

Dorchester Town Council
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1 July 2020

Agenda for the meeting of the **Planning and Environment Committee** which will be held via the ZOOM VIDEO CONFERENCING PLATFORM on Monday, 6 JULY 2020 commencing at 7.00pm.

Adrian Stuart
Town Clerk

You will be able to join the meeting by using the link <https://us02web.zoom.us/j/85861136212>

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 contact the Clerk by 9.00am on the morning of the meeting. We ask speakers to confine their comments to the matter in hand and to be as brief as 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 R. Biggs (the Mayor ex-officio), A. Canning, L. Fry, T. Harries (Vice- Chairman), J. Hewitt, S. Hosford, G. Jones, S. Jones, F. Kent-Ledger, R. Major, R. Potter (Chairman), M. Rennie and R. Ricardo

1. Apologies and Declarations of Interest

It is recommended that twin hatted 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 1 June 2020.

3. Dorchester Article 4 Direction

To note that the Dorchester Article 4 Direction came into effect on 10 June 2020. A copy of the Direction and the Plan of the Area is attached.

4. Planning Applications for Comment

To receive and comment on the planning applications received from Dorset Council (attached appendix 1).

5. Minute Update Report

To receive and consider the minute updates reported.

6. Request for the Alteration of Parking Restrictions in High East Street / High Street Fordington

To consider a request to alter the existing parking restrictions in High East Street / High Street Fordington. Request attached.

7. Puddletown Neighbourhood Plan

To note that Puddletown Parish Council have submitted their Neighbourhood Plan to the Dorset Council for examination. The Neighbourhood plan can be viewed by visiting

<https://www.dorsetcouncil.gov.uk/puddletown-neighbourhood-plan> .

8. Planning Issues to Note

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including decisions made by Dorset Council on planning applications (contrary to Dorchester Town Council's comments), withdrawn applications and others (attached).

Dorchester Town Council
Planning and Environment Committee held via the Zoom Video Conferencing
Platform
1 June 2020

Present: The Mayor, Councillor R Biggs and Councillors A. Canning, L. Fry, J. Hewitt, S. Hosford, G. Jones, E.S. Jones, R. Major, R. Potter (Chairman), M.E. Rennie and R. Ricardo.

Apologies: Councillors T. Harries and F. Kent-Ledger

Also in attendance: Councillors D Leaper and F Hogwood

Sanjiv Gohil, Director of CZWG Architects and Robert Ackland, Director of The Brewery Square Development Company Ltd.

1. Declarations of Interest

Councillor Fry stated that as a member of Dorset Council's Area Planning Committee, he would keep an open mind on the planning applications and consider all information available at each stage of the decision process. He would take part in the debate but not vote on planning applications at this meeting.

2. Minutes

The minutes of the meeting of the Committee held on 27 April 2020 were confirmed subject to the inclusion of 'Held via the Zoom conferencing platform' added to the meeting description to be signed by the Chairman at a later date.

3. Presentation

WD/D/18/002594 PHASE 3 BREWERY DEVELOPMENT SITE, WEYMOUTH AVENUE, DORCHESTER

Members received a presentation from Sanjiv Gohil, Director of CZWG Architects and Robert Ackland, Director of The Brewery Square Development Company Ltd.

The Committee heard that Phase three of the development would consist of 164 apartments and 32 houses (196 new homes in total), 87 of which would be affordable housing. The phase would also include 196 parking spaces.

The Committee heard that the Dorset Council's Planning Officer's comments had been noted and efforts had been made to address the concerns raised whilst ensuring the phase remained financially viable.

The Committee noted that the third phase of the development would include a play area which would be maintained by the Brewery Square management company.

The Committee were concerned that the proximity of the road and parking bays to the proposed play area at Bitter End would pose a danger to children and pedestrians and requested that the concerns be addressed by incorporating a pedestrian crossing from Hancock House to the play area and the use of other traffic calming measures be explored. The Director of The Brewery Square Development Company Ltd thanked the Committee for bringing their concern to his attention and confirmed that consideration would be given to ensure the safety of children accessing the play area.

The Committee discussed the proposed landscaping for the scheme and heard that the proposal included soft landscaping throughout the Phase which would include trees, shrubbery and raised borders. The Committee requested a robust landscaping plan with a focus to help break up the view of lines of cars parked along the roads.

The Committee reiterated the Town Council's commitment to negating the effects of the declared climate emergency and requested that renewable energies such as electric car charging points and solar energy panels where possible be incorporated into the design. The Committee were assured by both the Director of CZWG Architects and the Director of The Brewery Square Development Company Ltd that electric car charging points would be incorporated into the design and the use of other renewable energies such as PV's would be explored. The Committee heard that Greenwood House, Hancock House and the Malt House had cycle stores already incorporated into their design.

The Committee also expressed concerns about the vehicular access to Bitter End from Culliford Bridge. The Committee agreed that it was be difficult for pedestrians to anticipate vehicles turning into Bitter End from the junction at Culliford Bridge and requested that measures be implemented to improve pedestrian safety. The Committee heard that the road from Culliford Bridge into the development had been designed with a chicane affect but it was agreed that further discussions would take place with the Dorset Council to ensure the safety of pedestrians and motorists.

Resolved

The Committee considered the application, comments in appendix 1 to be submitted to the Dorset Council.

4. Planning Applications for Comment

The Committee considered the planning applications referred to the Council for comment by Dorset Council.

Resolved

That Dorset Council be notified of the comments agreed on the various planning applications as set out in Appendix 1 to these minutes.

5. Minute Update Report

1) Minute 83 (02 March 2020) Network Rail

The Committee noted the correspondence received from Network Rail. The Committee recognised that works needed to be undertaken to prevent leaves dropping on the line, visibility difficulties for rail staff and the risk of fallen trees, however the Committee were disappointed at the scale of the clearance and the effect to wildlife and felt that the embankments should be regularly maintained as opposed to being left until problems arose which resulted in the need for extensive tree felling and vegetation removal.

The Committee appreciated the efforts made by Network Rail to remove the litter on the site.

6. Dorset Heathland Planning Framework 2020-2025 Supplementary Planning Document and Poole Harbour Recreation Supplementary Planning Document Adoption (3)

The Committee noted that the Dorset Council had Adopted the updated Dorset Heathlands Planning Framework 2020 - 2025 Supplementary Planning Document. The Committee heard that the Dorset Council were inviting local land owners and organisations to suggest new Heathland Infrastructure Projects.

7. **Dorchester Community Area Land Trust**

The Committee noted that the Dorchester Community Area Land Trust would be resubmitting an amended planning application to the Dorset Council.

8 **Covid-19 Temporary Highways Response Measures for Social Distancing**

The Committee heard that the Dorset Council had been issued with Statutory Guidance from the Department for Transport requesting that they consider implementing measures to support social distancing and help maintain safe cycling and walking. The measures included widened footways, temporary cycle lanes, road closures and measures outside schools.

The Committee discussed various suggestions such as extending pavements, requesting that the Dorset Council issue additional outside seating licenses to Cafes and making changes to the existing bus stops.

The Committee agreed that a fast response would be required. The Committee agreed that a small group of Councillors should meet to discuss ideas to support social distancing and help maintain safe cycling and walking to put forward to the Dorset Council. It was agreed that the group would consist of Councillors A. Canning, F. Hogwood, R. Potter and ES Jones.

Resolved

That a small group of Councillors would meet to discuss ideas to support social distancing and help maintain safe cycling and walking to put forward to the Dorset Council.

9. **Planning Issues to Note**

Members noted the Planning Issues reported.

WD/D/19/000868 OLD MILITARY HOSPITAL, GROVE TRADING ESTATE, DORCHESTER

- 1) The Committee heard that an appeal had been lodged with the Planning Inspectorate against the Dorset Council for non-determination. The Committee recognised that the application would be difficult to determine with the absence of a development plan for the Marabout Industrial Estate and requested that the Clerk to the Committee write to the Dorset Council to request a Development plan for all of the Industrial Estates in Dorchester.

Resolved

That the Clerk to the Committee write to the Dorset Council and request that a development plan for the industrial estates in Dorchester be created.

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

E1. [WD/D/20/000840 16 BALMORAL CRESCENT, DORCHESTER, DT1 2BW](#)

Erection of entrance porch.

No objection

E2. [WD/D/20/000743 4 SALISBURY TERRACE, SALISBURY STREET, DORCHESTER, DT1 1JT](#)

Replacement and repairs to roof.

No objection

E3. [WD/D/20/000793 3 HILLSIDE TERRACE, HIGH STREET FORDINGTON, DORCHESTER, DT1 1LY](#)

Internal and external alterations to include front and rear roof dormers and erection of porch at the front of the property.

No objection

E4. [WD/D/20/000563 OLD GAS WORKS, ICEN WAY, DORCHESTER, DT1 1EW](#)

Demolition of existing frontage building, erect block of 4no. flats and erect block of 13no. flats (to create 17 flats in total) with cycle and bin stores, access, parking and associated works.

No objection in principle to the development of the site.

The Committee felt strongly that due to the very nature of the site that provision should be made for at least one third affordable Housing, to allow the development to closely meet the requirements of HOUS1 of the Adopted Local Plan.

The Committee agreed that due to the location of the site an archaeological evaluation would be required.

The Committee were disappointed by the proposed removal of the trees and greenery on the site and requested that the green boundary be retained.

The Committee felt it important that the Article 4 Direction be adhered to and the boundary wall on Icen Way be retained.

It was requested that a contamination study of the site be completed.

The Committee were concerned about the lack of natural light to Block A in particular to the ground floor flats and requested that a light tunnel or alternative solution be incorporated into the design of the block to provide more natural light.

The Committee requested that the original building be retained.

North Ward (Councillor A. Canning)

N1. [WD/D/20/000819 29 MOUNTAIN ASH ROAD, DORCHESTER, DT1 2PB](#)

Demolition of fire damaged garage and Erection of side extension.

No objection

- N2. [WD/D/20/000947 3 CORNHILL, DORCHESTER, DT1 1BA](#)**
Conversion and alterations of the upper floors to create 3no. residential units.
- No objection
- N3. [WD/D/20/000948 3 CORNHILL, DORCHESTER, DT1 1BA \(Listed Building Consent\)](#)**
Internal and external alterations to facilitate the conversion of upper floors to 3no. residential units.
- No objection
- N4. [WD/D/20/001035 64 HIGH WEST STREET, DORCHESTER, DT1 1XA](#)**
Installation of 1no additional CCTV dome camera to u/s of soffit.
- No objection
- N5. [WD/D/20/001036 64 HIGH WEST STREET, DORCHESTER, DT1 1XA \(Listed Building Consent\)](#)**
Works to facilitate the installation of 1no additional CCTV dome camera to u/s of soffit.
- No objection
- N6. [WD/D/20/001062 PHOENIX HOUSE, 16 HIGH EAST STREET, DORCHESTER, DT1 1HH \(Listed Building Consent – Retrospective\)](#)**
Repairs and replacement works to areas affected by dry rot.
- No objection
- West Ward (Councillors L. Fry, J. Hewitt and R. Ricardo)**
- W1. [WD/D/20/000869 7 OLGA ROAD, DORCHESTER, DT1 2LY](#)**
Install rear dormer window.
- No objection
- W2. [WD/D/20/000955 21 OLGA ROAD, DORCHESTER, DT1 2LY](#)**
Erection of single storey flat roofed extension and alterations (demolition of existing conservatory).
- No objection
- W3. [WD/D/20/001053 73 CAMBRIDGE ROAD, DORCHESTER, DT1 2JF](#)**
Erect rear extension.
- No objection
- South Ward (Councillors G. Jones, R. Potter and M. Rennie)**
- S1. [WD/D/20/001054 8 WEATHERBURY WAY, DORCHESTER, DT1 2EF](#)**
Erection of side and rear extensions; create additional parking area; alterations to the existing property.
- No objection
- S2. [WD/D/20/001155 77 MELLSTOCK AVENUE, DORCHESTER, DT1 2BH](#)**
Demolish existing garage and single storey flat roof extension and build 2 storey side extension in its place forming garage/utility & wc to ground with bedroom/en-suite and dressing room over. Extend main house 2 storey to rear to form dining/living area to ground floor with master bedroom at 1st floor over. Form 2 storey side extension to other side of house forming playroom to ground floor with 2 bedrooms/shower room to 1st floor over. Lean-to rear extension forming dining/living area. Variation of condition 1 of planning approval WD/D/17/001419 plans list.

No objection in principle. The Committee were concerned that the upper floor of the side extension jutted out rendering it extremely close to the boundary which had potential to cause problems for the property in the future.

S3. [WD/D/20/000765 28 HERRINGSTON ROAD, DORCHESTER, DT1 2BS \(Amended Plan / Description\)](#)

Erection of single storey rear extension and first floor balcony.

No objection

S4. [WD/D/20/001029 WINTERBOURNE HOSPITAL, HERRINGSTON ROAD, DORCHESTER, DT1 2DR](#)

Erection of single storey extension, alterations to roof, installation of building services plant and external alterations to support a new MRI suite.

No objection in principle. The Committee were concerned about the accuracy of the Noise Emission Statement and felt that it was unreasonable to assume that the neighbouring D'Urberville Close could not be considered as particularly tranquil. The Committee requested that a Noise Emission Study be carried out at the site and that sound proofing measures be implemented as opposed to sound dampening measures.

S5. [WD/D/18/002594 PHASE 3 BREWERY DEVELOPMENT SITE, WEYMOUTH AVENUE, DORCHESTER](#)

Application for approval of reserved matters for appearance, landscaping, layout & scale of outline planning permission 1/D/13/000999 (196 units) (Amended scheme).

The Committee welcomed and supported the application. The Committee did request that renewable energies such as electric car charging points and solar energy panels where possible be incorporated into the design in this time of climate emergency.

The Committee were concerned that the proximity of the road and parking bays to the proposed play area at Bitter End would pose a danger to children and pedestrians and requested that the concerns be addressed by incorporating a pedestrian crossing from Hancock House to the Play Area and the use of other traffic calming measures be explored.

The committee would like to see a robust landscaping plan to help break up the view of lines of cars parked along the roads.

The Committee also expressed concerns about the vehicular access to Bitter End from Culliford Bridge. The Committee agreed that it was be difficult for pedestrians to anticipate vehicles turning into Bitter End from the junction at Culliford Bridge and requested that measures be implemented to improve pedestrian safety.

Poundbury Ward (Councillors R. Biggs and S. Hosford)

No applications.

TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) (ENGLAND) ORDER 2015 AS AMENDED

DIRECTION MADE UNDER ARTICLE 4(1) TO WHICH PARAGRAPH 2 OF SCHEDULE 3 OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) (ENGLAND) ORDER 2015 AS AMENDED APPLIES

DORSET COUNCIL (DORCHESTER CONSERVATION AREA) ARTICLE 4(1) DIRECTION 2019

WHEREAS Dorset Council being the appropriate local planning authority for the purposes of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended, are satisfied that it is expedient that development of the description(s) set out in the Schedule below should not be carried out at the land shown coloured purple on the attached plan unless planning permission is granted on an application made under the Part III of the Town and Country Planning Act 1990, as amended

NOW THEREFORE Dorset Council in pursuance of the power conferred on it by article 4(1) of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended, hereby direct that the permission granted by article 3 of the said Order shall not apply to development on the said land of the descriptions set out in the Schedule below.

THIS DIRECTION is made under article 4(1) of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended, shall come into force in accordance with paragraph 2(5) of Schedule 3 of the said Order and shall remain in force until 6 months from the date when it comes into force after which pursuant to paragraph 2(6) of the said Order it shall expire unless it has been confirmed by Dorset Council in accordance with paragraphs 1(9) and (10) of Schedule 3 of the said Order before the end of that 6 month period.

SCHEDULE

Development consisting of the erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure but only in respect of such gate, fence, wall or other means of enclosure or part thereof as is adjacent to a highway or open space being development comprised within Class A of Part 2 to Schedule 2 of the said Order;

OR

Any building operation consisting of the demolition of the whole or any part of any gate, fence, wall or other means of enclosure but only in respect of such gate, fence, wall or other means of enclosure or part thereof as is adjacent to a highway or open space being development comprised within Class C of Part 11 to Schedule of the said Order,

AND in either case not being development comprised within any other Class(es),

PROVIDED THAT for the purposes of this direction reference to a "highway" or to "open space" shall have the same meaning as in the Town and Country Planning Act 1990 as amended and in the case of highway includes any way, including any footway, over

which all members of the public have the right to pass and repass as of right and not on sufferance or by licence together with any highway verge.

Made under the Common Seal of)

Dorset Council this 10th day of)

December 2019)

Authorised Signatory 



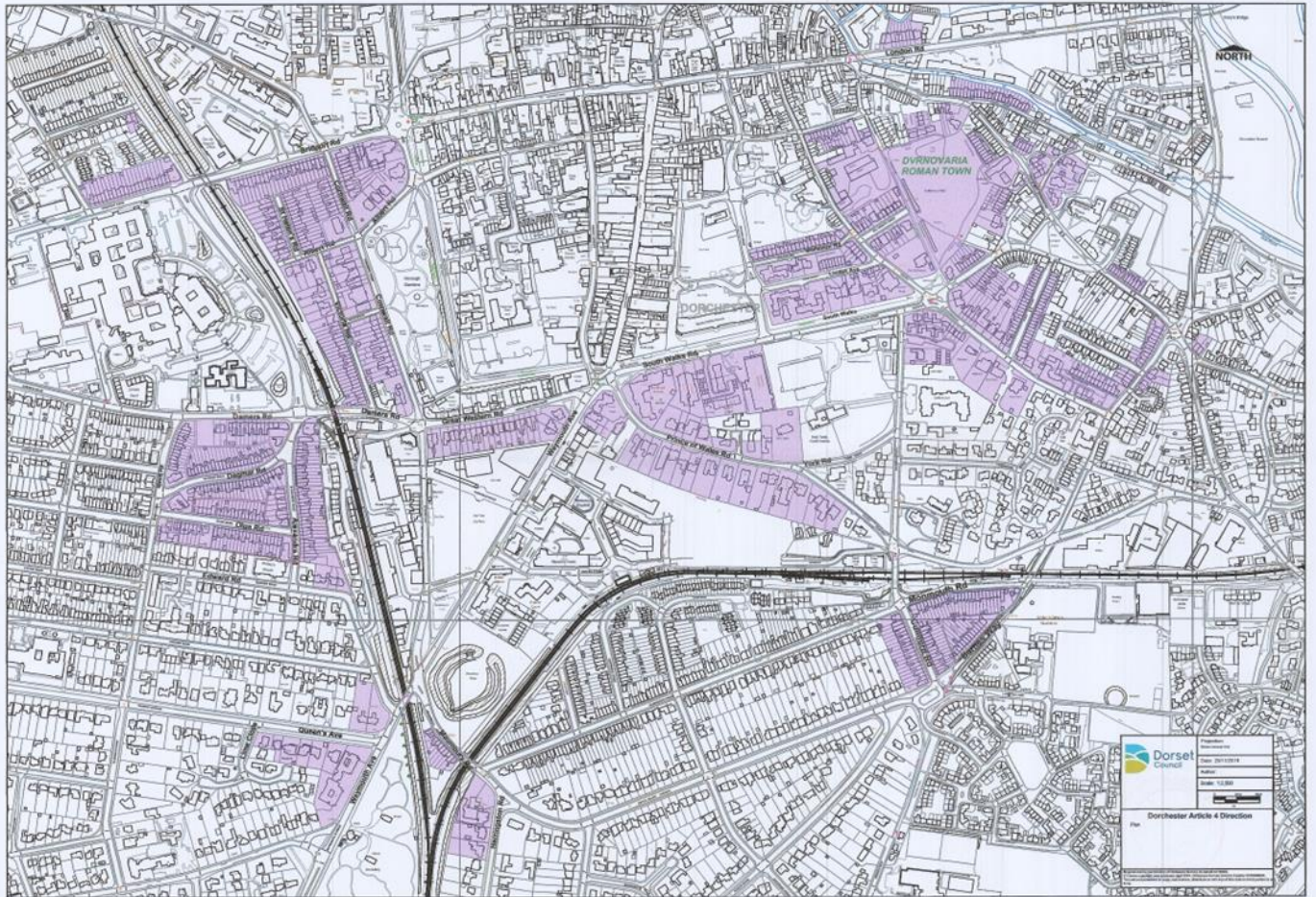
Confirmed under the Common Seal of)

Dorset Council this 5th day of)

June 2020)







Dorset Council

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

- E1. [WD/D/20/000202 FLAT 5, THE MALTHOUSE, HIGH STREET FORDINGTON, DORCHESTER, DT1 1LA](#)
Replacement of 4.no windows on first floor.
- E2. [WD/D/20/001028 10 FORDINGTON DAIRY, ATHELSTAN ROAD, DORCHESTER, DT1 1FD](#)
Installation of an air brick accommodate a flueless fire place.

North Ward (Councillor A. Canning)

- N1. [WD/D/20/001137 31B GREAT WESTERN ROAD, DORCHESTER, DT1 1UF](#)
Change of use of Retail and Ancillary Accommodation (A1) to Dwellings (C3) to provide 9 residential units.
- N2. [WD/D/20/001242 FORMER TENNIS COURTS EAST OF, WEST WALKS, DORCHESTER](#)
Erection of 15no. one bedroom affordable flats, including one wheelchair accessible dwelling (revised scheme). As Dorchester Town Council is the landowner, no comment will be made on this application.
- N3. [WD/D/20/001253 39-40 HIGH WEST STREET, DORCHESTER, DT1 1UR](#)
Repair rear wall of the property and repaint the exterior walls.
- N4. [WD/D/20/001254 39-40 HIGH WEST STREET, DORCHESTER, DT1 1UR \(Listed Building Consent\)](#)
Repair the rear wall of the property and repaint the exterior walls.
- N5. [WD/D/20/001241 44 SOUTH STREET, DORCHESTER, DT1 1DQ](#)
Replace existing windows to first and second floor with UPVC double glazing.
- N6. [WD/D/20/001290 28 HIGH WEST STREET, DORCHESTER, DT1 1UP \(Listed Building Consent\)](#)
Remove modern rear (southern) extension, excavate to form amenity space for basement and regularise openings on southern elevation including all associative works. All details of timber joinery to match the existing. Remove concrete infill to entrance steps and provide and build in stone to match existing nosing detail.
- N7. [Amended Plan/ Description WD/D/19/001123 8 GLYDE PATH ROAD, DORCHESTER, DT1 1XE](#)
Rebuild/repair chimney (retrospective). Installation of flue outlet for Aga (retrospective). Reinstate original window opening on west elevation. Remove existing render & re-render with lime render. Erection of boundary fence and greenhouse.
- N8. [Amended Plan/ Description WD/D/19/001124 8 GLYDE PATH ROAD, DORCHESTER, DT1 1XE \(Listed Building Consent\)](#)
Rebuild/repair chimney (retrospective). Installation of flue outlet for Aga (retrospective). Reinstate original window opening on west elevation. Remove existing render & re-render with lime render. Erection of boundary fence and greenhouse.

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

- W1. [WD/D/20/001201 23 JAMES ROAD, DORCHESTER, DT1 2HB](#)
Erect new front porch.

- W2.** [WD/D/20/001208 DORSET COUNTY HOSPITAL, WILLIAMS AVENUE, DORCHESTER, DT1 2JY](#)
Relocation of existing decontamination unit and installation of a modular unit to supplement unplanned healthcare services.
- W3.** [WD/D/20/001260 10 OLGA ROAD, DORCHESTER, DT1 2LX](#)
Alterations to chimney.
- W4.** [WD/D/20/001399 20 LOUISE ROAD, DORCHESTER, DT1 2LT](#)
Raise roof by 1m and add dormers to front and rear.

South Ward (Councillors G. Jones, R. Potter and M. Rennie)

- S1.** [WD/D/20/000498 44 MELLSTOCK AVENUE, DORCHESTER, DT1 2BQ](#)
Erection of two storey rear extension & front porch.
- S2.** [WD/D/20/001047 WEYMOUTH AVENUE RECREATION GROUND, WEYMOUTH AVENUE, DORCHESTER](#)
Display of 6.no advertising banners to railings.
As Dorchester Town Council is the landowner, no comment will be made on this application.
- S3.** [WD/D/20/001250 32 MELLSTOCK AVENUE, DORCHESTER, DT1 2BQ](#)
Erection of single storey rear extension.

Poundbury Ward (Councillors R. Biggs and S. Hosford)

- P1.** [WD/D/20/000674 LAND AT PARKWAY FARM BUSINESS PARK, MIDDLE FARM WAY, POUNDBURY](#)
Display of 1no. non-illuminated estate agents hoarding sign.

Protecting people and property - making Dorchester a Safer place

This paper describes the abuse of the parking bay at the bottom of High East Street by Heavy Goods Vehicles (HGVs):- the dangers to the public and the damage that HGVs cause while unloading in this bay on the wrong side of the road. This paper also includes some proposals to reduce the dangers and damage HGVs currently cause.

The parking bay and High East Street between Swan Bridge and the Mencap shop

The parking bay in question is the narrow crescent shaped bay near Swan Bridge at a known dangerous junction between Fordington High Street and High East Street, next to the Teddy Bear Museum. Google Map reference - <https://www.google.com/maps/@50.7156657,-2.4327428,67m/data=!3m1!1e3>

This parking bay was resurfaced 20 years ago with brick pavers. At the time it was not made large enough nor reinforced to take 25 tonne HGVs. These long vehicles cannot safely access the parking bay anyway. Their only approach is from High West Street and then they have to park on the wrong side of the road. The pavement in this area, (1-5 High East Street) is also the narrowest in the whole High Street putting lorries and vulnerable pedestrians in very close contact.

Higher up the High Street there are vehicle unloading restrictions which restrict unloading to outside peak times. However these restrictions stop short at number 39 High East Street (Dorset Mencap Charity Shop), approximately 150m from the parking bay. Lorries can therefore unload in this historical part of town at any time of the day even though traffic is now at pre-bypass levels. High East Street suffers the most traffic pollution in Dorchester and is the subject of a AQMA. Image 5. Pollution has probably risen even higher since East Gate was built on the old White Hart site. The new high rise accommodation has increased the "canyon effect" and so vehicle emissions are even less able to dissipate.

In spite of the area's obvious hazards and restrictions, HGV drivers have frequently and recklessly used the parking bay to unload in order to make deliveries of multiple pallet loads further up High East Street.

This has caused a number of serious problems.

- 1.)*** *Vulnerable pedestrians and other road users are now more at risk because of their huge size, while unloading, HGVs obstruct the road junction and the pavement, creating several hazards for vulnerable pedestrians and other road users.*
- To access the parking bay the HGV drivers must drive on the wrong side of the road on a blind bend.*
 - When parked the HGVs stick out into both Fordington and High East Street obstructing both flows of traffic.*
 - While unloading, HGVs block the pavement compelling vulnerable pedestrians to walk out into the road to get round them.*
 - While unloading, the HGV drivers also block High East Street (at peak times) by walking their pallet loads up the middle of the road, stalling traffic and creating another hazard for other road users.*

2.) HGVs are hastening the deterioration of the parking bay infrastructure

Because of their heavy weight (25 tonnes) these HGVs are damaging the parking bay and the pavement on which they frequently park.

Most seriously these HGVs are damaging the surface water drain. They are causing the drain (and the underground pipes to the river) to sink and the curb side gratings to cave in. Other road users and vehicles are put at risk and the likelihood of future flooding in this area is increasing, as the drain and pipes sink further under the HGVs' weight.

3.) HGVs are damaging the residential listed buildings in this area

The parking bay was never designed for such wide vehicles. (the pavement in this area is the narrowest in the High Street). The HGV's huge rear "barn" doors are actually wider than the pavement and the steep camber of the parking bay makes matters worse as the HGVs lean toward the residential building.

The pavement in this area is also less than the width of the "Euro" sized pallets used for deliveries (1.2 metres).

As a consequence of this constrained space, the HGVs huge curb side doors and their pallet loads are coming into regular contact with the residential listed buildings, damaging the 200 year old facades.

4.) While unloading, these HGVs add to the traffic pollution in this AQMA area

At peak times of the day, HGV drivers halt traffic while manoeuvring to park on the wrong side of the road.. Because the pavement next to the pedestrian crossing traffic-light pole is too narrow for pallets to pass, the HGV drivers are compelled to move their huge pallets up the middle of High East Street. reducing traffic to a crawl.

This is an area of Dorchester which has the highest recorded traffic pollution levels at peak traffic times.. However, currently there are no time constraints on unloading in this part of town so delivery vehicles (and their pallets) routinely add to the congestion problem at peak times.

Options to reduce the dangers and the damage going forward

The stakeholders

In considering the future there are multiple stakeholders to consider

- Local businesses.
- The vehicle operators delivering to the local businesses.
- Vulnerable pedestrians. This is a long list and the people we should take into account include the disabled, the visually impaired, children on the way to school, parents with pushchairs, mobility scooter users and tourists for example. Tourists frequent this part of town because of the popular Museum and often seem oblivious to highway hazards.
- Other road users including commuters and visitors to Dorchester and the more vulnerable – motor cyclists and pedal cyclists.
- Residents who live in High East Street and Fordington High Street in particular.
- Our historical heritage and the age and frailty of the buildings in the area and the age and condition of the associated infrastructure.
- The unique risks to the residential community in this area – notably very high air pollution in High East Street and the risk of flooding in High East Street and also in Fordington High Street.

Reducing the dangers – creating safe spaces

The best way to reduce risks and increase safety is to create a safe distance between the delivery vehicle and all the other stakeholders while it is unloading.

Three options going forward are

1 Restrict vehicle unloading times in High East St to outside of peak traffic times

Because of the narrow pavements and the high levels of traffic at the bottom of High East Street, space is at a premium and so distance in terms of time would seem to be a strong alternative. If delivery vehicles unloaded outside of peak times then the number of vulnerable pedestrians and other road users around each delivery vehicle would be reduced.

There would also be an instant benefit to the delivery driver. He would be more likely to find space to park and unload closer to his destination. So he would be less likely to park in unsafe areas. And he would be less likely to have to move pallets long distances and/or obstruct the High Street.

Vehicles unloading outside of peak hours would also reduce vehicle congestion and help mitigate air pollution.

Since the precedent has already been set and there are already unloading restrictions in place in the rest of the (wider) High Street, extending the peak time unloading restrictions to cover the whole of High East Street which suffers the most air pollution would seem both logical and imperative.

2 Limit delivery vehicle size in the parking bay –

Another option to create a safe distance between the delivery vehicle and the other stakeholders is to limit the size of the vehicles using the parking bay

When laid out 20 years ago the parking bay was never designed for HGVs. However smaller vehicles (7.5 tonnes) can safely unload even though the pavement is narrowest here. Their narrower bodies and doors do not obstruct the pavement nor the road junction and 7.5 tonne vehicles can safely turn into the parking bay from London Road enabling them to park facing the right way and within the boundaries of the bay. Being lighter and smaller they are also less likely to damage the infrastructure.

However it is understood that to make this change would require a TRO and the process could take up to a year or even more. However once in place the curb side markings would send a clear message to HGV drivers and so dangerous parking on the wrong side of the road on a blind bend would become a thing of the past.

While this longer term option and unloading restrictions are both being considered, for expediency it is strongly recommended that a modification is made to the pavement next to the parking bay at the earliest opportunity.

3 Widening the pavement to create a safe space between the delivery vehicle, pedestrians & property

This would require the pavement to be widened by approximately 30 cms to prevent delivery vehicles from blocking the pavement with their doors. The added installation of 3-4 curb side bollards would also keep reckless drivers from parking on the pavement and keep pallets from striking the listed buildings façades. It may also encourage drivers to avoid the surface drain.

However this will not stop 25 tonne HGVs from dangerously parking on a blind bend facing the wrong way. Nor will it stop the damage to the infrastructure these 25 tonne vehicles cause.

In conclusion

To reduce most risks to most stakeholders from HGVs would require modifications to the parking bay and restricting unloading times to the whole of High East Street.

Because the parking bay was never designed to take HGVs 20 years ago, restricting vehicle sizes in this area is also strongly recommended to prevent further damage to the infrastructure and the dangers caused by reckless HGV drivers parking on the wrong side of the road at this dangerous junction.

MJG 140620







1. WD/D/19/002927 & WD/D/19/002928 24 HIGH EAST STREET, DORCHESTER, DT1 1EZ

Proposed conversion to 9.no dwellings and alterations

Recommended Refusal by Dorchester Town Council 4 February 2020.

Approved by the Dorset Council 28 May 2020.

Extract from the Delegated Officer's report:

'In terms of air pollution, there is no reason to believe why the proposed development would result in unacceptable levels of air pollution. Whilst it is appreciated the development may require deliveries of materials, the scale of the development, which largely comprises of internal alterations to two existing buildings, is not considered to result in a high proportion of construction vehicles. On this note, it is, similarly, considered the scale of the development would not be proportionate to secure a Construction Management Plan. The Dorset Council Environmental Health department were consulted and raised no objection, nor did they recommend any conditions to be attached to the proposed development should the Local Planning Authority recommend approval.'

2. WD/D/20/000177 FLAX FACTORY, ST GEORGES ROAD, DORCHESTER, DT1 1PE

Recommended Refusal by Dorchester Town Council 2 March 2020.

Approved by the Dorset Council 4 June 2020

Extract from the Delegated Officer's Report:

'Given the existing use of the site and the quantum of what is proposed it is considered that alterations to the highway such as calming or a footway in the vicinity of the site could not be insisted upon or would be necessary as the proposal, as revised, is not considered to lead to danger to road users.

The scheme for a new access would provide improved visibility in the vicinity of the site and for accesses adjacent to the site. Instead of being on the corner, as it is now, it would be set slightly into the close and would meet highway requirements subject to conditions.'

3. WD/D/19/002965 & WD/D/19/002964 OFFICES, 23 HIGH EAST STREET, DORCHESTER

Application withdrawn.

4. WD/D/19/003062 GARAGE SITE OPPOSITE, 30-44 CHESTNUT WAY, DORCHESTER

Application withdrawn.