



## Dorchester Town Council

Council Offices, 19 North Square, Dorchester, Dorset DT1 1JF  
Telephone: (01305) 266861

For information about this agenda contact Georgina Wakely  
[g.wakely@dorchester-tc.gov.uk](mailto:g.wakely@dorchester-tc.gov.uk)

31 August 2022

**Agenda for the meeting of the Planning and Environment Committee** which will be held in the **Council Chamber, Municipal Buildings, Dorchester** on **Monday, 5 September 2022** commencing at **7.00pm**.

Steve Newman  
Town Clerk

### **Public Attendance and Speaking at the Meeting**

The meeting will be held under the Government's Living With Covid Guidance. If you wish to attend it would be very helpful if you could **notify the clerk by 0900 on the morning of the meeting** so that we can include you in our arrangements to keep you and other participants safe.

The Chairman has discretion to allow members of the public to speak at the meeting. If you wish to speak please let the Clerk know when advising of your attendance. 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 interests where appropriate. A Member who declares any interest must leave the room. A Member who declares a registerable interest as a Council nominee to a partner organisation may first address the meeting as a member of the public.

### **Membership of the Committee**

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

#### **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 August 2022.

#### **3. Proposal for the Introduction of a 20mph Speed Limit at Poundbury**

To discuss a proposal for new traffic management measures for Poundbury (Attached).

**4. Local Plan Update**

To note that the Dorset Council has revised its Local Plan Statement issued on 26 July 2022 as highlighted in the Dorset Campaign to Protect Rural England's response to the update issued by the Dorset Council (attached).

**5. Planning Applications for Comment**

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

**6. Minute Update Report**

To receive and consider the minute updates reported.

**7. 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**  
**1 August 2022**

Present: The Mayor (Councillor J. Hewitt) , and Councillors R Biggs, E.S. Jones, F. Kent- Ledger, D. Leaper, R. Major, R. Potter (Chairman), M.E. Rennie and R. Ricardo.

Apologies: Councillors T. Harries, S. Hosford and D. Taylor.

15. **Declarations of Interest**

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

16. **Minutes**

The minutes of the meeting of the Committee held on 4 July were confirmed and approved to be signed by the Chairman.

17. **Local Plan Update**

Members noted the update issued from Dorset Council on the 26 July 2022.

Members thanked Dorset Council for the update and welcomed more time to get the plan right for Dorchester and hope the exemption for housing land supply from neighbouring councils will be forthcoming.

18. **Master Plan Update**

The Chairman gave an update on the master plan, the next meeting to take place at 7pm on the 24 August.

It was agreed that the Chairman and Clerk would liaise with Jo Witherden to send out an update to members prior to the 24 August meeting.

19. **Planning Applications for Comment**

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

20. **Minute Update Report**

**1. Minute 9 – Planning and Environment Committee Held on 4 July 2022:  
Dorchester South Mid-Tier Accessibility Scheme – Consultation**

Members received an update from Dorset Council regarding Section 106 monies allocated to Dorchester South train station. The Committee noted and thanked Dorset Council for the update and hope the bid for DfT Access for All Funding is successful.

21. **Planning Issues to Note**

There were no planning issues to note.

**Dorchester Town Council**  
**Planning & Environment Committee – 1 August 2022**  
**Planning Applications for Comment**

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

**E1. P/HOU/2022/03937 8 Kings Road Dorchester DT1 1NQ**

Convert existing garage into annex for use of house providing additional accommodation for guests and family.

In principle - No objection.

Request annexe is tied to existing accommodation

**E2. P/FUL/2022/04328 12 Prince Of Wales Road Dorchester Dorset DT1 1PW**

Change of use from a Care Home to a single residential dwelling (use class C3). Remove rear extensions & amend rear single storey roof structure to flat roof throughout. Installation of 3no. roof windows to the east aspect main roof & create a new detached ancillary building within the rear grounds.

In principle - No objection.

Request for a tree to be planted in the front garden.

**E3. P/FUL/2022/04358 Garage Land off Ackerman Road Dorchester Dorset DT11 1NZ**

Erect 1 No. dwelling and create new vehicular and pedestrian access (demolish existing store).

No Objection – a welcome application to clear up an eyesore, especially the use of solar panels and other eco measures.

**North Ward (Councillor A. Canning and D. Taylor)**

**N1. P/FUL/2022/04354 7 & 9 Linden Avenue Dorchester DT1 1EJ**

Replace, raise & repair existing rear wall.

No Objection

**N2. P/FUL/2022/03964 13A High East Street Dorchester Dorset DT1 1HH**

Carry out external alterations to the existing building associated with the change of use of Flat A and Flat B to HMOs, including the installation of photovoltaic panels.

*(See Appendix 2).*

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

**W1. P/HOU/2022/04421 101 Damers Road Dorchester DT1 2LB**

Form a new vehicle access onto road and parking space to front of property.

Objection.

The Committee considered that the loss of a parking space within a residents' parking permit scheme zone, that already has a very limited number of parking spaces would have a negative impact on the existing residents and other people wishing to park in this area, meaning the neighbouring residents' amenity would be adversely affected. This would be contrary to policy ENV16 of the adopted local plan.

The Committee also questioned if the built drive complies with regulation for the size required for two cars and requested a better indication of allowances made for rain water run-off. Concerns were raised regarding the positioning of the pavement tree and the hazard this could create and the position of the street furniture

It is regrettable this is a retrospective application resulting in the loss of a garden.

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

**S1. P/MPO/2022/04220 Hancock House Brewery Square Weymouth Avenue Dorchester DT1 1WX**

Modification of S106 Agreement dated 9th November 2015 (as subsequently varied) and replacement of Affordable Housing Scheme 5 dated 15th March 2021 with Affordable Housing Scheme 6 - to enable the letting of the units within Hancock House to Essential Local Workers & their immediate families.

Objection.

The Committee objects to the modification of the S106 agreement as it will remove the opportunity to let these units from the Dorset Council housing register, it is important that these units are kept perpetuity for social housing. The Committee objects to point 3 under question 7 '*Prime Place, or a subsidiary thereof, to be added as an Approved Provider*', the units should not be under the control of a private landlord but kept with an approved provider of social housing.

**Poundbury Ward (Councillors R. Biggs, S. Hosford and D. Leaper)**

**P1. P/HOU/2022/04506 3 Chaseborough Square Poundbury Dorset DT1 3FA**

Erect rear single storey extension. Erect garage extension and part conversion.

No Objection

For information

**F1. P/CLP/2022/04514 3 Alexandra Road Dorchester Dorset DT1 2LZ**

Certificate of lawfulness to use property as a children's home with accommodation/facilities for staff.

*The above Certificate of Lawful Use Proposed has been received. You are being notified for information purposes only. (Dorset Council).*

The Committee requested that the clerk write to David Walsh at Dorset Council to request a discussion on Certificates of Lawfulness. The Committee felt the number of certificates being used was detrimental to the involvement of the elected representatives to address concerns and thus contrary to the democratic process.

- FI2. P/CLP/2022/00308 Flat 1 13A High East Street Dorchester DT1 1HH & P/CLP/2022/00309 Flat 2 13A High East Street Dorchester DT1 1HH**  
Certificate of lawfulness for a change of use from welling house (Class C3) to houses in multiple occupation (Class C4).



**POUNDBURY**  
*Community*

## Proposal for the Introduction of a 20mph Speed Limit

*“We are looking to encourage local communities to decide upon new traffic management measures for their areas at a local-level. These decisions can then be made efficiently and democratically, in the best interest of the local and wider community” – Dorset Council*



# Introduction

## Background

Residents of Poundbury are concerned over the lack of road safety in Poundbury –

- ***Traffic calming measures around high-risk areas such as schools and retail areas are either missing or ineffective;***
- ***The lack of signs and give-way markings at road junctions create unexpected dangers;***
- ***Excessive speed on residential roads is creating concern and impacting the quality of life within Poundbury;***
- ***Since April 2022 the Community Speed Watch group have reported 111 vehicles for speeding (36mph and above);***
- ***This concern over speeding is shared by our growing number of cyclists as well as pedestrians;***
- ***Poundbury continues to grow - with the North East Quadrant development bringing more traffic to the area;***
- ***Damers First School and the fantastic play area on the Great Field are also bringing more young children and parents into the area.***

These issues have been widely discussed within the community and we have considered a number of initiatives. This short document formalises *one aspect* of these discussions and is the basis for requesting Dorchester Town Council to consider supporting the introduction of a **20mph speed limit** across the main residential area of Poundbury.

We appreciate that Dorchester Town Council and Dorset Council both have a difficult job in ensuring that the *expected benefits of new speed restrictions exceed the costs*.

We also recognise that many of the costs / benefits *do not have monetary values associated with them* and the following factors are taken into account when considering speed limit requests:

- Accident reduction and accidented impact reduction;
- Impacts on walking and cycling within Poundbury;
- Congestion and journey time reliability for people travelling through Poundbury;
- Environmental, community and quality of life impact.

## Document Structure

This proposal is structured into the 4 sections that are used by Dorset Council to evaluate new Traffic Management Measures –

- 1) **Suitability** – is the introduction of the speed restriction be suitable for Poundbury?
- 2) **Cost** – would the proposal be financially achievable?
- 3) **Opinion** – do other residents agree that there is an issue in the area?
- 4) **Impact** – would the introduction of a restriction just move the problem to another area of Dorchester?

We have also included an appendix which provided relevant facts, figures, interesting ideas that have triggered discussion within the Poundbury community.

## Proposal Overview

We are requesting that Dorchester Town Council to support the introduction of a **20mph speed limit across the main residential area of Poundbury** and progress accordingly with Dorset County Council.

We submit this Proposal to Dorchester Town Council in good faith – as a discussion document that highlights the concerns of Poundbury residents and a workable proposal to alleviate some of those concerns.

## 1) Suitability

In this section of the proposal, we look at the suitability of a 20mph speed limit across the main residential area of Poundbury.

A key factor to consider on 'Suitability' is whether Poundbury matches the *Dorset Council Criteria* for a 20mph speed limit. The appropriate extract from their criteria is reproduced below –

### Urban speed management

#### Summary of speed limit criteria in urban areas

The table shows a summary of the criteria for various urban speed limits.

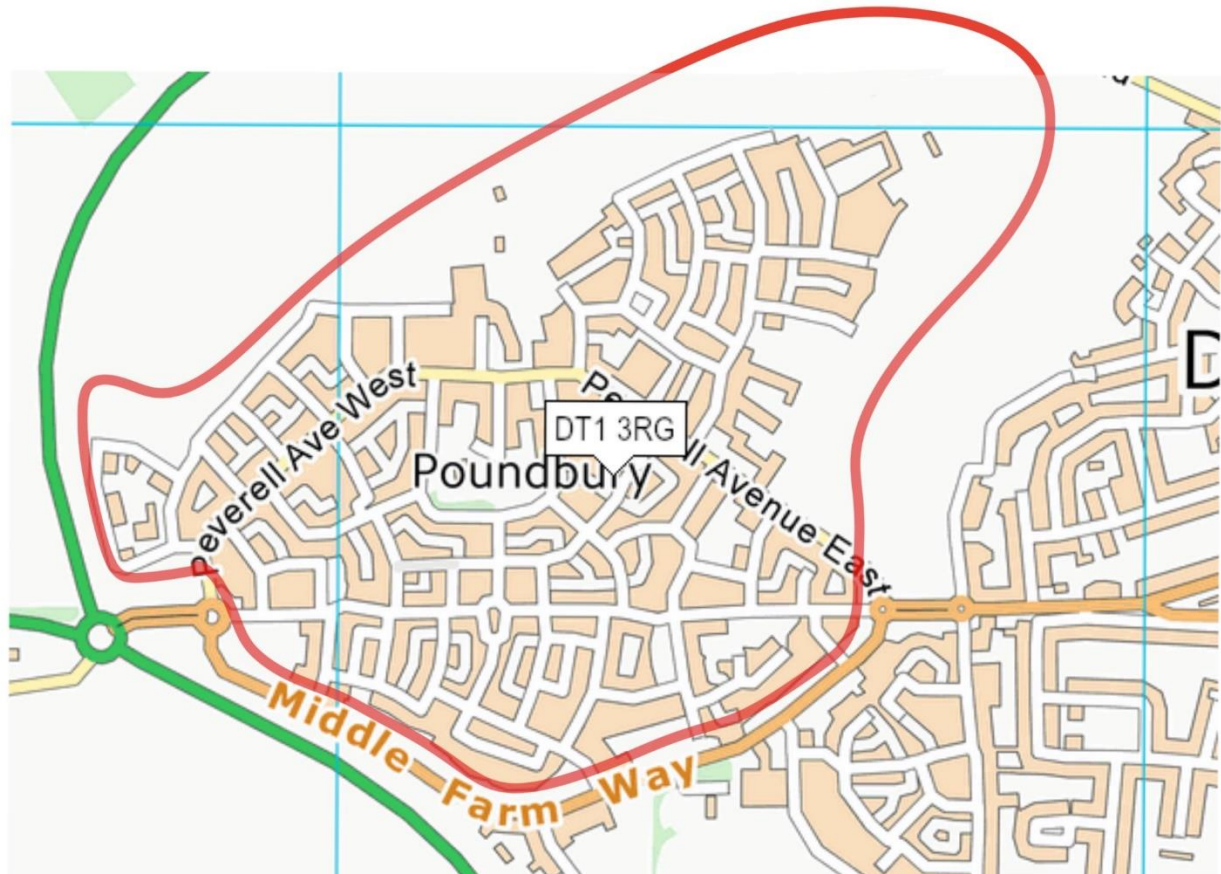
Speed limit (mph)	Where speed limit should be considered
20 (including 20mph zone)	In streets that are primarily residential and in other town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas, where motor vehicle movement is not the primary function.

***Poundbury satisfies the above criteria for a 20mph speed limit –***

- ✓ ***Primarily residential;***
- ✓ ***Pedestrian and cyclist movements are high;***
- ✓ ***Schools, shops, markets, playgrounds;***
- ✓ ***Motor vehicle movement is not the primary function.***

We recognise that there has to be a balance - any proposal must have minimal impact on those wishing to leave Dorchester and access the A35 / A37 via the 'Monkeys Jump' roundabout. For that reason, we propose that **Middle Farm Way** retains its current 30mph limit and provides a southern boundary for the new 20mph speed limit.

The area we would therefore recommend for the implementation of a 20mph restriction is shown on the map below (i.e. within red boundary) –



The salient points to consider are –

- Damers Primary School and its local high-risk areas are in the 20mph speed limit;
- The key access areas to the Great Field Children's Play Area are in the 20mph speed limit;
- The high collision risk area of Buttermarket is within the 20mph speed limit;
- Queen Mother Square with its four 'Russian Roulette' pedestrian crossing points are in the 20mph speed limit;
- The new pedestrian square in the NE Quadrant (Crown Square and area) will fall within the 20mph speed limit;
- The majority of the high-density residential area will fall within the 20mph speed limit. Poundbury Phase 1 could be added at a later stage if this initial implementation is effective and popular.

Consultation on social media has shown mixed feelings from the community over the road known as **Middle Farm Way** –

- Poundbury residents are unhappy that the excessive speed of traffic along Middle Farm Way which is regularly in excess of the current 30mph speed limit;
- However, this has to be balanced with the fact that this is the main route for exiting Dorchester onto the A35 and A37 via Monkeys Jump roundabout and a reduction in the speed limit may not be realistic;
- In terms of Pedestrian safety on Middle Farm Way –
  - The pedestrian pavements are set well back from the edge of the road – 20 metres from the kerb in places;
  - There are 4 crossing points – the major one is controlled by traffic lights and the other 3 have good pedestrian refuges in the centre of the road;
  - The junctions onto Middle Farm Way from Poundbury do have road markings – albeit worn out.
- If Middle Farm Way has its speed limit reduced to 20mph then each transit journey along that road would be increased by 32 seconds (0.6 mile – difference between 20 and 30 mph);

On balance, our view is that **Middle Farm Way retains its 30mph speed limit** but we should consider wider enforcement options;

Retaining a 30mph limit on Middle Farm Way should also ease congestion on the two busy residential roads Peverell Ave West and Peverell Ave East *i.e. through traffic will favour the higher speed limit on Middle Farm Way.*

Some final points on suitability –

- Poundbury is a fairly unique development where there are no road markings at junctions, bus stops, roundabouts, etc. This is an attempt to limit the amount of unnecessary road signs that usually clutter residential areas.
- If you combine this ‘uniqueness’ of no road markings with minimal road signs, then this could create confusion with motorists and delivery drivers. A 20mph speed limit would obviously allow more thinking time and a wider field of vision.
- We recognise that there are already some traffic calming measures in place across Poundbury – however, they are not always in the right place and are sometimes just ‘visual measures’ rather than physical deterrents (e.g. the speed ‘hump’ in Liscombe Street, outside the entrance to Damers School is a visual measure but it doesn’t actually enforce a speed reduction).

## 2) Cost

In this section of the proposal, we look at the high-level costs of a 20mph speed limit across the main residential area of Poundbury.

It is noted that as a community we have little appreciation of the costs of the legal changes required or the Council costs in considering / implementing this proposal.

However, there are three areas where we believe we can some sensible input into the costs of implementing a 20mph speed limit -

### Road Signage

For this proposal there are 6 roads that would require additional signage

- **8 x signs for *entering* a 20mph speed limit** and the corresponding ....
- **8 x signs for *exiting* the 20mph speed limit** (i.e. 30mph signs).

Some additional 'repeater' signs may be required but obviously the specialists at the Councils are better qualified to say 'where / how many'.

In some locations there are existing lampposts which may be suitable for positioning the additional signs.

### Community Awareness

If a 20mph speed limit is implemented, then as a community we would work with the Councils to ensure all residents are aware of the changes. As a community we could ensure –

- Appropriate information is published across the Poundbury social media platforms;
- Car stickers promoting the new 20mph limit would be distributed to residents of Poundbury;
- Flyers are distributed around the community informing residents of the changes etc.

Printing costs and distribution costs of this community awareness material would be borne by the local residents.

## **Speed Limit Enforcement**

There is already a level of community involvement in speed limit enforcement – the Community Speed Watch Group has been in operation since April 2022 . This week our volunteers were monitoring speeds along Middle Farm Way.

The monitoring to date has been restricted to three sites –

- Middle Farm Way
- Peverell Avenue West
- Peverell Avenue East

Obviously, this is not full-time monitoring. Since April 2022 to July 2022 -

- 111 vehicles have been reported for travelling in excess of 36mph.

We anticipate this level of support would continue – monitoring against the new 20mph limits and existing 30mph limit on Middle Farm Way.

### 3) Opinion

The following section highlights the views of residents from Poundbury social media platforms. The majority of comments have been very supportive –



**Tina Chubb**

Thanks for picking this up and trying to make poundbury safer for our children

6 d Like Reply



**Rebecca Morgan-Doak**

Super work! Well done for taking this on!

6 d Like Reply



**Jamie Faulkner**

This is fantastic, thanks Graham 😊 Something else you could consider is the environmental impact of reducing speed - less emissions which is a benefit for built up, residential areas. This has been widely introduced in London with the ULEZ neighbourhoods

6 d Like Reply



**Sarah Ping**

Thanks for sharing this [Graham Vingoe](#) - have sent you a message 😊

6 d Like Reply



**James Wilson New**

A blanket 20mph would be good especially considering the nature of poundbury and its absence of any kind of road marking. It would be helpful to have some kind of plan regarding parking. People park in the most dumbass places without no consideration for anyone. I wonder whether they are entirely brain dead when cars are parked around the Buttermarket and stuck out into the road.

Its fair enough implementing all of this but who's going to enforce it? Seems if everyone's doing over 30 now. What's going to change that even with a change of speed limit.

6 d Like Reply





**John Morley**

Graham - Agree very much with your approach - focus on one thing and we stand a chance of success. Happy to help you hone your proposal. You know where I am!

5 d Like Reply

[View 1 reply...](#)



**Nick Morgan**

Just to add my support for your campaign. I've been saying since the first Poundbury fatality that it will only be a matter of time before it happens again and the Duchy will once again have blood on it's hands. The amount of speeding and reckless driving in Poundbury is a serious concern. Only tonight on my way back from Waitrose I witnessed a youngster in a white BMW doing well in excess of 45mph around Woodlands Crescent. There are many things wrong with the roads of Poundbury but the speeding issue is something that needs urgent action and I applaud your most laudable campaign.

5 d Like Reply



**Tina Cooper**

I have the data in black and white in my hand with the times and dates that all speeding motorist that were caught by the police employed safety officers with the speed gun's speeding in the road's that andy Andy Dickman has stated from May this year to July not one motorist was doing under 30 miles per hour and one was caught doing 48 miles an hour at 8.56 am by the school which is unbelievable and he has been caught twice in the same place, so my campaign continues !!

5 d Like Reply

***The last comment is from the mother of the teenager who was killed in a road traffic accident on Poundbury – her message highlighting someone caught speeding at 48mph near Damers School as children were going into school.***

Circa 100 comments and the numerous replies can be found on the Poundbury Community Facebook page.

As to be expected, not all comments were supportive –

- Several residents highlighted that poor parking is also a major issue on Poundbury – giving limiting visibility at road junctions, etc. Our considered response is that a reduction in speed from 30mph to 20mph will not alleviate the poor parking but it -
  - promotes a wider field of vision for motorists;
  - gives motorists more thinking time and reduces the required braking distance.
- Three residents highlighted the importance of Middle Farm Way and argued that it should remain at the current legal limit of 30mph. On balance this is probably appropriate given the design and nature of the road. Therefore, this proposal excludes Middle Way Farm from the 20mph speed limit.

## 4) Impact

In this section we consider the impact of implementing a 20mph speed limit in the main residential area of Poundbury-

### Through Traffic

**Through traffic would not be impacted.** The main route connecting Dorchester and Monkeys Jump roundabout would remain at a limit of 30mph. This is the route known as Middle Farm Way.

**Fire Engines** going from Poundbury into Dorchester would also use Middle Farm Way and would not enter the 20mph speed limit.

**Ambulances** heading to and from the Dorchester Hospital via Monkeys Jump roundabout would not enter the 20mph speed limit and would also use Middle Farm Way.

### Residential Areas in Poundbury

There are four potential black spots that would be included in the proposed 20mph speed limit –

**Damers School** and the surrounding area where parents drop-off and collect children;

**Queen Mothers Square** (Retail, Hotel, Garden Centre, Cafes, etc) This area has a high percentage of pedestrian traffic with 4 very unusual road crossings. They have been christened 'Russian Roulette' crossings as neither motorists nor pedestrians have a clear understanding of who has right of way;

**The Buttermarket** – as one resident commented during our social media discussions 'it's an accident waiting to happen'. Note the one fatality in Poundbury was on a side road in close proximity of The Buttermarket;

**Crown Square** (NE Quadrant) – this is a pedestrian area under still under development. If it is as successful as other Poundbury retail locations, then it is appropriate to consider a 20mph speed limit around it.

### Other parts of Dorchester / Poundbury

It is understood that other parts of Dorchester / Poundbury could be considered as potential areas for the introduction of a 20mph speed limit.

For this initial proposal **we have kept the scope limited and therefore cost effective.** If other residential areas such as Poundbury (Phase1) were interested in adopting a 20mph speed limit then this proposal can be provided as a template.

## Appendix A (Reference Material)



Extract from the ROSPA 20mph Speed limits and Speed Limits Factsheet -

***In 2019, 817 people were killed, 20,885 were seriously injured, and 91,153 were slightly injured in reported road collisions on built up roads in Great Britain.***

A large proportion of these collisions occurred on residential roads, ***with 121 deaths on B roads in built-up areas and 280 deaths on other minor roads in built-up areas.***

Speed significantly increases the chance of being injured in a collision. Research has shown that the risk of death for pedestrians struck by cars increases at higher impact speeds, although the exact risk levels varied between the studies. One of the first studies of pedestrian injury and car impact speed<sup>3</sup> found that at 20mph there was a 2.5% chance of being fatally injured, compared to a 20% chance at 30mph.



## 20's Plenty Movement

The '20's Plenty' movement has made huge progress in the last 12 months:

- The Welsh Government is developing its plan to set a national 20mph limit for urban and village roads by 2023.
- The Scottish Government has pledged to make 20mph the norm in Scottish places by 2025.
- In May, the Spanish Government set a national urban 30km/h limit.

And as part of the World Health Organization's Global Road Safety Week in May of this year the sole focus was 20mph and 30km/h urban limits. All over the world, activists, communities, politicians, road safety professionals and NGOs like Brake, were calling for these life-enhancing and preserving limits. And the UN has also endorsed 20mph limits in its "Decade of Action for Road Safety" Global Plan where it makes the statement:

"IN DENSELY POPULATED URBAN AREAS, THERE IS STRONG EVIDENCE THAT EVEN THE BEST ROAD AND VEHICLE DESIGN FEATURES ARE UNABLE TO ADEQUATELY GUARANTEE THE SAFETY OF ALL ROAD USERS WHEN SPEEDS ARE ABOVE THE KNOWN SAFE LEVEL OF 20MPH. FOR THIS REASON, IN URBAN AREAS WHERE THERE IS A TYPICAL, PREDICTABLE MIX OF ROAD USERS (CARS, CYCLISTS, MOTORCYCLISTS, AND PEDESTRIANS), A MAXIMUM SPEED LIMIT OF 20MPH SHOULD BE ESTABLISHED, UNLESS STRONG EVIDENCE EXISTS TO SUPPORT HIGHER LIMITS."

## Research on Emissions –

The Institute for Welsh Affairs (IWA) recommend a national default 20mph limit in its Decarbonising Wales report. IWA cite –

- a 12% reduction in gear changes,
- 14% reduction in braking,
- 12% saving in fuel use and transport emissions in residential areas.
- 20mph emissions are reduced due to less acceleration between braking in urban stop/go driving.
- Getting a vehicle to 30mph takes 2.25 times more fuel (than to 20mph).
- Toxic diesel emissions are very much lower.
- ***20mph limit is equivalent to taking half the petrol cars off the roads.***



**PRESS RELEASE: RESPONSE TO DORSET COUNCIL LOCAL PLAN CABINET UPDATE 26TH JULY**



10th August 2022 - updated

Dorset CPRE and Dorset Deserves Better alliance ask for more community consultation as Dorset Council delays Local Plan

Press release

**Dorset Council (DC) has secured extra time to prepare its new Local Plan. Dorset CPRE and Dorset Deserves Better welcome this and call on the Council to use this time to consult and work openly with communities on a Local Plan that responds to local people’s concerns, priorities and needs.**

[DC’s statement to Cabinet on 26 July](#) indicates that they will take more time to consider the new Local Plan for Dorset. The government has agreed the Council’s request to extend the deadline to 2026. The Dorset Local Plan will set the pattern of housing and other development for the next 15 years.

Dorset CPRE and Dorset Deserves Better welcome the delay and the Council's aim to secure protection for Dorset from speculative development in the meantime. The removal of the "duty to cooperate" with neighbouring authorities also means it does not now need to make up for a shortfall of homes from the Bournemouth, Christchurch and Poole area.

The Council's statement summarises the key messages it received from the unprecedented 9,000 responses to consultation on the first draft Local Plan. Local people said loud and clear they want a Local Plan which delivers:

- The right development in the right places, and of the right quality.
- Lower housing numbers based on recent data, not the out-dated assumptions currently used.
- More truly affordable homes, social homes and affordable rental properties for Dorset's working families and young people.
- Protection for Dorset's unique natural environment and Greenbelt.
- Action on the Climate and Ecological Emergencies.
- Necessary infrastructure including public transport, health and education services, and utilities.

Dorset CPRE shares our communities' concerns and priorities. These set a mandate for Dorset Council to develop a genuinely local approach to the Local Plan for Dorset, including the key issues of housing numbers, locations and affordability.

We look forward to DC discussing with communities what housing numbers and locations they now have in mind. The Council's reference to "more focus on new or significantly expanded settlements to help deliver the longer-term growth needs of Dorset" will ring alarm bells in some communities, particularly given concern regarding the 3,750 homes proposal for North Dorchester. DC referred earlier this year to 22,000 houses as against the earlier DC target of up to 39,000. This independent lower estimate of Dorset's genuine and sustainable needs over the Local Plan period was supported by Dorset CPRE, Dorset Deserves Better and many communities. Since then, population projections have fallen further.

DC now say that Dorset can be a pilot for a new national approach to local plans, including "national development management policies" and "streamlined processes". It will be vital that national systems do not contradict local communities' needs and priorities. **10th August update: The DC statement has been corrected after a spokesperson for the Department of Levelling Up Housing and Communities (DLUHC) said that no such an agreement had been made and that Dorset had merely 'asked' it if it could change the rules. Dorset Council's revised statement now reads: 'We have asked for Dorset to be a pilot for a new national approach to local plans being introduced through revised national policy and legislation.'**

Peter Bowyer, Chair of the Trustees of Dorset CPRE, says "We call on the Council to listen to our communities and stand up for the priorities and concerns that local people clearly expressed in consultation on the first draft Local Plan. We look forward to joining with local communities and councils, and with the Dorset



Deserves Better partnership, in a positive and constructive discussion with the Council about the Local Plan that Dorset wants and needs”.

Giles Watts of the Dorset Deserves Better Campaign said “We welcome Dorset Council’s announcement which supports many of the issues we have been asking for. We applaud the council’s decision to listen to the concerns of local people and change direction in a way which we believe will be very positive for the future of Dorset. Nevertheless, we still have some concerns over the lack of emphasis on brownfield developments first and the impact of new greenfield developments on infrastructure and the natural environment. We believe that rewriting the Local Plan is a huge opportunity for the Council to progress a radically different and exciting vision of the future based on renewable energy, green jobs, care for the natural environment and, ultimately, supporting the needs of the people of Dorset. We hope that Dorset Council will now work with us to help create and deliver this new vision for our future”.

**Dorchester Town Council**  
**Planning & Environment Committee – 5 September 2022**  
**Planning Applications for Comment**

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

- E1. P/HOU/2022/04841 26 Casterbridge Road Dorchester DT1 2AQ**  
Replace an attached Garage/Store with a new two storey side extension and single-storey rear extension. Mandeep 26/08/22
- E2. P/FUL/2022/04718 12 Gatcombe Close Dorchester Dorset DT1 2AW**  
Change of use of dwelling to form mixed use as dwelling (C3) & childminding (D1).
- E3. P/VOC/2022/04730 22 Balmoral Crescent Dorchester DT1 2BW**  
Erect two storey side extension (Variation of Condition No. 2 of Planning Permission No. P/HOU/2012/01755 to amend the approved plans to allow alternative materials).
- E4. P/HOU/2022/05168 10 St Georges Close Dorchester DT1 1PG**  
Erect single storey extension.
- E5. P/VOC/2022/05173 2B and 2C Salisbury Street Dorchester DT1 1JU**  
Demolish redundant former garage/workshop and erect two dwellings. Modify existing vehicular accesses.  
(without compliance with condition 9 & with variation of conditions 1, 4 & 7 of planning permission WD/D/18/002487 - to amend approved plans).

**North Ward (Councillor A. Canning)**

- N1. P/FUL/2022/04367 & 04368 (Listed Building Consent) 48 High West Street Dorchester Dorset DT1 1UT**  
Change of use and conversion of building to 4 No. residential apartments.
- N2. P/LBC/2022/03587 39 Glyde Path Road Dorchester Dorset DT1 1XE**  
Install replacement front and rear entrance doors and repair windows.
- N3. P/FUL/2022/04634 45-46 South Street Dorchester Dorset DT1 1DQ**  
Create a new front entrance. Install rear dormers.
- N4. P/LBC/2022/04955 Second Floor Flat 4 High East Street Dorchester DT1 1HS (Listed Building Consent)**  
Replace lead gutter to the principal North aspect roof slope.
- N5. P/LBC/2022/02877 39 South Street Dorchester Dorset DT1 1DF (Listed Building Consent)**  
Strip and re-cover roof slopes, and repair front dormer.  
Carry out re-pointing to front elevation. Re-point and repair stonework to rear elevation.
- N6. P/HOU/2022/05339 9 Normandy Way Dorchester Dorset DT1 2PP**

Replace existing rear conservatory with lean-to rear extension forming boot room and garden room.

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

**W1. P/OUT/2022/04507 4 Maumbury Road Dorchester DT1 1QW**

Change of use and extension to existing Light industrial buildings E(g) to create 10 managed workspaces to ground floor and 4 two bed serviced flat units to first floor. Partial demolition of rear buildings. (Outline application to determine access, appearance, layout and scale).

**W2. P/HOU/2022/05085 84 Coburg Road Dorchester DT1 2HR**

Erect Two-storey side extension, new flat roofed main entrance porch. Remodel the rear structures.

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

**S1. P/FUL/2022/04510 St Osmund's Church Of England Middle School Barnes Way Dorchester DT1 2DZ**

Remove 8no. timber-framed single glazed high level window units and replace with powder-coated aluminium double-glazed units. Replace timber door with powder-coated door.

**S2. P/FUL/2022/04457 Dorchester Town Council Pavilion And Recreation Ground Weymouth Avenue Dorchester DT1 2RZ**

Installation of solar panels to the existing roof.

**Poundbury Ward (Councillors R. Biggs, S. Hosford and D. Leaper)**

**P1. P/HOU/2022/04873 38 Holmead Walk Poundbury Dorchester DT1 3GE**

Erect Two Storey Rear Extension and Internal Alterations.

**For information**

**FI1. P/PACD/2022/04548 Museum Store Colliton Street Dorchester**

Change of use from Commercial, Business and Service to 1no. dwellinghouse (Class C3).

*"You are being notified for information purposes. This application is not a planning application but a request for the Council to determine whether or not Prior Approval is required for the proposal."* Dorset Council

**FI2. P/PALH/2022/04556 32 Mellstock Avenue Dorchester Dorset DT1 2BQ**

Erect rear an extension: To extend 5.30 metres beyond the rear wall of the original dwelling house: maximum height 2.90 metres : height to eaves 2.90 metres.

*"You are being notified for information purposes. This application is not a planning application but a request for the Council to determine whether or not Prior Approval is required for the proposal."* Dorset Council

**FI3. P/NMA/2022/04765 5 Caernarvon Close Dorchester DT1 2EH**

Non material amendment to planning permission P/HOU/2021/05743 to erect single storey side and front extension with air conditioning unit over and two storey extension to reduce the length of the single storey extension and form a cropped hip.

**FI4. P/NMA/2022/04810 23 Alfred Road Dorchester Dorset DT1 2DW**

Non-material amendment to Planning Permission No. P/HOU/2022/00855 to replace existing window to extension with doors onto garden.