



# DORCHESTER TOWN COUNCIL

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**Adrian Stuart, Town Clerk**

25<sup>th</sup> March 2014

Dear Sir or Madam,

**A MEETING** of the **PLANNING AND ENVIRONMENT COMMITTEE** will be held in the **COUNCIL CHAMBER, MUNICIPAL BUILDINGS, DORCHESTER** on **MONDAY 31<sup>st</sup> MARCH 2014** commencing at 7.00pm.

I hope that it will be convenient for you to attend.

Yours faithfully,

Town Clerk

## **Public Rights to Speak**

If any member of the public wishes to speak at this meeting they may be allowed to do so at the discretion of the Chair. It would be helpful if anyone who wishes to address the Committee made their desire known to the Chair before the meeting starts: anyone allowed to speak will be expected to confine their comments to the matter in hand and to be as brief as is reasonably possible.

## **Declaration of Interests**

Members are reminded that the Code of Conduct requires Members to declare pecuniary interests or disclosable non-pecuniary interests where appropriate. A member who declares a disclosable pecuniary interest defined by the Code must leave the room unless a suitable dispensation has been granted. A Member who declares a disclosable non-pecuniary interest may take part in the meeting and vote.

## **AGENDA**

- 1. APOLOGIES FOR ABSENCE**
- 2. MINUTES**

To read, confirm and sign the Minutes of the Committee held on 3<sup>rd</sup> March 2014 (adopted by Council on 25<sup>th</sup> March 2014).

- 3. MINUTE UPDATE REPORT**

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

#### **4. PRESENTATION FROM THE ENVIRONMENT AGENCY AND DORSET COUNTY COUNCIL**

To welcome Steve Malpass from the Environment Agency and Brian Richards, Flood Risk Manager, Dorset County Council who will provide an update on progress being made in respect of flooding issues in Dorchester.

#### **5. PARKING IN THE QUEEN'S AVENUE AREA**

To consider the report (attached) outlining the issues raised about parking in the Queen's Avenue area (including Clarence Road and Lime Close) and to decide whether to request Dorset County Council to introduce additional parking restrictions.

#### **6. PLANNING APPLICATIONS FOR COMMENT**

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

#### **7. REVIEW OF WEST DORSET DISTRICT COUNCIL'S PLANNING APPLICATION REQUIREMENTS CHECKLIST**

West Dorset District Council and Weymouth and Portland Borough Council previously adopted their local validation requirements for planning applications, alongside the national validation requirements set out in The Town and Country Planning (Development Management Procedure) Order 2010. The introduction of these requirements enabled decisions to be delivered more speedily by ensuring that all applications are accompanied, at the submission stage, by the relevant and appropriate information. The location validation checklist is now being reviewed to ensure that it is up to date and reflects current national and local planning policies that may have changed.

The Planning and Environment Committee is asked to comment on the revised local validation checklist (Section B in the full checklist) that, once finalised and adopted, will relate to all planning applications submitted to West Dorset District Council and Weymouth and Portland Borough Council. A summary of the changes between the old and new checklist is attached.

The full details of the consultation are available on DorsetForYou:

<https://consultationtracker.dorsetforyou.com/00,consultation,11873,330,00.htm>

#### **8. WEST DORSET DISTRICT COUNCIL**

##### **Decisions on Planning Applications and Withdrawn Applications**

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

#### **9. URGENT ITEMS**

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

## **Planning and Environment Committee – 31 March 2014**

### **Minute Update Report**

1. **Minute 4/13 (3 June 2013)**

#### **ROAD SAFETY – VICINITY OF DORCHESTER MIDDLE AND THOMAS HARDYE SCHOOLS**

An extremely busy meeting, hosted by Dorset County Council, took place at Thomas Hardy school. A wide range of suggestions/opinions/complaints were collated and DCC officers have since met with Councillor Trevor Jones to discuss what might be feasible from these and the constraints that the area will impose on what can be done. DCC hope to devise some sort of scheme that may involve school bus routes/parking, junction improvements and removal/inception of parking measures. They are also planning to get speed data for some of the roads that were highlighted at the meeting. DCC will consult with the Town Council when they have a plan.

2. **Minute 62.1/13 Budget Issues (3 February 2014)**

The Committee Clerk met with PCSO Sarah Pilcher on 11 March 2014 and discussed the Town Council's possible financial involvement in the Community Speed Watch Scheme.

At present, Dorset Police has sufficient 'Kits' to cope with the demand in Dorchester Town and there is no waiting list for 'Kits'.

PCSO Pilcher will advise her colleagues that the Town Council has resources to commit to the Scheme if required and PCSOs will continue to promote the Scheme in the Town.

For information, residents in Herrington Road have applied to take part in the Scheme and they have now been vetted by Dorset Police and are about to undergo training.

This is the first area to request participation in the Scheme in Dorchester.

Details will be included in the Town Council's next Newsletter.

3. **Minute 73.1) and 3)/13 (3 February 2014)**

Tree works applications WD/CA/14/0007 and WD/TP/14/0008 have both been withdrawn.

#### **Minute 73. 2)**

With regards to the request to West Dorset District Council for a site visit, the suggestion is that if this applicant submits further applications, the Town Council should approach the applicant direct to view the trees in question and discuss any issues with them.

4. **Minute 79.c)/13 (3 March 2014)**

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

Update from Network Traffic Control, Dorset County Council:

DCC recently had a Car Park Guidance software upgrade where the Consultant left out some historic changes which DCC had made to the system. This had the effect of showing some erroneous counts. This problem was rectified early in March and the car parks are counting correctly now. There will always be one or two anomalies which will see maybe a difference of a couple of vehicles. DCC account for that by resetting the figures overnight and by showing the car parks full when they reach around 98% capacity.

DCC are having some additional detector loops cut in the carriageway at Durngate Street which should improve the counts at that car park.

Regarding Bridport Road, there are 2 type of signs, directional and information. This sign is for information and advises that Top O'Town Car Park is on the left and Town

Centre parking ahead. If this sign was "directional" it would have an "arm" for Bridport Rd, then "stub" arms for Barrack Rd and Poundbury, then a longer arm for the car park itself.

DCC will keep the Town Council posted of any significant changes.

5. **Minute 82/13 (3 March 2014)**

**DORCHESTER TRANSPORT AND ENVIRONMENT PLAN**

Once formally invited by Dorset County Council to lead on the public engagement for DTEP, the Town Clerk will produce a report to the next meeting of this Committee identifying options for how the Town Council might ensure that there is focussed consultation with a representative group of residents, and wider consultation with the business community and all residents in the Town.

6. **Minute 83/13**

**Decisions on Planning Applications**

Dorchester District Councillors have been updated on the action being taken by WDDC planning officers with regards to the state of the buildings, inappropriate signage and other environmental protection issues in High East Street.

7. **Minute 83.1)/13**

West Dorset District Council was asked if an officer could give a presentation (perhaps as a training session) to Planning and Environment Committee members about planning enforcement, Listed Buildings and the Conservation Area. Unfortunately, WDDC has advised that it does not have the staff resources to send officers to individual Town and Parish councils for training purposes.

8. **Minute 83.2)/13**

West Dorset District Council was asked to check that businesses in the Town were operating with the appropriate planning permissions. In reply, the District Council has advised that checking the planning status of every business in Dorchester Town Centre is not an effective use of planning officers' time.

9. **Minute 84/13**

**Post Box Monmouth Road**

The Royal Mail is looking into the Town Council's enquiry about the possible closure of post boxes in Dorchester.

# **Dorchester Town Council**

## **Report to Planning and Environment Committee – 31 March 2014**

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

#### **Introduction**

The Planning and Environment Committee has been made aware of a number of parking issues in the Queen's Avenue area and has been waiting for Dorset County Council to re-open its ranking and prioritisation process for new parking restrictions, in 2014, before considering the position further.

#### **Recommendation**

That the Planning and Environment Committee considers the issues raised about parking in the Queen's Avenue area (including Clarence Road and Lime Close) and decides whether to request Dorset County Council to introduce additional parking restrictions.

#### **Background**

In September 2012, following representations made by local residents, the Town Council's Traffic Panel recommended that Dorset County Council be requested to consider introducing parking restrictions in Queen's Avenue for either two or four hours maximum stay and this recommendation was supported by the Planning and Environment Committee at its meeting on 21 October 2012.

At that time, the Committee was advised that Dorset County Council had allocated all of their budget for new parking restrictions for 2012/13 and subsequent to that, the Council was informed by Dorset County Council that no new Traffic Regulation Orders were to be introduced in 2013/2014. The Committee therefore took the view that it would defer any consultation on parking issues in the Queen's Avenue area until closer to 2014/2015.

In the intervening period, the Committee has been approached by more residents about the ongoing parking problems in Queen's Avenue and also in Clarence Road and Lime Close. Resulting from this, in January 2014, the Committee agreed to include Clarence Road and Lime Close in any consultation about parking issues in the area.

On 20 February 2014, the Town Council hosted a drop in session for local residents, which was well attended, to gather more information about the parking problems in the area and to canvas view on possible options for improvement.

The possible options proposed were:

#### **OPTION 1**

The continuation of double yellow lines on the southern side of the eastern end of Queen's Avenue (i.e. to the east of the Clarence Road junction)

The continuation of double yellow lines on the southern side of the western end of Queen's Avenue (i.e. to the west of the Clarence Road junction)

## **OPTION 2**

A single yellow line on the southern side of the eastern end of Queen's Avenue (i.e. to the east of the Clarence Road junction) with a timed restriction of 8am to 5pm (requiring signage every 60 meters)

A single yellow line on the southern side of the western end of Queen's Avenue (i.e. to the west of the Clarence Road junction) with a timed restriction of 8am to 5pm (requiring signage every 60 meters)

## **OPTION 3**

Marking both sides of the eastern end of Queen's Avenue (i.e. to the east of the Clarence Road junction) with parking bays with a four hour limit (requiring signage every 30 metres)

Marking both sides of the western end of Queen's Avenue (i.e. to the west of the Clarence Road junction) with parking bays with a four hour limit (requiring signage every 30 metres)

The comments made on these options are attached as Appendix 1. Details of problems experienced by residents in the area are included in Appendix 2.

Additionally, a number of photographs, illustrating the parking situation, have been received as were several letters and emails and a summary of these is attached as Appendix 3.

## **Key Issues**

All requests for new traffic management measures must be channelled through the Town Council and when Dorset County Council receives requests, it will consider the proposals carefully before making any final decisions.

Priority is given for new restrictions at sites where there are a number of recorded collisions.

In the current financial climate, Dorset County Council is only able to introduce a very small number of new measures in comparison to years past.

## Queen's Avenue Parking - Comments from Drop In Session – 20 February 2014

### Suggestions for improving the parking situation in Queen's Avenue and surrounding roads

1. Allow parking on ONE side of Queen's Avenue, with time limitation, (Agreed)  
  
NB. If ONE side parking is allowed – consider that leaves tend to accumulate on the north side (prevailing wind!). North parking precludes leaf and gutter clearance in season!
2. A 2hr restriction in Lime Close would help residents who find it difficult to get out of their drives, not to mention the fact that current parking leaves 1 narrow lane to exit or entrance the Close
3. Permit parking on one side of the road only. Edward Road, Coburg Road, Queen's Avenue, Clarence Road. This for residents and visitors.
4. Implementation of Option One please. (Letter left)
5. How about a proper access road from the By Pass up to Thomas Hardye's – maybe even to the hospital.
6. Some restriction on LONG TERM parking. There are cars today (20.2.14) outside Nos 16 and 20 which have been unmoved for nearly 2 weeks.
7. Option 3 for Queen's Avenue is the only acceptable option. The other options limit the possibility of parking temporarily outside our house (37 Queen's Avenue). The only option otherwise is for free parking elsewhere.
8. SAFETY: A child will get knocked over soon (especially at school times). Only one lane of traffic, regular road rage and speedy cars and lorries. OPTION ONE must be implemented.
9. OPTION ONE: The extension of double yellow lines on the south side of Queens Avenue, west from Lime Close would assist residents to emerge safely from Lime Close and Melcome House. The removal of the tree at the junction would be a bonus!
10. Queen's Avenue: Either Option 1 or 2. Option 3 would be useless.  
Clarence Road: Similar proposals required as we cannot get out of drive and the parked cars are a danger to people crossing.
11. Option One. Continuation of double yellow lines before a child gets knocked down and so that as a resident I can actually get on to my drive.
12. Western end of Queen's Avenue with restriction to parking south side only.
13. Not Option 1 – too heavy handed. We would prefer Option 2. Safety to get out of our drive on the south side is imperative.
14. Double yellow lines just on the corner of Lime Close and Queen's Avenue – dangerous to get out of Lime Close at present. Also double yellow lines round corner going into Lime Close – cars park all round at present – this is at T junction

within Lime Close.

15. Problems relate directly to Hospital staff parking on street. Every time new restrictions are introduced the problem moves a little further away. Particularly noticeable with Coburg Road which is now normally clear, but drove the parked cars to Clarence Road. All roads locally will continue to be affected (unless marked with double yellow lines) until adequate staff parking is provided at the hospital.
16. Hospital staff parking is one of the main instigators of our problem – I completely agreed with 15. above.
17. Specific corner problems e.g. Lime Close into/from Queen's Avenue need double yellow lines to enable proper safe vision/visibility for those entering and existing – but too all of this situation in/around Queen's Avenue is a feature and function of Dorchester's traffic and transport and environment problems, albeit all too often seen by officialdom as just confined to a few streets/roads right in the middle of Dorchester i.e. dealt with so poorly by DTEP! And made worse by WDDC building its HQ on a major part of the Charles Street car park, selling off Stratton House car park and raising (shortly still?!) Fairfield car parking charges.
18. Create parking restrictions for Clarence Road and Queen's Avenue, allowing parking all day except from 3-4pm. That method does not deter shoppers and other visitors to the town – non short term parking for hospital visitors but effectively restricts all day parking for hospital staff and commuters.
19. Option 2 for Queen's Avenue looks a reasonable compromise.
20. No cycling signs along Queen's Avenue.
21. 'NIMBY and not too near my driveway'. By splashing more yellow paint down Queen's Avenue, extending restrictions along length of Clarence Road, imagine what Castle Park will become – Dorchester's biggest car park. You can only move problems, not solve problems!
22. South side of Queen's Avenue needs restriction, double yellow eastern end. Single yellow/time restriction western end. Some restriction in Lime Close otherwise parking already problematic, will simply be displaced!
23. Option 1 seems best possible answer.
24. Corner of Queen's Avenue and Lime Close is very dangerous for emerging traffic. Suggest yellow lines continue along south side of Queen's Avenue so parking only allowed on one side.
25. OPTION ONE is the best option This is the only one that will allow 2 way traffic along the whole road. At present, there are no problems at the Weymouth Avenue end of Queen's Avenue because it has two way traffic.
26. Being a resident in a flat in Lime Close, the only parking I have is outside my flat. The garages that come with the flats are not big enough to get a modern car in. Any restriction in Lime Close would I feel penalise me. It only gets busy on market day, most days there are only a few cars parked up and down the Close.



## Queen's Avenue Parking - Comments from Drop In Session – 20 February 2014

### Problems currently being experienced in Queen's Avenue and surrounding roads

1. Clarence Road car parking creates problems – residents leaving their drive onto Clarence Road cannot often have clear access due to cars parking either side of vehicle entrance.  
2 hour vehicle count on Friday 14 February (2014): 927 vehicles counted between 3-5p. This is a residential road!
2. Residents of 8, 10, 12 + 1 Maidens Castle Road are experiencing problems with vehicles parking either side of driveways – just off bend from Weymouth Avenue where vehicles are accelerating. There have already been 2 near miss head on collisions + a child on the pavement was almost hit because of blocked view. Any restrictions introduced in Queen's Avenue will have a knock on effect in Maiden Castle Road (as has already happened – Edward Road – Coburg Road – Queen's Avenue).
3. Residents attempting to leave their drive are experiencing extremely dangerous conditions in Clarence Road due to the close proximity that cars are parked either side of our drives. Children are regularly endangered going to and from school due to double parked vehicles.
4. Problem for resident at 7 Clarence Road because of parking both sides of the road. I have a very narrow entry to the property with no possibility of turning my car round. I therefore have to back out. Parked vehicles, particularly vans, obscure sight lines, making it difficult and dangerous to get into the road. Restricting parking to one side of the road would be helpful (or having alternate areas for parking). Limited waiting would be even more effective in solving the problem.
5. The town needs to take responsibility for workers finding somewhere to park at a reasonable cost and in a convenient place. Our residential roads are not designed as car parks – the narrowness of the roads, with parking both sides, makes it very dangerous. Majority of cars parked at west end of Queen's Avenue are from Dorchester Middle School or Thomas Hardy.
6. When cars park heavily in Lime Close, we have near misses with vehicles coming out of the culdesac ends.  
If any of the Options 1-3 are carried out, it will push more cars into Lime Close increasing our problems.  
The bin collections would be even harder.  
Near misses when exiting Lime Close on a regular basis.  
Cannot see cars coming from Clarence Road end of Queen's Avenue when exiting Lime Close  
Takes ages to get down Queen's Avenue at certain times due to the cars being parked both sides.  
Living in Lime Close we often have people parked at the top of our drive and opposite (the road outside 9 Lime Close is very narrow) making it very hard to manourve in and out of our drive way.  
With no parking restrictions the way cars park would not allow emergency vehicles to access the whole of Lime Close.  
On one occasion, approx. 2 years ago, fire engine could not gain access to the end of Lime Close due to parked cars.

7. 11 Queen's Ave – We CANNOT safely drive out of our driveway as cars/vans can park on both sides of the road outside our house. WE have no visibility of traffic on the single lane available.
8. As Thomas Hardy School attracts most traffic (parents delivering and collecting children) – why not establish/create a drop off point about a mile distant from which children could enjoy the opportunity of walking to school – might even help reduce child obesity!
9. Backing my vehicles(s) out of driveway on Clarence Road any danger comes from other vehicles travelling at excessive speed round the effectively blind corner. Clarence Road is a bottleneck at peak times but quickly clears. Those parking probably work at the Hospital; I wish them an easy life. What is needed are zebra crossings for the children going to and from school please.
10. Zebras Please!
11. Getting out of Limes Close into Queen's Avenue.
12. One day I was travelling down Clarence Road at school home time when cars were parked on both sides of the road. A large van travelling towards the hospital stopped and waved me through the gap. I moved forward and a boy ran into the road behind the van and into the front of my car. I had no way of seeing him. He was shaken but unhurt – he could have been killed! If the cars hadn't been parked the van wouldn't have had to stop and the child would not have tried to cross. There is going to be an accident! We live on castle Park and this is our main road to our home.
13. There is an accident involving a child waiting to happen! I live at 20 Queen's Avenue and have 4 children – I regularly hear stories of close shaves and have witnessed a few myself. We need zebra crossings on Clarence Road, Maud Road and Damers Road at the very least. Cars must not be allowed to park on both sides of Queen's Avenue and Clarence Road. There should be restricted parking on Queen's Avenue and Clarence Road. On another point, our driveways are regularly blocked by cars parking fully or partially over our driveway – so annoying and also restricted view when we are coming out of our drive causes issues (caused by parked cars). Also have you thought of chicanes down Clarence Road??

## Queen's Avenue Parking Summary of Written Comments Received

1. Regarding parking and congestion, one solution I would ask you to consider would be 'no parking' enforced by double yellow lines to the whole length of the road on the property side only.
2. The road is packed with parked cars which severely limits visibility for small children crossing and many of the cars drive very fast in the avenue. I would have thought restricted parking and traffic calming/slowing measures are paramount.
3. Car Count - 13 February 2014 from 5 Clarence Road.  
3pm to 4pm - 476 vehicles including 3 ambulances, 14 buses  
4pm to 5pm – 451 vehicles including 5 buses  
Total = 927 vehicles in 2 hours
4. Vehicles park in Lime Close, on most weekdays, on the bend causing a blind spot hazard for drivers exiting the Close from its western end.
5. Due to double parking any through traffic, particularly buses and ambulances, have great difficulty in getting through.  
I understand that there is a Park and Ride aimed at West Dorset Council employees – could there not be a similar arrangement for hospital employees?  
Some farsighted towns I have visited allow periods of 1 to 3 hours of free parking in the town centre. If this system was introduced in Dorchester it would have the double benefit of rejuvenating the town centre and alleviating some of the parking problems in Queen's Avenue.  
I would suggest that in the Avenue the authorities:
  - 1) Introduce a single yellow line along both sides of Queen's Avenue which would allow safe access and egress to and from our properties. This would doubtless result in an increase in vehicular speed, but that could be dealt with by traffic calming measures, or
  - 2) If the single yellow line is too draconian, a 2 hour waiting limit would discourage drivers from using the Avenue as a long term car park.
6. The pavements have also become danger zones, as adults and children alike understandably cycle on the footpath in preference to the narrow channel between the cars on the road. Added to which, construction lorries and vans park on the verges and pavements, forcing pedestrians onto the road.  
My suggestions for improvements on the current state of affairs include:
  - i) Single yellow lines from Weymouth Avenue to the roundabout;
  - ii) Parking permitted for restricted hours only. I consider two hours to be reasonable and it only need apply Monday to Friday.
  - iii) Other towns, have free parking for the first hour (at least) to encourage shoppers and to keep the town alive. If one could park in Dorchester for say one or two hours for free, some of the problems in Queen's Avenue would disappear.
7. The problem is the parking on both sides of Queen's Avenue to the Maud Road intersection, this creates bottlenecks, particularly at peak times as traffic cannot pass in both directions at once. Surely parking on one side only in this stretch would help avoid this congestion.  
Not all sections of Lime Close are good for parking and at worst some of us have

difficulty getting out due to parking on the corners. Some limitation in parking seems to be required here but nothing too drastic.

Why is the parking so restricted in the eastern section of Coburg Road? Most days the road sits almost empty.

Further, in the adjacent southern section of Edward Road, where there always used to be all day parking from the junction with Coburg Road to Weymouth Avenue, this now has a 2 hour limit for no obvious reason. This should be returned to at least 4 hour parking or all day in my view.

Movement of safety and medical vehicles should also be kept in mind within any overall plan with impacts kept in moderation.

8. Cyclists increasingly use the pavement because the carriageway is so restricted where there is double parking. Works lorries and delivery vans have recently been parking on the grass verges to their detriment. In addition tradesmen and emergency vehicles have real problems when visiting and gutters are not cleared.  
We would ask the Authorities to consider:
  - 1) Allowing parking only on one side of Queen's Avenue
  - 2) Introducing a time limit for parking to encourage better use of P&R facilities
  - 3) Ensuring that P&R buses drive to the town centre and Dorset County Hospital.
9. Coming home or going out when schools are finishing is dangerous as there is only room for a single line of traffic and nowhere to pull in to let other cars pass. This situation has become worse since traffic restrictions were imposed in Edward Road and Coburg Road.
10. I consider that there are three areas where additional parking restriction could be used to improve traffic flow and road safety.
  1. Additional parking restrictions in Queen's Avenue from the junction of Lime Close to Clarence Road.
  2. Additional parking restrictions in Clarence Road from the junction of Queen's Avenue to Maiden Castle Road.
  3. Improvement of vision to the left when exiting Lime Close, by extending the existing restriction in Queen's Avenue south side opposite the Queen's Avenue Doctors Surgery.
11. The parking restrictions that have been introduced in recent years have moved the parking problems outwards from the hospital and towards the Victoria and Queens Avenue areas. The increase in charges at the marketplace is a further incentive for car owners to move their vehicles to Queens Avenue.  
The lack of affordable parking space in Dorchester is the problem and clearly this was not helped by the council's new offices removing spaces in the Charles Street car-park. Without creating new spaces within reasonable access of the town, the problem will simply be shifted elsewhere.
12. **Parking**  
It's dangerous; other residents have experienced aggression and horns blowing as they try to drive/reverse in and out which is totally inappropriate.  
More importantly though it is lethal for the children who cross the road twice daily and have to do so between cars - the road is a gauntlet through which cars/vans/lorries speed.  
Children don't think sensibly all the time by nature of their youth, and it's entirely reasonable to argue that they should be allowed to behave like children and that adults' remit is to work around them, not the other way around. I would argue at any

level that the duty of council and planners is to create an environment that provides the most care for the children in the area as possible.

**We seek the installation of double yellow lines down the FULL length of Clarence Road.**

Sight lines, traffic splays at Treves Road, etc. etc. are all tiny exertions that do not address the far more pressing and comprehensive problems here that must be solved before it is too late.

**Traffic**

In my opinion the area (Clarence/Queens/Maud and roads off) should be a 20mph zone by the same token that parking should not be allowed, in the best interests of the school children and residents. No part of any of these roads is suited to 30mph traffic. The road is used as a rat-run by traffic that should surely be on Weymouth Avenue. These problems exist not only during school times but ALL DAY.

**We also therefore seek a restriction on traffic between agreed hours, for school and residents' access only, to Clarence and Maud Road and Queen's Avenue and roads off these, and a 20mph speed restriction.**

13. The problems have become significantly worse as:
  - 1 Resident parking was introduced in the Coburg Road/Edward Road area.
  2. Removal of a number of school parking places at Thomas Hardy at the top of Coburg Road when the new leisure centre was built.As far as the suggested options go we favour an option of restricted parking on both the south side and north side of the avenue, Mon-Fri 08-1700 max parking 2 hours no return within 2 hours. This would mean that the western side of Queens Avenue north side which fills up on a weekday morning by what seems to be staff at DMS would remain clear.  
Second option we would support is Option 2 Mon-Fri with same restriction timings as paragraph above.
  
14. In the last three years we have seen a dramatic rise in the incidence of parking by both commercial and private vehicles immediately opposite our exit. The parking is every working day, including Saturdays, and usually for the whole day. It is also becoming increasingly common for drivers to leave their vehicles for several days at a time given the proximity to the two railway stations.  
May I please ask that careful and particular attention is paid to the reasonableness of continuing to allow completely unregulated parking in the narrow entrance from Queens Avenue into the Lime Close cul de sac.

## Dorchester Town Council

### Planning and Environment Committee – 31 March 2014

#### Planning applications to be considered

Applications can be accessed via:

dorsetforyou.com/Home/Environment and Planning/Planning/Planning Applications/Planning Application Search/West Dorset District Council, or

[http://webapps.westdorset-dc.gov.uk/PlanAppsWDDC/\(S\(zi0g3h55hwqiqt55gp32yuqy\)\)/pages/ApplicationSearch.aspx](http://webapps.westdorset-dc.gov.uk/PlanAppsWDDC/(S(zi0g3h55hwqiqt55gp32yuqy))/pages/ApplicationSearch.aspx)

1. **WD/D/14/000486**  
INTEGRATED PHOTOMATRIX LTD, PACEYCOMBE WAY, POUNDBURY,  
DORCHESTER, DT1 3SY  
Change of use of building from B1 to dual B1/B8 (storage) use
  
2. **WD/D/14/000475 Listed Building Consent (Retrospective)**  
11 HIGH EAST STREET, DORCHESTER, DT1 1HS  
Remove existing signage and erect new signage to shop frontage
  
3. **WD/D/14/000187**  
3 PRINCE OF WALES ROAD, DORCHESTER, DT1 1PW  
Replacement of upvc windows with timber windows
  
4. **WD/D/14/000514 Listed Building Consent**  
8 HIGH EAST STREET, DORCHESTER, DT1 1HS  
Render Gable Wall
  
5. **WD/D/14/000546**  
27 WEYMOUTH AVENUE, DORCHESTER, DT1 1QY  
New external signage and lighting for BREWHOUSE AND KITCHEN (formerly The Station PH) on Weymouth Avenue in Dorchester.
  
6. **WD/D/14/000325**  
ALLOTMENTS, PENINSULA WAY, POUNDBURY  
Erection of implement & allotment garden equipment store at Great Cranford Street allotments in Poundbury, Dorchester
  
7. **WD/D/14/000256**  
16 BALMORAL CRESCENT, DORCHESTER, DT1 2BW  
Removal of existing full brick rear garden wall and replace with part brick, part fence panel rear garden wall, extending to boundary of garden at rear and side. Wall to extend partway along the side of the house, leaving open garden area at the front.
  
8. **WD/D/14/000235**  
13 DIGGORY CRESCENT, DORCHESTER, DT1 2SP  
Rear two storey extension
  
9. **WD/D/14/000397 Listed Building Consent**  
6A HIGH EAST STREET, DORCHESTER, DT1 1HS  
The rectification of various defects including windows, chimney, external facade and

roof structure, alongside fire proofing works as specified by the fire officer

10. **WD/D/14/000474**  
BENNETTS COURT CAR PARK, COLLITON STREET, DORCHESTER DT1 1XH  
Erect 2 dwellings
11. **WD/D/14/000591**  
NORTH EAST QUADRANT (SECTOR 3.01C AND 3.28/3.29) POUNDBURY  
PHASES 3 AND 4, PEVERELL AVENUE EAST, POUNDBURY  
Erect 505 dwellings, 6,254 sq. m. of commercial floorspace together with  
associated garages, roads, accesses and open space with minor material  
amendment to design of the scheme previously approved (reference  
1/D/12/000082) with variation to condition 1 to reflect amended drawings
12. **WD/D/14/000687 Listed Building Consent**  
UNIT 2, ANTELOPE WALK, DORCHESTER, DT1 1BE  
Store name change from Monsoon to Accessorize, therefore signage name change  
only.

## West Dorset District Council Weymouth & Portland Borough Council

The following table summarises the current local requirements taken from the adopted checklists of West Dorset District Council and Weymouth and Portland Borough Council. The requirements have been separated into two columns which list the requirements which we propose to keep and then those which we propose to remove.

| What we propose to keep                                   | What we propose to remove               |
|---|---|
| Affordable Housing Statement                              | Daylight/sunlight Assessment            |
| Air Quality Assessment                                    | Design and access statement             |
| Biodiversity Survey and Report                            | Economic statement                      |
| Flood Risk Assessment                                     | Environmental Statement                 |
| Heritage Statement  | Foul drainage                           |
| Land Contamination Assessment                             | Landscape impact                        |
| Land/Ground Stability Report                              | Lighting Assessment                     |
| Planning Obligation Statements                            | Marketing report                        |
| Technical Appraisal for Essential Rural Workers Dwellings | Noise Assessment                        |
| Telecommunications  | Open space assessment                   |
| Retail Impact Assessment/Sequential Test                  | Parking Provision                       |
| Transport Assessment                                      | Photographs and photomontages           |
| Scaled drawings with a scale bar OR annotated dimensions  | Planning Statement                      |
|   | Site waste management                   |
|   | Statement of Community Involvement      |
|   | Structural Survey                       |
|   | Sustainability Assessment               |
|   | Travel Plan                             |
|   | Tree Survey/Arboricultural Implications |
|   | Ventilation/Extraction Statement        |
|   | Water quality assessment                |



## **Dorchester Town Council**

### **Planning and Environment Committee – 31 March 2014**

Decisions on planning applications (contrary to Dorchester Town Council's comments) and withdrawn applications etc reported at the meeting on 3 March 2014.

1. **1/D/13/001409**  
LAND TO REAR OF SOUTH TERRACE, SOUTH STREET, DORCHESTER  
3 storey mixed use development comprising 2 retail units (A1/A2/A3) and  
4 self-contained one bedroom flats  
Planning application withdrawn  
Dorchester Town Council comment: No Objection
  
2. **1/D/13/001727**  
123 MONMOUTH ROAD, DORCHESTER, DT1 2DF  
Single and two storey extension to rear of existing end of terrace house. Attic  
conversion including new dormer window.  
Planning application withdrawn  
Dorchester Town Council comment: Recommend refusal. The scale and mass of the  
proposed extension would create overdevelopment of the site and cause an adverse  
impact on the adjoining neighbour's amenity.
  
3. **WD/D/14/000177**  
4 HUTCHINS CLOSE, DORCHESTER, DT1 2RH  
Remove garage and erect single-storey extension  
Planning permission approved.  
Dorchester Town Council comment: Recommend refusal. The extent of the proposed  
extension would bring it right to the boundary of a neighbouring property.
  
4. **WD/TP/14/00008**  
HOLY TRINITY PARISH CENTRE, CULLIFORD ROAD NORTH, DORCHESTER,  
DT1 1QG  
Fell 2No Horse Chestnut (Nos T63 & T64) and 1No sycamore (No T43) plus surgery  
to various other protected specimens under TPO 782  
Application withdrawn  
Dorchester Town Council Comment: That West Dorset District Council be informed  
that the Town Council objects to WD/TP/14/0008 as there was not enough evidence or  
justification for these works.