



Dorchester Town Council

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2 December 2020

Agenda for the meeting of the **Planning and Environment Committee** which will be held via the ZOOM VIDEO CONFERENCING PLATFORM on Monday, 7 December 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/87415397457>

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 2 November 2020.

3. Dorset Council Local Plan Consultation

To note the Dorset Council's Local Plan Options Consultation document that sets out proposals for the policy framework of the new plan as well as a full range of potential development sites in order to meet the needs for housing, employment and other uses over the period from 2021 to 2038 which can be found at

<https://moderngov.dorsetcouncil.gov.uk/documents/g4734/Public%20reports%20pack%20>

[8th-Dec-2020%2010.00%20Dorset%20Council%20-%20Cabinet.pdf?T=10](#) . A public consultation will take place for eight weeks, starting in mid-January 2021.

The Committee are asked to consider the attached report by the Town Clerk.

4. Change of Use, Retail to Residential

To receive a presentation from Peter W Noble MBE regarding the possible change of use of retail outlets within the Town Centre to residential use. Document attached.

5. Dorset Council Climate and Ecological Emergency strategy Consultation

To note the Dorset Council's Climate and Ecological Emergency strategy Consultation (which can be found at <https://www.dorsetcouncil.gov.uk/emergencies-severe-weather/climate-and-ecological-emergency.aspx>) and to appoint a sub committee to make a suggested response. The closing date for the consultation is 20 January 2021.

6. Planning Applications for Comment

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

7. Minute Update Report

To receive and consider the minute updates reported.

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.

Dorchester Town Council

Minutes of the Planning and Environment Committee held via the Zoom Video Conferencing Platform

2 November 2020

Present: A. Canning, L. Fry, J. Hewitt, S. Hosford, E.S. Jones, , F. Kent-Ledger, R. Major, R. Potter (Chairman), M.E. Rennie and R. Ricardo.

Apologies: The Mayor, Councillor R Biggs and Councillors T. Harries and G. Jones

Also in attendance: Councillors S. Biles and F. Hogwood

38. **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.

39. **Minutes**

The minutes of the meeting of the Committee held on 5 October 2020 were confirmed and approved to be signed by the Chairman.

40. **Developer's Comment**

The Committee heard comments from Robert Ackland, Director of the Brewery Square Development Company Ltd regarding application WD/D/20/002561 BREWERY SQUARE, DORCHESTER and noted that Hancock House would consist solely of discounted to market dwellings which would be provided by Footstep Living, The Draft 5 Affordable Housing Scheme would replace the Draft 4 Affordable Housing Scheme and that some minor amendments to the terminology of the agreement had been made.

The Committee considered the application and raised no objection to the amendments.

41. **Dorset Council Car Parking Charges**

The Committee discussed the proposed changes to the existing car parking charges across Dorset and expressed their disappointment at the proposal and that the Committee had not been consulted.

The Committee expressed their frustration that despite previous assurances which dated back a number of years, that a complete review of the parking strategy for Dorchester would be completed, progress had not been made. The Committee opposed the increased charges and were concerned that the increased charges would deter people from visiting the Town, cause additional parking problems in nearby residential streets, be detrimental to

the night time economy and would not achieve the Dorset Council's desired outcome of increased income.

The Committee requested further information on the proposed changes to the parking charges.

Resolved

- I. That the Clerk to the Committee write to the Dorset Council to request further information on the proposed increased parking charges.

42. Department for Transport Consultation on Pavement Parking: Options for Change

The Committee considered a report by the Chairman of the Planning and Environment Committee on the Department for Transport's consultation on Pavement parking: options for change.

The Committee considered the three options proposed and agreed that the third option of a national pavement parking prohibition would be more preferable as it would be easier to understand and easier to enforce.

The Committee agreed to authorise the Committee Clerk, in consultation with the Chair to make response based on the Committee's comments and preferred option.

Resolved

- I. That the Committee Clerk, in consultation with the Chair to make response based on the Committee's comments and preferred option.

43. The County of Dorset (Various Roads in the District of West Dorset) (Consolidation of Orders made for the Regulation of Traffic) Order 2014 (as amended), (Amendment Order No. , 20') Various Roads, Dorchester – Prohibition and Restriction of Waiting – Coburg Road

The Committee considered the revised proposal that the restrictions be no waiting Monday to Friday 8am to 9am and 3pm to 4pm and agreed to support them.

Resolved

- I. That the Committee Clerk notify the Dorset Council of the Committee's support to the revised proposal.

44. Judge Jeffery's 6 High West Street Dorchester

The Committee heard that a number of complaints had received regarding the condition of the Judge Jeffery's building. The Committee felt strongly that action should be taken to prevent the building from falling into further disrepair which would result in a loss of heritage to the Town. The Committee

requested that the Clerk to the Committee write to the Conservation Officer at the Dorset Council, English Heritage and the property owners to request that the building be brought up to repair as a matter of urgency. The Committee requested that the issue be brought to the attention of the Full Council.

The Committee also agreed that it would be advantageous to invite the Dorset Council's Conservation to a future meeting of the Planning and Environment Committee to outline the remit of the Conservation Officer's position and the perimeters of their responsibilities.

Recommended

- I. That the condition of the Judge Jeffery's building be brought to the attention of the Full Council.

Resolved

- I. That the Clerk to the Committee invite the Dorset Council's Conservation Officer to attend a future meeting of the Planning and Environment Committee.

45. Wessex Water Refill Point Installation

The Committee noted that the Wessex Water Refill Point would be installed in lower South Street subject to authorisation from Dorset Council.

46. Planning Applications for Comment

The Committee considered the planning applications referred to the Council for comment by Dorset Council (Appendix 1).

47. Minute Update Report

The Committee noted the Minute Update Report.

1. Minute 28 (7 September 2020) Dorchester South Station

Committee requested that the Clerk to the Committee write to Network Rail and reiterate the request for a site visit and to clarify the location of the damaged wall.

1. Minute 37, 2 (5 October 2020) Planning Issues to Note

The Committee noted Highway England's response to the request for urgent works to be carried out on the A35 to alleviate the flooding. The Committee felt that the stated timescale for improvements to be made detailed in the response was unacceptable and requested that the Clerk to the Committee request further information on the proposed works.

Resolved

- I. That the Clerk to the Committee write to Network Rail to reiterate the request for a site visit.

- II. That the Clerk to the Committee respond to Highways England and request further details on the proposed works to alleviate flooding on the A35.

48. **Planning Issues to Note**

The Committee noted the Planning Issues reported.

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

- E1.** [WD/D/20/002387 32 PRINCE OF WALES ROAD, DORCHESTER, DT1 1PW](#)
Convert and extend existing dwelling to provide 17 supported living apartments with communal facilities and associated landscaping.
No objection.
- The Committee were minded to stress that the existing boundary walls should remain as they are a defining characteristic of Prince of Wales Road.
- E2.** [WD/D/20/002159 15 STONEHOUSE COURT, POUND LANE, DORCHESTER, DT1 1LP](#)
Replace existing window with UPVc french door.
- No objection.
- E3.** [WD/D/20/002042 7 SOUTH WALKS ROAD, DORCHESTER, DT1 1ED](#)
Change of use from (A3) private garage to a (A1) Delicatessen.
- The Committee considered the application, however they were unable to draw a conclusion as the plans submitted do not indicate if the frontage would be changed (Councillors were concerned as it is in the conservation area), the Committee queried if the delicatessen would be operating as a café as the plans that have been submitted suggest a seating area. The Committee expressed concerns for the separate dwelling above and queried if sound proofing and insulating measures would be implemented.
- The Committee request an extension on commenting and have requested that the additional information be provided.
- North Ward (Councillor A. Canning)**
- N1.** [WD/D/20/002160 DORCHESTER TOWN HALL, HIGH EAST STREET, DORCHESTER, DT1 1HF](#)
Erection of Two storey extension and internal and external alterations. New bio-mass boiler installation in new extension.
- As Dorchester Town Council is the landowner, no comment will be made on this application.
- N2.** [WD/D/20/002161 DORCHESTER TOWN HALL, HIGH EAST STREET, DORCHESTER, DT1 1HF \(Listed Building Consent\)](#)
Works to facilitate internal and external alterations.
- As Dorchester Town Council is the landowner, no comment will be made on this application.
- N3.** [WD/D/20/002067 DORCHESTER TOWN COUNCIL MUNICIPAL BUILDINGS, THE CORN EXCHANGE, HIGH EAST STREET, DORCHESTER, DT1 1HF](#)

Essential re-roofing to the Council Chamber and Stair Hall roof.

As Dorchester Town Council is the landowner, no comment will be made on this application.

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

W1. [WD/D/20/002138 32 OLGA ROAD, DORCHESTER, DT1 2LX](#)

Erection of Single storey rear extension.

No objection.

W2. [WD/D/20/002218 10 ROMULUS CLOSE, DORCHESTER, DT1 2TH](#)

Installation of Cedral shiplap cladding over cement render at first floor on north, south, east and west elevations.

No objection.

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

S1. [WD/D/20/002561 BREWERY SQUARE, DORCHESTER](#)

Modification of Section 106 agreement dated 9th November 2015 (planning approval 1/D/13/000999).

No objection.

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

P1. [WD/D/20/002108 UNIT 1 AND UNIT 2, PARKWAY FARM BUSINESS PARK, MIDDLE FARM WAY, POUNDBURY, DORCHESTER, DT1 3AR](#)

Change of use of building 1 from D1 (non-residential institutions) to E (Commercial, Business and Service) B2 (General Industrial) and B8 (Storage or distribution) and change of use of building 2 from B2

(General Industrial) to E (Commercial, Business and Service) B2 (General Industrial) and B8 (Storage or distribution).

No objection.

DORSET COUNCIL LOCAL PLAN: CONSULTATION

Background

1. The Local Plan exists to control the long term (up to 20 years) development of an area, ensuring a supply of land to meet perceived need for housing, employment and infrastructure. It also identifies the key policies that future development will be expected to adhere to.
2. Past local plans have been instrumental in the development of Dorchester, transforming the town since the 1980's through the creation of the Poundbury urban extension; supplemented by significant investment in schools, health and the A35 bypass. Poundbury became the main development area for two successive West Dorset Local Plans and will see the town's population grow by 50% over a 40 year period between the mid 1980's and mid 2020's.
3. Recognising that Poundbury was nearing completion West Dorset District Council struggled to develop a new local plan. With local opposition to new building across the district area, including at Came Down, in 2013 their initial Local Plan shaped around low housing growth, with few clearly defined housing allocations, was thrown out by the Local Plan Inspector before the inspection process had started. The Inspector ultimately required that a revised plan be developed that increased numbers in line with Government targets and focused significant new development "near Dorchester", recognising the town's role as the major employment provider for the area.
4. In 2018 West Dorset consulted on a new Local Plan, proposing a site north of the water meadows, DOR15, that had previously been rejected as unsuitable on many grounds in the 1980's; hence Poundbury. This Council opposed the scheme on a number of grounds, arguing in particular that the infrastructure required to deliver it to do it to a good standard would render the scheme unviable. West Dorset was then subsumed into the new Dorset Council and the Local Plan was shelved.

Dorset Council Local Plan Consultation

5. Dorset Council's focus since inception has been on a Local Plan for its whole Council area, driven by both by a requirement from Government to deliver the plan and the increasing difficulty associated with being unable to defend speculative applications based on weak short term land supply.
6. Dorset Council's Cabinet will consider a Local Plan Options Consultation document at its meeting tomorrow recognising it has reached a critical stage in the consultation process, while at the same time limiting the consultation period to 8 weeks from mid-January and arguing that the current pandemic restrictions mean that the more meaningful face to face consultation traditionally associated with documents which will have irreversible outcomes is not possible.

7. The document is 626 pages long and much of it describes important policy directions that this Council will need to develop a detailed response to at a future Committee. However the key message relates to housing growth, with a series of new allocations being proposed that will deliver housing growth sufficient to meet both the controversial current national standard methodology and the even more controversial revised version currently under consideration by Government.
8. Faced with the need to supply around 30,000 homes by 2038 the Plan identifies new land allocations for 11,195 homes, 3,600 of which are in the Dorchester area. At 3,500 homes “DOR13 Land North of Dorchester” is 3 times larger than the next allocation in the Local Plan. It represents 32% of all the new allocations proposed, even though Dorchester represents only 6% of the total Dorset Council population.
9. The proposal would increase the population of Dorchester by around 35% compared to today, taking the population to well over 30,000, nearly doubling the population over a 50 year period since the 1980’s. The complexities associated with coupling the new allocation with the town, across the water meadow, mean the total land area of Dorchester will have roughly tripled over the same period.

Developing a response to Policy DOR13

10. The proposal as drafted is very similar to DOR15 proposed by West Dorset. It takes no account of the impacts now being felt as a result of the Covid pandemic, particularly those related to the outward migration of jobs from the town’s two major employers, which is already starting to firm up as a permanent loss. With no proper evaluation of the longer term impact of these job losses (to Dorchester, but not to other Dorset towns from which the workers have traditionally commuted) the proposal represents a very risky strategy; local MP Chris Loder recently described the idea as “Lazy Planning” and one which “will consign our villages to become museums”.
11. The Town Council objected to the allocation when it was last advocated by West Dorset District Council for a range of reasons, (Oct 18 Minute attached as Appendix 1) none of which appear to have been addressed in the new document. In addition a wider recognition of the Climate Emergency will strengthen the argument regarding development at this scale in this location.
12. Town Council Members met informally on Monday 30 November, ostensibly to be brought up to speed regarding development of the local plan by the Clerk and Dorset Councillors. The meeting however coincided with the publication of the Dorset Council Cabinet Agenda, so Members were able to discuss the inclusion of DOR13. Many of the concerns raised echoed those included in the previous response.
13. Members were concerned that the numbers given to Dorset Council by the government took no account of constraints due to the climate change emergency, changed circumstances due to Brexit and the effects of the coronavirus pandemic on working practices and were disappointed that Dorset Council appeared to have made little effort to challenge the need for so many houses in the Council area.

14. Members did consider the implications of outright opposition to the allocation, particularly regarding the Town Council's ability to shape any final allocation if approved, but on balance there was consensus for an early restatement of the Council's position regarding development north of the water meadows, as well as for the Council engaging specialist advisors to focus on developing its objections. This report offers a chance to formally readopt that position.
15. As it is by far the largest new allocation, not proceeding with DOR13 may leave Dorset Council significantly short of a Government housebuilding target with which it is clearly seeking to comply. While it is not incumbent on this Council to provide alternative ideas for how the shortfall might be met, the following might be ones that this Council might wish to advocate in any formal response:
- Distributing allocation sites equally across all communities and the whole Dorset Council area – this would require c. 550 new houses in Dorchester, rather than the 3,600 currently proposed – recognising the accelerating pace of change affecting retail the Council might particularly advocate a review of planning guidance in the town centre
 - Picking up on the principle that new housing land should have a stronger relationship with employment land the Council might advocate disproportionate housing increases near existing and new employment sites in the south east of the county and at Winfrith
 - It is still not clear how the Local Plan has considered alternative options for significant growth, such as that advocated for Woodsford in 2018. Our original argument that these have not been given equal footing with that of North Dorchester does not appear to have been addressed
16. It is therefore **RECOMMENDED** that
- The Council restates its fundamental opposition to Policy DOR13 and engages professional advice to help develop the Council's previous objection to WDDC DOR15
 - That a more detailed report is provided to a future meeting covering all other aspects of the Local Plan consultation

Adrian Stuart
Town Clerk

Response by Dorchester Town Council to the WDDC Local Plan Preferred Options (October 2018) - Policy DOR15 - Extract

Headline Response

Dorchester Town Council objects to Policy DOR15, recognising that this specific site carries a significant level of risk that it will fail to address the local needs of the town, nor will it produce a comprehensive, relevant, viable and sustainable development that supports the area's future rather than destabilising it.

Considerations and Concerns

1. Housing Numbers and Site Allocations

In our submission to an earlier phase of the Local Plan Review, a year ago, we expressed the view that the overall numbers of dwellings being proposed was too high and that Dorchester was being required to bear the burden of far more housing than is its fair share. We asked for evidence that house number volumes were essential and that alternative options be fully explored before committing to an approach that places such heavy emphasis on Dorchester.

We note that the numbers in the last phase of the review are almost identical to those determined more recently by Central Government and that effectively the District Council is faced with having to respond to a centrally imposed diktat.

Notwithstanding this the Town Council does not consider that the numbers required in the plan are driven by the need for homes for workers to assist the growth of the local economy. Instead the numbers appear to be driven by historic patterns which can be linked to the inward migration of other than working-age members of the population who will place an increasing burden on local health care services.

Put very bluntly Government requires that West Dorset must be spoilt to accommodate the needs of those in the south east who are nearing or reaching retirement age.

We advocated that the required housing numbers could be shared across the district and so deliver sustainable growth in outlying settlements, thereby helping to sustain the dwindling services within villages. There is no sign in the current material out for consultation that this suggestion has been properly considered.

Nor do we believe that other site options within the Plan area have been sufficiently explored or considered fully. As an example we cite the emerging North Woodsford proposals, which are at least in part focused on the reuse of disturbed land. We can find no evidence that these proposals have been given the same level of consideration as DOR15. We feel that the willingness of the

landowners within the area covered by Policy DOR15 to see their land developed is the main driver behind the choice of this site.

In challenging the housing numbers, we would like the District Council to follow the lead given by South Gloucestershire Council, which undertook legal proceedings to overturn the planning inspector's decision to grant consent for development in Thornbury. South Gloucestershire councillors believed that the proposed development was unsustainable, would undermine the West of England's joint spatial plan and allow developers to circumvent the plan-led system, consequently submitting an application for judicial review in September 2018. Such concerns are shared by Dorchester Town Council, and we continue to observe the Thornbury case with Dorchester in mind.

The dramatic scale of DOR15 guarantees it will make a historic, step change, impact on Dorchester. It is difficult to see how the town will cope with this scale and mass without fundamentally changing its character. Many councillors feel that DOR15 is merely the 'easy option' for planners to meet a nationally calculated, retirement housing demand-led, housing need for the coming years. Placing a large amount of development in one location may assist the District Council in hitting target numbers without reliance on a multitude of small sites but this approach brings with it a responsibility to address the subsequent impacts, a responsibility we do not see being met at the present time.

2. Affordable Housing

Affordable housing for young workers and families is essential to allow people to live where they work, rather than commuting from Weymouth, Yeovil and further afield.

The national definition of 'affordable', at 20% below market value, does not deliver property which is genuinely affordable to local young people in Dorset. Consequently, we consider that a discount of nearer 50% is required to deliver locally affordable housing. Genuinely affordable rented housing is also needed for those not ready or able to own property. The issue of "genuine affordability" would need to be specifically addressed within DOR15.

We are not satisfied that the cost of delivering at least 35% of genuinely affordable housing has been properly established. Based on past performance and as evidenced by the prison development, we do not believe that the proposed "at least 35% ... affordable housing" will be adhered to in Policy DOR15.

3. Access and Movement – a Northern Bypass, Vehicle and Non-Vehicle links to the town centre

There is no clarity regarding the role of streets and roads across the DOR15 site and how they will be integrated into the town's current road network.

The land under consideration provides the last remaining opportunity for a northern bypass, which many believe is necessary to relieve the town centre of traffic that moves from north of the town (the A37) to the east (A35) and vice versa.

Failure to deliver a suitable link from the A37 to the A35 will have two major impacts

- It will fail to deliver the needed relief for the town centre, against the background of additional traffic due to the development itself
- It will blight the development as through-traffic follows Satnav systems that do not understand that the link road is designed for local traffic only.

At the same time, if the link road runs through the middle of DOR15 it will bisect a site that is already separated from the town by the River Frome and the wider flood plain. A major piece of engineering infrastructure running through the development can only serve to further distance new residents from their town centre. It is not clear how the competing demands of through movement (given the role that this road will inevitably have in delivering a northern bypass) can be reconciled with local access and a street network that encourages non-car movements.

Furthermore we do not believe that there is remaining capacity on the A35 at peak periods to cope with the additional vehicles arising from the development itself. The Stinsford Hill roundabout already suffers significant delays at local peak times as well as during the summer period, while residents of North Dorchester seeking to come into town from the Charminster direction will be faced with significant delays crossing local bridges before joining traffic queues on The Grove.

Subsidised public transport has become a first budget reduction option for Councils; such an option cannot be argued for the North Dorchester development. Equally it is unlikely that the “paid for” journeys from 3,500 homes would be sufficient to support a regular unsubsidised public transport service.

Councils have worked hard to ensure that Poundbury is fully connected to the rest of Dorchester even without a physical gap. Between the town and the proposed developments there are rivers, water meadows, SSSIs and extremely limited crossing points.

Even accepting the principle that one or more new pedestrian/cycle routes could be established from the centre of the settlement across the water meadows and uphill to the town centre, the cost of integrating such a route into the town centre network could be prohibitive at the Dorchester end. The distances involved may be sufficiently long to deter residents from using them regularly, particularly during the winter months. Without a clear visual link, physical link and importantly a strong psychological link, between the new neighbourhoods and the

existing town centre, sustainable modes of travel are unlikely to account for many of the travel movements that will arise.

A lack of viable movement alternatives will force North Dorchester residents to travel into the town centre by car, adding as many as 7,000 extra vehicles (assuming two per home) to the problem that already exists on main roads around the town, on the approach roads to the town and within the town itself.

These additional cars will add further to the significant parking problems currently faced by the town. No mention is made in policy DOR15 regarding how the development will make a financial contribution to resolving the additional problems that it causes within the town centre.

The disconnected nature of the site, the A35/A37 link issue, and the distance from the town centre therefore risks the development becoming one or more separate communities. If located as far from Dorchester as the indicative layout (page 246 of the LPR, August 2018) suggests, the development might as well be even further adrift of the county town – which returns us to the assessment of suitable alternatives that we do not believe have been fully explored.

4. Education

We are concerned that Policy DOR15 will not deliver suitable education facilities. Education pre-16 has been accounted for, but it will take many years for this to be fully utilised, with highly inefficient delivery during the construction period.

The development is too small to deliver post-16 education on site at an acceptable standard; current education policy is creating a move towards fewer larger, centralised providers. Locally however current post-16 facilities are already at capacity with no obvious opportunities to expand. Discussions will need to take place with post-16 education providers about how, if at all, additional capacity can be created offsite to be funded by the development.

5. Employment

A new community should be able to access employment within an appropriate distance of their homes, to reduce the need for travel and encourage a more positive work/life balance and reduce the number of commuter cars on the road. We are not convinced that Policy DOR15 will foster the modern business environments required by residents. Setting aside a block of land for employment purposes (page 246 of the LPR, August 2018) rather than suggesting an integrated mix to reflect modern working practices does not suggest a forward-thinking mixed-use approach has been considered.

It is not clear that there will be enough local employment land to sustain its new population. This risks the population becoming a segregated settlement without interaction with existing residents and putting added pressure on services throughout the existing town.

6. Health Services

Dorchester town currently only just copes with its existing health services. The Clinical Commissioning Group has referenced a situation in Weymouth where land for a surgery was allocated within a new development but the surgery was never built. In common with many counties Dorset is struggling to recruit qualified healthcare workers, particularly GPs.

We are concerned that Policy DOR15 does not guarantee the delivery of a constructed and staffed GP surgery necessary to sustain a growing population. The addition of 3,500 properties, 7,000-10,000 extra residents necessitates further expansion of Dorset County Hospital. No reference is made to how the development will contribute towards the cost of this expansion.

7. Landscape & Heritage

In Hardy's Mayor of Casterbridge, he describes Dorchester as "...a chessboard on a green table cloth". This close connection between town and countryside is a given for the town's residents and is a popular attraction for many visitors, with its origins dating back centuries to Roman times. Many tourism guides reference the water meadows and celebrate the fact that Dorchester has managed to retain its impressive heritage and landscape.

The northern boundary of the town is now the last remaining Roman and Hardyean countryside edge; expanding northwards marks a point of no return. Policy DOR15 would ensure the destruction of Hardy's literary landscape. Any additional people movement across the water meadows and the infrastructure to support it will negatively impact on a unique place whose centuries-old land use quietly and unassumedly showcases Dorchester's agricultural heritage.

We do not accept that ours should be the generation that fails to pass on a valued legacy to future generations. Policy DOR15 would destroy one of the most stunning features of Dorchester.

8. Environment

The River Frome separates site DOR15 from the town. There is no evidence that this development will not exacerbate flooding as a serious issue, with additional environmental concerns for wildlife habitats. We believe that a flood mitigation strategy – comprising prevention of fluvial flooding, surface water run-off, and ground water flooding – must be agreed upon before Policy DOR15 is formally adopted. Has West Dorset District Council complied with their Local Plan Policy ENV6 in relation to Policy DOR15?

We believe that Dorchester's sewerage system is at capacity, and it is anticipated that significant off-site contributions will be required to offset the impacts of development on this scale on Poole Harbour. We have seen no evidence that Policy DOR15 will help West Dorset District Council achieve the default 'good' quality status for water bodies, such as Poole Harbour, by 2021 – a task set out in

the Department for Environment, Food & Rural Affairs and Environment Agency's '*Water for life and livelihoods; Part 1: South West river basin district, River basin management plan*', Dec 2015.

We believe all mitigation for nitrogen neutrality obligations must be presented and agreed upon before Policy DOR15 is formally adopted, to ensure that nitrogen neutrality is met. See Natural England's Policy Recommendations in '*Improvement Programme for England's Natural 2000 sites (IPENS); Planning for the Future; Site Improvement Plan Poole Harbour*'. There are formulas available to estimate the amount of nitrogen a new housing development will create through waste water sewage. Has West Dorset District Council seriously calculated and considered the amount of increased nitrogen levels that will be deposited in Poole Harbour, should Policy DOR15 be implemented?

Dorchester is the only large settlement in West Dorset that sits within the Poole Harbour Catchment Area. Has West Dorset District Council seriously considered other areas of the district, like Sherborne, Bridport and Weymouth, which are not affected by the international restrictions placed on Poole Harbour as a Special Protection Area (SPA) and RAMSAR site? See Wessex Water's '*Wessex Water Position Statement on Nitrogen Levels in Poole Harbour*', October 2017.

Natural England has registered the current water pollution levels in Poole Harbour as a threat and cite West Dorset District Council as one of the bodies responsible for investigating, monitoring and managing water pollution issues in Poole Harbour. Has West Dorset District Council complied with their Local Plan Policy ENV11 in relation to Policy DOR15?

9. Cultural Infrastructure

The Town Council does not accept that cultural infrastructure requirements stop at the boundary of the development and believes that Policy DOR15 should go much further, recognising the impact of the development on the town of Dorchester itself.

In addition to the additional traffic impacts within the town described above, development at this scale will place significant additional burdens on the town's cultural, recreational and sports infrastructure. These need to be allowed for within Policy DOR15, with a contribution to ensure that existing facilities can cope with the additional demands that a 30% increase in the population of the town will bring.

10. Design Quality

Many new developments across the country are of extremely poor quality, due to being developer and/or landowner-led rather than design-led. We have no confidence that Policy DOR15 will go against the norm and therefore fear poor quality houses will be bolted on to the town as an urban extension. Our comments elsewhere regarding the physical gap between the town and the

development area identify our concern that in reality this will not be a genuine urban extension at all, instead being a separate settlement with none of the advantages and many of the disadvantages that a town located further from the town could have achieved.

The current policy does not specify the level of detail that would be required by a masterplan, such as the inclusion of a design code (and the topic areas it should cover such as materials, environmental standards, access and travel plans) and the mechanism by which DOR15 would retain the highest design standards over the lifetime of its construction and beyond. A detailed vision for the future is essential even at this earliest stage. A developer and landowner-led scheme may exclude costly infrastructure that we consider essential and fail to foster a sense of place, rather than create somewhere that is worth living in.

As currently laid out, Policy DOR15 does not rule out another development of large 4-bedroom properties bought as investments; it does not guarantee to accommodate the genuine needs of the local population.

11. Timing of Development and the need for infrastructure before development commences

It is acknowledged that the plan is for development to take place over many years. While some public benefits can be delivered as development happens, for example affordable housing, most elements will be required ahead of development.

Because of a current lack of capacity in the town, education, health, road and sewerage infrastructures need to be put in place ahead of development. Health and education capacity will then need to be delivered inefficiently for the first years of the development's life. Policy DOR15 makes no comment about the costs associated with implementing essential infrastructure ahead of the release of the housing that will pay for it.

12. Proving Viability

For the many reasons identified above the Town Council has no confidence that the development north of Dorchester is capable of supporting the on-site and off-site affordable housing and infrastructure requirements necessary for a sustainable development which does not negatively impact on the town of Dorchester.

Policy DOR15 begins the process of defining an extensive and expensive range of essential affordable housing and other infrastructure requirements. We have made suggestions for additional highways and cultural requirements that also need to be addressed, which exist within the existing town boundary.

There is no benefit in creating Policy DOR15 to discharge these requirements if the North Dorchester development is ultimately unable to comprehensively deliver the requirements described.

We therefore request that, if West Dorset District Council choose to press on with Policy DOR15, an independent viability assessment is commissioned that evidences whether or not the full list of requirements can be delivered while still allowing the landowners and developers a reasonable return on their investment.

Failure to prove viability now damages the credibility of the policy and leaves West Dorset District Council open to viability claims from the developer at a later date.

Agenda Item 4
Dorchester Town Council
Planning and Environment Committee 7 December 2020

Change of Use, Retail to Residential

About five years ago I did an analysis of the changes in retail, eating out, on-line purchase, services and more and how they were changing. The pandemic has simply accelerated that process. In Dorchester most of the retail outlets that have closed, or are, closing have a common theme. They are chain stores, with multiple outlets and most of their products can be obtained online. Margins are low, overheads are high (rents and business rates), and the holding company has a tricky task in keeping the balance sheet positive. It takes little to upset the applecart.

So, the town is left with large gaps which in some cases were once housing or are buildings put up in the fifties and sixties, so have no historic value. What the town needs according to the statistics is accommodation. So, the simple answer is to convert the buildings to flats, or even houses and that has several benefits in addition to accommodation. Ideally one could envisage a few ex retail outlets being combined to achieve this. The residents would spend money in town, on food, and local suppliers including cafes and restaurants, the fine Plaza cinema and so on. People wouldn't necessarily need a car, especially if the bus network were efficient. The town would slowly become a community and regenerate much of the local trade. The accommodation could be used by younger people either as singles or new couples, before moving on, and some might be used for the elderly. Local and privately owned businesses would benefit as a result.

I know it is difficult to execute such a programme, but if it were easy it would be done. So, what is going to rejuvenate the town? Not chain stores: their days have been numbered for quite a time. Not just more museums or places of history. The town needs life and that means people. It needs imagination – so who has the ability and drive to see beyond the next local election?

It needs real change – rethink the planning – forget about chain stores – redesignate areas of the town centre – and it isn't just history.

There is a great deal more detail that can be added, all of which enhances the reasons for following this path. It is the principle that matters at this time.

Peter JW Noble MBE 01/11/20 V3

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Agenda Item 6
Dorchester Town Council
Planning and Environment Committee 7 December 2020

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

- E1.** [WD/D/20/002321 6 ST GEORGES CLOSE, DORCHESTER, DT1 1PG](#)
Erection of Flat roofed extensions , internal and external remodel.
- E2.** [WD/D/20/002287 33 EDDISON AVENUE, DORCHESTER, DT1 1NX](#)
A single storey pitched roof rear extension.

North Ward (Councillor A. Canning)

- N1.** [WD/D/20/002176 9 WHETSTONES, WEST WALKS, DORCHESTER, DT1 1AW](#)
Remove window and brickwork below and fit upvc door including alterations to external paving.
- N2.** [WD/D/20/002457 COUNTY HALL, COLLITON PARK, DORCHESTER, DT1 1XJ](#)
Various Flags at certain times of the year to be flown on 3 existing flag poles (6m x2 and 7.5m) on the roof of County Hall. This is an ongoing activity, there is no end date as such.
- N3.** [WD/D/20/002488 24 HIGH EAST STREET, DORCHESTER, DT1 1EZ – Variation of condition](#)
Proposed Conversion of 9 No Dwellings and Alterations – Variation of Condition 12 of planning approval WD/D/19/002927 – Alteration to wording of condition to read: Prior to commencement of any roof works, samples of the proposed roofing slate to be submitted to and approved in writing by the Local Planning Authority. The developer shall thereafter ensure that the approved roofing slates shall be fitted with nails and not hooks.
- N4.** [WD/D/20/002788 24 HIGH EAST STREET, DORCHESTER, DT1 1EZ – Variation of condition](#)
Proposed Conversion of 9 No Dwellings and Alterations – Variation of Condition 10 of planning approval WD/D/19/002928 – Alteration to wording of condition to read: Prior to commencement of any roof works, samples of the proposed roofing slate to be submitted to and approved in writing by the Local Planning Authority. The developer shall thereafter ensure that the approved roofing slates shall be fitted with nails and not hooks.
- N5.** [WD/D/20/001963 5A WEST WALKS, DORCHESTER, DT1 1RE Listed Building Consent](#)
Replace existing aluminium sash windows with UPVC sash windows.
- N6.** [WD/D/19/002470 37 - 38 HIGH WEST STREET, DORCHESTER, DT1 1UP \(Amended Scheme\)](#)
Demolition of existing buildings and erect 1.no A1 retail unit and 9.no dwellings (Amended Scheme).
- N7.** [WD/D/20/002554 THE QUARTERMASTER STORES, BARRACK ROAD, DORCHESTER](#)
Erection of Extensions and External Alterations - (Variation of Condition 1 of planning approval WD/D/17/002554): Amended plans.

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

W1 [WD/D/20/002361 2 BARROW CLOSE, DORCHESTER, DT1 2HG](#)

Demolish existing conservatory and replace with single storey rear extension.

W2 [WD/D/20/002410 47 ALEXANDRA ROAD, DORCHESTER, DT1 2LZ](#)

Erection of Flat roof rear extension and internal alterations.

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

S1. [WD/D/20/002427 ST OSMUNDS CHURCH OF ENGLAND MIDDLE SCHOOL, BARNES WAY, DORCHESTER, DT1 2DZ](#)

Replace existing boundary in wire with associated access gates and widening of footpaths.

S2. [WD/D/20/002346 68 MELLSTOCK AVENUE, DORCHESTER, DT1 2BQ](#)

Erection of Rear, first floor flat roof extension.

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

P1. [WD/D/20/002292 UNIT 3, PARKWAY FARM BUSINESS PARK, MIDDLE FARM WAY, POUNDBURY, DORCHESTER, DT1 3AR](#)

Change of use from B2 (industrial) to B2 (Industrial) ,B8 (storage and distribution) and E (shop). External works to building, add 113.5sm to first floor.

P2. [WD/D/20/002292 UNIT 3, PARKWAY FARM BUSINESS PARK, MIDDLE FARM WAY, POUNDBURY, DORCHESTER, DT1 3AR – Amended Plan / Description](#)

Change of use from B2 (industrial) to B2 (Industrial) ,B8 (storage and distribution) and E (shop). External works to building, add 113.5sm to first floor.

P3. [WD/D/20/002108 UNIT 1 AND UNIT 2 , PARKWAY FARM BUSINESS PARK, MIDDLE FARM WAY, POUNDBURY, DORCHESTER, DT1 3AR - Amended Plan/ Description](#)

Change of use of building 1 from D1 (non-residential institutions) to E (Commercial, Business and Service),B2 (General Industrial) and B8 (Storage or distribution) and change of use of building 2 from B2 (General Industrial) to E (Commercial, Business and Service),B2 (General Industrial) and B8 (Storage or distribution).

Agenda Item 7
Dorchester Town Council
Planning and Environment Committee 7 December 2020
Minute Update Report

1. Minute 28 (7 September 2020) Dorchester South Station

Network Rail have reconfirmed that the wall adjacent to Cromwell Road / Alfred Road will be replaced with chain link fencing. All correspondence has been forwarded to the MP for West Dorset, Chris Loder and a request has been made for support in the request that the brick wall be reinstated.

2. Minute 41 (2 November 2020) Dorset Council Car Parking Charges

The Dorset Council confirmed that it was proposed that any parking charges on a Sunday would be the same rate as the rest of the week.

3. Minute 44 (2 November 2020) Judge Jeffery's 6 High West Street Dorchester

The Dorset Council have an ongoing planning enforcement case, reference WD/ENF/18/00272. As a result of the case and one of the Dorset Council's conservation officers involvement, works to the property are being carried out. The case will remain open and monitored until we are satisfied with the condition of the building.

4. Minute 46 (2 November 2020) Planning Applications for Comment

E3. WD/D/20/002042 7 SOUTH WALKS ROAD, DORCHESTER, DT1 1ED
Change of use from (A3) private garage to a (A1) Delicatessen.

The following response has been received from the Case Officer in respect of the above application: *'The applicant has confirmed that no external alterations are proposed. The applicant also confirmed that they are only applying for an shop use on the site.'*

The Committee are invited to comment on the application.

Agenda Item 8
Dorchester Town Council
Planning and Environment Committee 7 December 2020
Planning Issues to Note

1. WD/D/20/001762 64 MONMOUTH ROAD, DORCHESTER, DT1 2DG

Recommended refusal by Dorchester Town Council 7 September 2020, approved by the Dorset Council 1 December 2020.

Extract from the delegated officer's report:

'The proposed development is considered to be in scale with the main dwelling and is not significantly larger than the existing garage. The proposed development would not have a detrimental impact on the visual amenities of the site or locality.... Concerns were raised with regards to the proposed annexe becoming separated from the host dwelling. A suitable condition is attached to this application to prevent this from happening.'