double yellow lines on the junctions of South Court Avenue and Rothesay Road
- Double yellow lines on the junction of Ashley Road and Monmouth Road
- Residents' parking permit scheme in Monmouth Road, Ashley Road, Alfred Road, Cromwell Road, Culliford Road South plus the section of Rothesay Road between Monmouth Road and South Court Avenue (with some limited short term parking).

This meeting was well attended and the notes of that meeting are attached as an appendix to this report .

For information, Dorset Highways' Community Highways Team Leader and the Community Highway Officer have made a first assessment of the options being put forward and they consider that they pass the initial criteria for progressing further.

As a consequence of this meeting, South Ward Members now consider that there is sufficient evidence to pass the local residents' requests for additional parking restrictions and a residents' parking permit scheme to the Planning and Environment Committee for consideration. If the Committee supports these requests, they will be forwarded to Dorset County Council to be assessed through their ranking procedure.

The Planning and Environment Committee is asked to consider the following requests from local residents:

- a) Double yellow lines to be put on the following junctions:
 - i) Rothesay Road/ South Court Avenue;
 - ii) Ashley Road/Monmouth Road; and
 - iii) Culliford Road South/Monmouth Road.

- b) A residents' parking permit scheme for:
Monmouth Road/Ashley Road/Cromwell Road/Alfred Road/Culliford Road (South) and the stretch of
Rothesay Road between Monmouth Road and South Court Avenue.
The scheme to allow limited short term parking, at suitable times, to ensure that parking for
residents is protected.
- c) A 20mph speed limit to be introduced in Monmouth Road.

If Dorset County Council agree to progress these proposals, they will be required to undertake a full
public consultation that will include ensuring that there is 60% support for a residents' parking permit
scheme.

Appendix to report to Planning and Environment Committee – 1 August 2016
Notes of meeting held on 7 July 2016 to discuss Monmouth Road parking and traffic issues

Present:

Dorchester Town Councillors – S. Hosford (Chairman of Planning and Environment Committee), M. Rennie (South Ward), C. Biggs (South Ward), G. Jones (South Ward), A. Canning (North Ward)
Dorset County Council Officers – S. Mepham (Dorset Highways' Community Highways Team Leader), J. Daniels ((Dorset Highway's Community Highway Officer for Dorchester)
J. Hartley – Monmouth Road resident and co-ordinator of initial residents' request for action
L. Dowell (Clerk to Dorchester Town Council's Planning and Environment Committee)

In Attendance: Approximately 100 residents from the Monmouth Road area

1. Welcome

Cllr Hosford welcomed everyone to the meeting and explained the background to calling the meeting. Councillors and officers then introduced themselves.

Cllr Rennie spoke about the history of requests for parking improvements in the area being considered by the Town Council in the past. It appeared that more users of Brewery Square were impacting on parking in the area and she commented on school transport routes. She reported that there were 419 properties in the area being looked at for a possible residents' parking permit scheme.

Mr Hartley explained how he had become involved in co-ordinating residents' views on the parking problems in the area. He had tried to canvas as many people as possible although he was aware he had not contacted everyone. Of the 200 people he spoke to, 80% wanted improvements to be made to the parking and traffic situation. He had attended an initial meeting with councillors and officers and had presented them with the information he had gathered.

Mr Mepham outlined the process for requesting Traffic Regulation Orders (that included parking restrictions) and explained it was his and his officers' role to support the Town Council.

The Committee Clerk gave further details about DCC's ranking and prioritisation process across the county.

2. Options

- a) Double Yellow Lines on the junctions of South Court Avenue and Rothesay Road plus Ashley Road and Monmouth Road

The Chairman opened up the discussion to the local residents and a number of points were made:

- Further double yellow lines were needed on the junction of Culliford Road South and Monmouth Road – this view was generally supported;
- Enforcement of all parking restrictions was essential both by Dorset Police and DCC;
- Parking infringements should be reported through DorsetForYou for data collection and evidence purposes (a resident had also found the web site 'FixMyStreet' useful).

The Chairman summed up the discussion and stated that the provision of additional double yellow

lines on the junctions was being requested mainly due to safety concerns and the DCC officers supported this.

On a show of hands, there was unanimous support from local residents for double yellow lines on the junctions of South Court Avenue and Rothesay Road / Ashley Road and Monmouth Road / Culliford Road South and Monmouth Road.

- b) Residents' parking permit scheme in Monmouth Road, Ashley Road, Alfred Road, Cromwell Road, Culliford Road South plus the section of Rothesay Road between Monmouth Road and South Court Avenue (with some limited short term parking)

The Chairman summarised the extent of the area that might be covered by a permit scheme and commented on its enforcement and cost issues.

Mr Mepham mentioned that any request for a permit scheme was likely to have to be considered alongside the work, currently being undertaken, looking a strategic plan for parking across Dorchester and the Chairman commented on the ongoing partnership working as part of the plan.

Points made by residents included:

- Dorchester South Station needed more parking provision;
- Some limited waiting for non residents might be appropriate within the scheme area;
- Once the Bitter End junction became 'live', this would have a further impact on parking in the area as would the expansion of Brewery Square;
- Many parking problems were caused by inconsiderate parking;
- Residents' parking permit schemes worked well in other parts of the Town and examples were given;
- A query was raised as to why a one-way system in Monmouth Road had been disregarded and Mr Daniels gave the technical explanation for this;
- Speeding traffic needed to be reported to Dorset Police possibly involving Dorset Road Safe;
- A couple of residents expressed their views against a permit scheme;
- A 20mph limit in Monmouth Road was proposed and DCC officers said this could be considered further;
- The parking needs of the businesses in Monmouth Road were pointed out.

On a show of hands, the majority of residents (approximately 10 against) supported a residents' parking permit scheme in Monmouth Road, Ashley Road, Alfred Road, Cromwell Road, Culliford Road South plus the section of Rothesay Road between Monmouth Road and South Court Avenue (with some limited short term parking).

Additionally, after it being raised during the discussion, on a show of hands the vast majority of residents also supported the introduction of a 20 mph speed limit in Monmouth Road.

3. **Summary and Action**

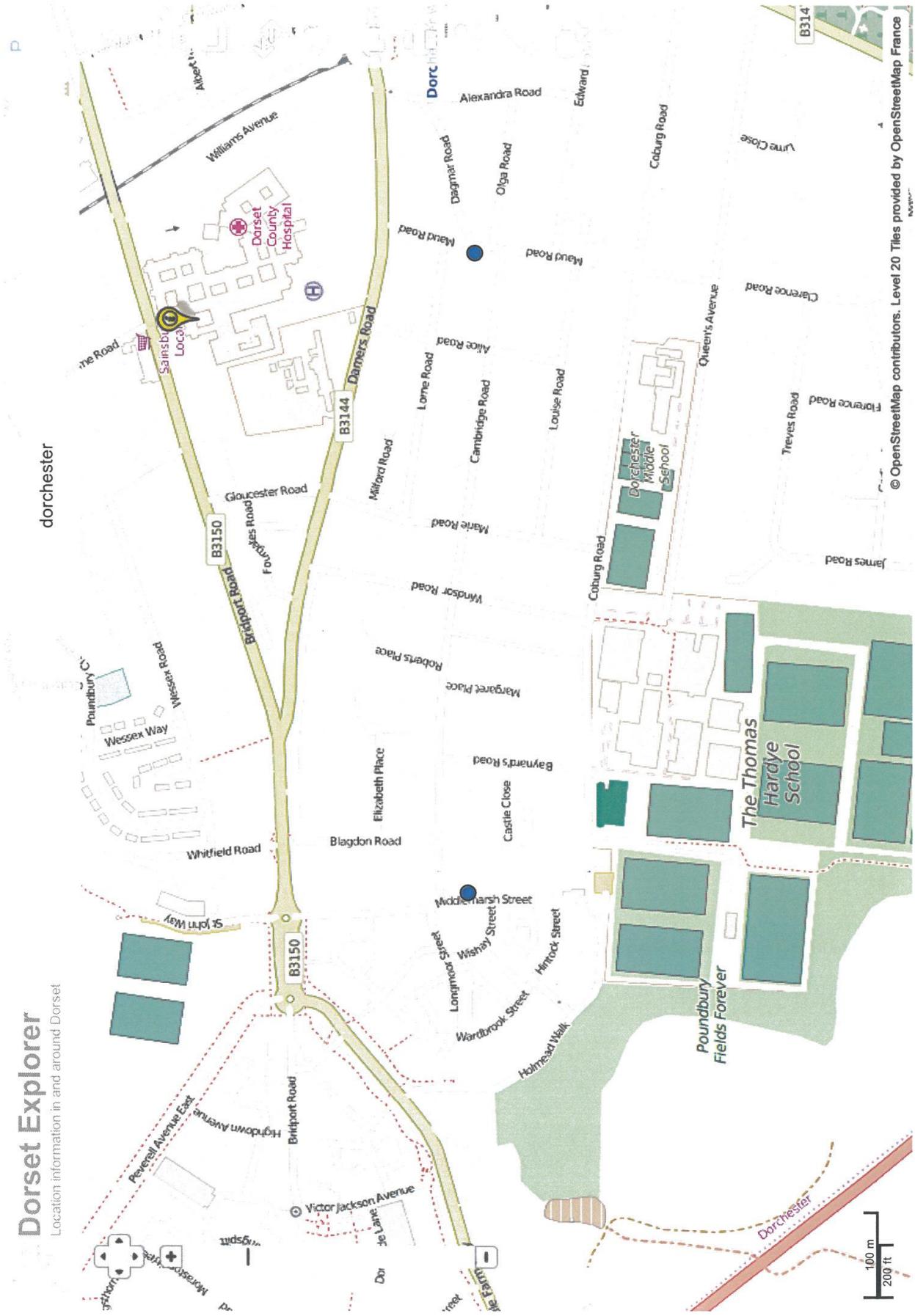
The Chairman thanked everyone for attending and said that the views of residents were very clear and their requests could now be forwarded to the Town Council's Planning and Environment Committee for further consideration, which would formally start off the request process for DCC. She also offered to keep residents up to date with what was happening, where this was possible.

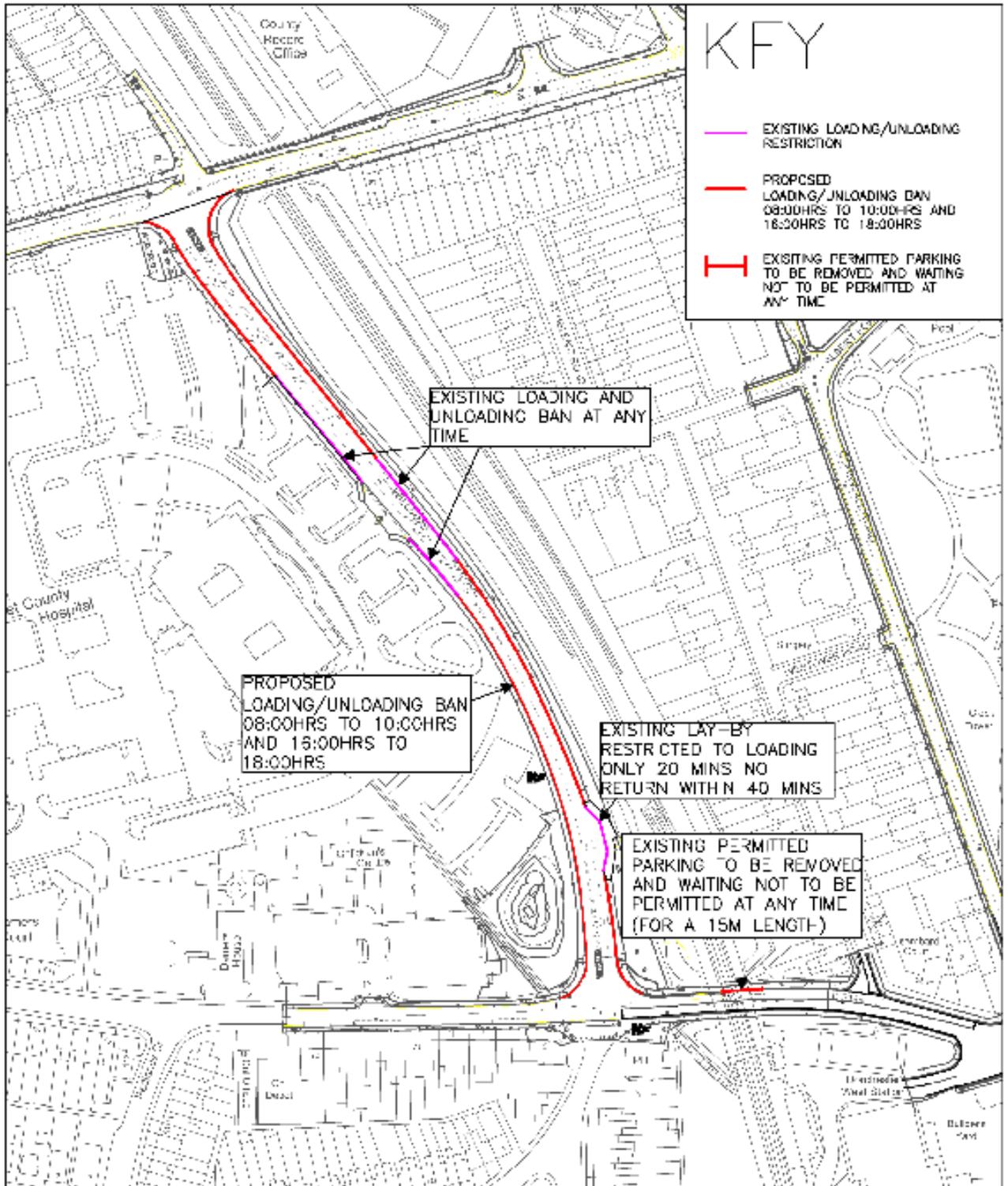
Victoria Park Post Office information sheet

	Current Post Office location	Proposed new Post Office location (subject to local public consultation)																												
Address	10 Maud Road Dorchester DT1 2LW	Poundbury Village Stores 27-31 Middlemarsh Street Poundbury Dorchester DT1 3FD																												
Post Office Opening hours	<table border="1"> <tr><td>Mon</td><td>09:00 – 17:30</td></tr> <tr><td>Tue</td><td>09:00 – 17:30</td></tr> <tr><td>Wed</td><td>09:00 – 17:30</td></tr> <tr><td>Thu</td><td>09:00 – 17:30</td></tr> <tr><td>Fri</td><td>09:00 – 17:30</td></tr> <tr><td>Sat</td><td>09:00 – 12:30</td></tr> <tr><td>Sun</td><td>Closed</td></tr> </table>	Mon	09:00 – 17:30	Tue	09:00 – 17:30	Wed	09:00 – 17:30	Thu	09:00 – 17:30	Fri	09:00 – 17:30	Sat	09:00 – 12:30	Sun	Closed	<table border="1"> <tr><td>Mon</td><td>09:00 – 17:30</td></tr> <tr><td>Tue</td><td>09:00 – 17:30</td></tr> <tr><td>Wed</td><td>09:00 – 17:30</td></tr> <tr><td>Thu</td><td>09:00 – 17:30</td></tr> <tr><td>Fri</td><td>09:00 – 17:30</td></tr> <tr><td>Sat</td><td>09:00 – 17:30</td></tr> <tr><td>Sun</td><td>Closed</td></tr> </table>	Mon	09:00 – 17:30	Tue	09:00 – 17:30	Wed	09:00 – 17:30	Thu	09:00 – 17:30	Fri	09:00 – 17:30	Sat	09:00 – 17:30	Sun	Closed
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New Opening times of Post Office service at retail counter offering selected services	<table border="1"> <tr><td>Mon - Sun</td><td>07:00 – 22:00</td></tr> </table>		Mon - Sun	07:00 – 22:00																										
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Distance	800 metres away from the current branch, along varied terrain.																													
Products & Services	The same wide range of products and services will still be available with the addition of Car tax and a selection of on demand travel money																													
Serving positions	There will be three serving positions. These will be a mixture of one screened, one open plan and a Post Office serving point for use at the retail counter, which is available during shop opening hours offering selected services.																													
Accessibility & Accessibility works	Access and facilities Current branch has a wide door and a	Access and facilities The proposed premises would have a																												

Dorset Explorer

Location information in and around Dorset





 Dorset County Council ENVIRONMENT AND THE ECONOMY DIRECTORATE Mike Hamble Director for Environment and the Economy	Project Title Dorchester Transport and Environment Plan			Date 06/06/2016	Rev Date Issue / Remarks Checked
	Drawing Title Williams Avenue/Damers Road Traffic Regulation Order				
DORSET HIGHWAYS Andrew Martin Head of Dorset Highways	Scale (A4 Size) 1:2000	Drawn OGL			
	Drawing Number HI1091-01-02			Drawing Status	

Dorchester Transport and Environment Plan (DTEP)
(Making Dorchester Better)

Williams Avenue / Damers Road Junction
Traffic Regulation Order

This traffic regulation order will reduce the length of permitted parking on the north side of Damers Road by 15 metres, in order to permit the bus stop to be relocated slightly and permit the carriageway to be remarked to provide two westbound traffic lanes on the approach to the signal junction. Waiting will not be permitted at the existing bus stop location. The order will also ban loading and unloading between 8 am and 10 am and between 4 pm and 6 pm on both sides of Williams Avenue between Bridport Road and Damers Road, except in the vicinity of the entrance to the hospital (where loading and unloading is already banned at all times) and at the recently constructed layby on the east side of the road (where loading only is permitted for up to 20 minutes).

These alterations are consistent with the DTEP aims to:

- Maintain vehicular access for emergency, servicing and public transport.
- Support the economic prosperity of the town.
- Improve access for cyclists, the elderly and disabled.
- Provide accessible car parking for shoppers, residents and other essential users.

This traffic regulation order will be made in accordance with Section 1 of the Road Traffic Regulation Act 1984 which allows orders to be made “for avoiding danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising” or “for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)”.

Dorchester Town Council

Planning and Environment Committee – 1 August 2016

Decisions on planning applications (contrary to Dorchester Town Council's comments)/ withdrawn applications and others of interest.

1. **WD/D/16/000495 - 31 SOUTH STREET, DORCHESTER, DT1 1DD**

External alteration to shopfront including replacement glazing and entrance doors

Planning application approved by WDDC on 13 July 2016.

Dorchester Town Council's comment on 3 May 2016: Recommend refusal. The Committee had concerns about the positioning of the proposed outside seating and considered that these would cause obstruction to pedestrians and others at both points. The area outside that linked both parts of 'The Walks' was a very prominent and busy area and the area in South Street was immediate to bicycle racks and Members considered that, in both instances, the mix of seating and pedestrians was not appropriate. It was noted that DCC had already granted a sitting out licence for the premises and a condition of this was that 'a minimum footway width of 1.8m will be required at all times between the seating area and the edge of the footway'. It was unclear if this condition could be met, particularly with the pavement conditions in South Street.