



Dear Councillor

9 March 2022

You are invited to attend a meeting of the **PLANNING & ENVIRONMENT COMMITTEE** to be held in the Committee Room, Town Hall, Wimborne Minster on **TUESDAY, 15 MARCH 2022 at 7.00 PM.**

Members of the public are advised that they may speak at the meeting on items on the agenda, at the discretion of the Chairman, if notification is given to the Clerk prior to the meeting.

Yours sincerely

A handwritten signature in black ink, appearing to be 'H. Bull'.

Acting Town Clerk

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### **A G E N D A**

- 1 Apologies for absence.
- 2 **LEIGH ROAD – PROPOSED EXPERIMENTAL TRAFFIC REGULATION ORDER**  
To consider an email dated 4 March 2022 from the Highways Engineer (copy herewith).
- 3 **NATIONAL BUS STRATEGY (Min 124 – 14.01.22)**  
To receive for information the report of the Chairman (copy herewith).
- 4 **MAJOR CORE STRATEGY DEVELOPMENTS (Min 125 – 14.01.22)**  
To receive an oral update on the progress of developments in and around Wimborne Minster.
- 5 **PLANNING DECISIONS**  
To receive a schedule of recent planning decisions by Dorset Council (copy herewith).
- 6 **PLANNING APPLICATIONS**  
To receive a schedule of comments on planning applications made by Members (copy herewith).

**MEMBERS OF COMMITTEE**

**Cllr D J March (Chairman)**

**Cllr W J Richmond (Vice-Chairman)**

**Cllr S K Bartlett**

**Cllr D Burt**

**Cllr J Hart**

**Cllr A E Roberts**

**Cllr F Shirley**

**Cllr S R Wheeler**

**Ex-Officio – Chairman and Vice-Chairman of the Council**

(Members are reminded of the importance of letting the office know of non-attendance by 9am on the day of the meeting)

**LOCALISM ACT 2011 and CODE of CONDUCT**

Members are reminded to comply with those elements of the Localism Act and the Town Council's Code of Conduct in respect of disclosable pecuniary interests.

**GENERAL CONSIDERATIONS**

Members are reminded that the Council has a duty to consider the following matters in the exercise of any of its functions: Equal Opportunities (age, disability, gender reassignment, marital status, pregnancy and maternity, race, religion or belief, sex and sexual orientation), Crime & Disorder, Health & Safety, Human Rights and Data Protection (General Data Protection Regulation).

## PLANNING AND ENVIRONMENT COMMITTEE

**Subject:** Item 2 – Leigh Road – Experimental Traffic Regulation Order  
**Date:** 15 March 2022  
**Author:** Acting Town Clerk

Members are requested to consider an email dated 4 March 2022 from the Highways Engineer:

*Dear All,*

*We have just completed the Leigh Road Sustainable Transport Scheme, whilst we have been constructing this a number of issues have come up with unwanted parking causing damage to the verges and obstruction of the footway.*

*An Experimental Traffic Regulation Order (ETRO) has been proposed along Leigh Road, Wimborne from Brook Road up to Canford Bottom to determine whether the issue of vehicles parking on verges will be alleviated by implementing the parking restriction.*

*An experimental order can only stay in force for a maximum of 18 months while the effects are monitored and assessed. Changes can be made during the first six months of the experimental period to any of the restrictions if necessary, before the Council decides whether or not to continue with the changes brought in by the experimental order on a permanent basis. Once it is in force, objections may be made to the order being made permanent, these must be made within six months of the day that the experimental order comes into force.*

*The attached information shows the area for the ETRO, Justification Statement and the signs that will be required along the route.*

*Please respond to this email with one of the following statements which represents your views:*

- Yes, I support the proposals to progress with the ETRO outlined above*
- No, I do not support the proposals to progress with the ETRO outlined above*

*I would be grateful if you can respond by 25 March at the latest.*

*If you have any questions relating to the proposal or the process for Experimental Traffic Regulation Orders please let me know.*

Engineer (Democratic)  
Highways  
Dorset Council

Appendices relating to the proposed Experimental Traffic Regulation Order are attached to this report.



**Statement of Reasons for Experimental Traffic Road Order (ETRO)**

**Leigh Road/Wimborne Road West, Wimborne – TCF Cycleway Improvements scheme**

Consistent parking on the verge in this area has led to a concern over the possible damage to the verge and footway.

The reasons for proceeding by way of experimental order is:

- To assess if a TRO can be a suitable and cost-effective alternative to bollards that prevent parking on verges.
- To give the ability to change or remove the restrictions quickly if they are found to be unsuccessful or ineffective in preventing parking and damage to the verges and footways.
- To give the ability to enact quickly this is necessary for the TCF scheme due to the problem consistently arising when bollards are removed during the construction process.

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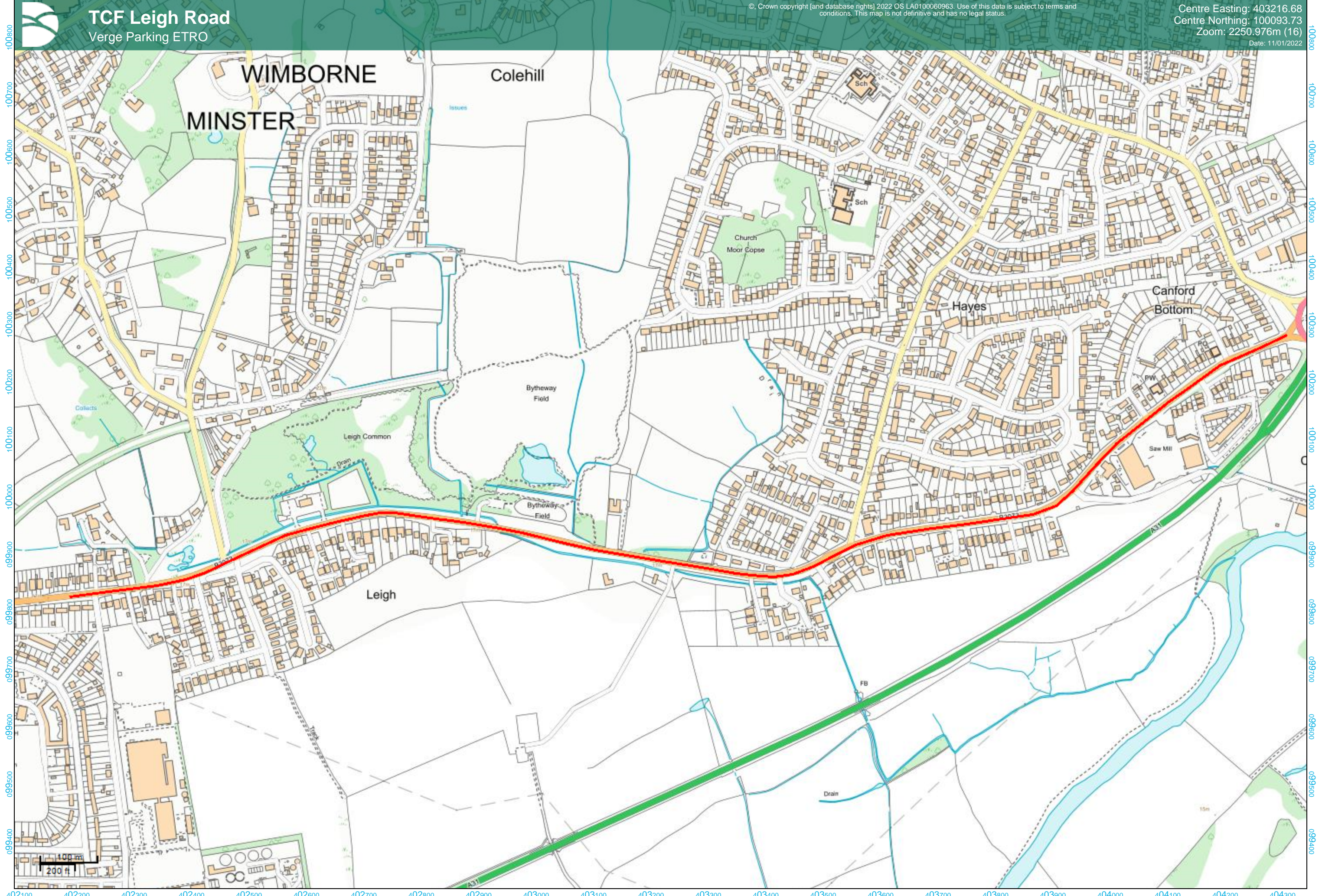


# TCF Leigh Road

Verge Parking ETRO

© Crown copyright [and database rights] 2022 OS LA0100060963. Use of this data is subject to terms and conditions. This map is not definitive and has no legal status.

Centre Easting: 403216.68  
Centre Northing: 100093.73  
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Date: 11/01/2022



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x-Height: 20  
Area: 0.07 m<sup>2</sup>

Colours:  
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Material: BS EN 12899-1:2007  
class: NR1 (non-reflective)

Date printed: 09-02-22



SignPlot v3.75

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Area: 0.06 m<sup>2</sup>

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class: NR1 (non-reflective)

Date printed: 09-02-22



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## **PLANNING AND ENVIRONMENT COMMITTEE**

**Subject:** Item 3 – National Bus Strategy  
**Date:** 15 March 2022  
**Author:** Chairman of the Planning and Environment Committee

The following notes were written by the Chairman of the Planning and Environment Committee following attendance at a Dorset Council Stakeholder Update event held on Thursday 20 January 2022.

### **Bus Back Better**

#### **The National Bus Strategy – Recap**

On Monday 15 March 2021 Government launched Bus Back Better, a new national bus strategy for England with aims to rejuvenate local bus services by making them:

- More attractive for passengers
- More affordable
- Easier to understand and use
- Faster and more reliable
- Greener

It acknowledges the decades-long national decline in bus patronage and points to places which have bucked this trend.

Dorset Council has now produced and submitted the required Bus Service Improvement Plan (BSIP) for consideration by the Department for Transport (DfT) – this outlines the authority's vision and funding requirements.

The next required step is to produce an Enhanced Partnership Plan and Scheme document.

#### **Dorset's BSIP had Six Key Themes**

Dorset Council's BSIP, submitted on 28 October 2021, outlined plans requiring c£92m of funding over an initial three-year period.

1. Better Network Coverage and Scale
2. Better Integration Between Modes
3. Better and Clearer Information
4. Better Journey Time Reliability
5. Better Value and Integrated Fares
6. Better vehicle Standards and Lower Emissions

#### **What is an Enhanced Partnership?**

The Enhanced Partnership (EP) is the means by which the BSIP will be delivered. It follows a statutory process, clearly defined in the guidance issued by DfT following the Bus Services Act 2017 and updated in light of the National Bus Strategy.



An EP comprises:

- An **EP Plan (The Plan)** – The high-level vision and objectives for bus services in the local area which is expected to closely follow relevant sections of the BSIP; and
- the **EP Scheme (The Scheme)** – This sets out the precise detail of how the BSIP vision and objectives will be achieved, including an commitments made by Dorset Council or standards to be met by bus operators.

To create an EP, Dorset Council has prepared a draft document containing The Plan and The Scheme. This must be consulted on without objection through two consultation exercises before the EP can be legally 'made'.

### **Formal Objection Period**

- Following preparation of the draft EP Plan and notification to operators of that fact, there is a period of time where operators are able to raise any formal objection to the proposals.
- This is required to be run for a period of at least 28 days. Due to the tight timescales to produce an EP Plan and Scheme this stage has already commenced (16 December 2021) and will finish on 19 January 2022.
- The DfT were keen that there should be no surprises at this point and that through early active engagement between Dorset Council and local bus operators, no objection, should be forthcoming.
- Dorset Council has engaged at an early stage with all local bus operators and as a result no formal objections have been made – this is really good news for the partnership and allows us to move onto the next consultation stage where a wider group of stakeholders are included.

### **Statutory Consultee Exercise**

- Following the Bus Operator 28-day Objection Period we are now moving into the second 28-day statutory consultee exercise required by the DfT.
- The statutory consultee exercise is required by legislation to ensure that wider stakeholders are also content with the approach being taken and the initial EP Plan and Scheme document prepared.
- Whilst we will welcome comments, the aim of the process at this stage is to achieve agreement from stakeholders that the EP document proposed is a sensible first step that can be built upon, as time progresses, on the understanding that the document is being prepared with, as yet no future funding announcement from the DfT.
- Any comments received detailing specific requests will be reported on at the end of the process before being considered at a future stage once any funding allocations confirmed and the EP Plan and Scheme are legally 'made'.

### **Statutory Consultees**

The second phase of consultation must include the following statutory consultees:

- all operators of local bus services affected by any of the proposals.
- organisations that represent local passengers.

- other local authorities that would be affected by the proposals.
- the area Traffic Commissioner.
- the chief constable of police for each area to which the plan relates;
- Transport Focus; and
- the Competition and Markets Authority (CMA).

To meet this requirement Dorset Council designed an **online statutory consultee** engagement process to seek comment and approval of its initial EP document. This will launch on 24 January and a link will be emailed out to all statutory consultees.

### **EP Approach and Preparation**

There are several options when considering how the EP Scheme should be prepared and at this stage this may be:

- a detailed document; or
- a shell agreement.

A shell agreement provides an outline of the measures and facilities to be more fully developed, providing flexibility for greater quantification over time.

Dorset Council feel that a '**shell agreement**' is more appropriate at this stage considering the uncertainty over the residual and ongoing impact on the pandemic on service provision and patronage, and the uncertain nature of funding availability, particularly revenue.

Both factors have the potential to significantly impact targets and the implementation of facilities and measures.

### **The Plan – it's role**

Dorset Council are required to prepare an EP Plan.

This is a scaled down version of the existing Bus Service Improvement Plan (BSIP). The Plan contains information that sets The Scheme into context and includes:

- Confirmation of the area covered by the EP
- Key BSIP objectives for the local bus market
- List of supporting local policies
- Satisfaction that the 'Competition Test' is met through the EP
- Local bus market characteristics (including operator market share)
- Proposed outcomes from planned interventions into the local bus market
- Future plans for bus user consultation on the EP's performance.

### **The Scheme – it's role**

Dorset Council is then required to prepare an EP Scheme.

This is the legal instrument that ensures the Bus Service Improvement Plan (and any linked funding) is delivered.

It shows the area to be covered by The Scheme – in time this may be different to the Plan if several Schemes are developed to cover different deliverables.

At this stage The Scheme area in Dorset will mirror The Plan area.

The Scheme is the legal partnership between Dorset Council and local bus service operators. The Scheme says what each partner will do.

The Scheme also outlines how the EP will be managed accountably and importantly, the process that will be used to make changes to The Scheme to reflect changes as we move ahead together.

### **The Scheme – what Dorset Council will do**

What Dorset Council will do as part of the Enhanced Partnership will be detailed in the Scheme.

The Scheme must specify the facilities that are to be provided by the Dorset Council and the ‘measures’ that are to be taken (and the date from which each would be available – if this is not the start of the scheme). Each are defined as:

**Facilities** – new physical assets or changes to them that are provided at specific locations within the scheme area. These will mainly related to increases in bus priority measures, and presenting the local bus network as a single system that works together.

**Measures** – cover anything else that Dorset Council can deliver within its powers to support the BSIP ambitions, e.g. Lowering fares, DRT, service subsidy.

### **The Scheme – what bus operators will do**

Local bus operators across Dorset, as a partner, will be required to set out what they will do as part of the EP.

These actions and activities are set out in ‘**Operator Obligations**’ within the scheme.

Essentially these mirror activities that Dorset Council agree to undertake, and therefore through analysis of both partners planned activities it is possible to see where responsibility to deliver each part of the BSIP sits and who is accountable.

In addition to any activities that mirror those of Dorset Council, there are some specific bus operator actions that are designed to provide confidence in the local network and allow the partners to manage the bus network together.

- For example. The Scheme sets out that bus operators will strive to minimise timetable changes to only a two or three times per year.

### **Facilities, Measures & Operator Obligations**

It should be noted that all listed Dorset Council facilities and measures are subject to the award of sufficient funding through the BSIP process. Dorset Council will, subject to funding, provide the facilities and measures listed in the following pages.

Furthermore, subject to the allocation of sufficient funding, what Bus Operators will do is also listed after the following proposed Dorset Council facilities and measures.

The Scheme will need to be varied in order to implement the things that Dorset Council and local bus operators will do following discussion and agreement with the Board or by way of the Statutory Mechanism once funding allocation are known.

### **Dorset Council Facilities (1)**

#### **Better integration Between Modes: Introduce a Bus Stop Design Guide, Mobility Hubs and a Bus Stop Hierarchy Approach**

- The Council shall seek to develop a programme of targeted bus stop improvements across The Scheme area.
- The Council will seek to develop a number of bus ‘superstops’ and ‘Mobility Hubs’ to ensure effective interchange between local bus services across the network and key points.

#### **Better and Clearer information: To Develop Bus Information that is Consistent, Accessible, Simple. Clear, Coordinated**

- The Council will seek to develop a programme to identify and roll-out real time information (RTI) at key locations across the local bus network.

### **Dorset Council Facilities (2)**

#### **Better Journey Time Reliability: Bus Priorities to Ensure on Time Performance and Faster and More Reliable Services**

- The Council shall seek to develop programmes for targeted bus priority improvements across identified towns on ‘Greenwave’ corridors.
- The Council shall seek to pursue the delivery of enhanced digital priority infrastructure, including Urban Traffic Management and Control (UTMC) systems and digitally enabled information provision.

### **Dorset Council Measures (1)**

#### **Better Network Coverage and Scale: seek a range of measures to meet priorities for a more extensive local bus network**

- The Council will explore opportunities to set increased frequencies and service durations across a core network of local bus services, extend daily operating periods, and work closely with neighbouring authorities on cross boundary routes.
- The Council will seek ways alongside Bus Operators to move the current local bus network to a hub and spoke operation and design services to be appealing to work age travellers, young people, families and leisure travellers, maximising the use of interchange locations and exploring better ways to serve rural areas, tourism locations and isolated communities.
- The Council shall explore Digital DRT concepts and applications in rural areas to understand the feasibility of using a combination of delivery models to provide a greater rural accessibility and including Bus Operators and Community Transport.

### **Dorset Council Measures (2)**

#### **Better integration Between Modes: Support greater coordination between public transport services and access to trip generators**

- The Council will pursue a number of feasibility studies to understand the works required across bus interchanges in Dorset to better enable multi-modal interchange.
- The Council will seek to work with Bus and Rail Operators to embed key trip generators into the core local bus network, coordinate services across all modes, and embed planning and parking policy into the public transport approach.
- The Council will work with train operating companies and Network Rail to develop opportunities to better coordinate bus and rail services to create increased interchange opportunities.

### **Dorset Council Measures (3)**

#### **Better and Clearer information: Ensuring an attractive network proposition to new and existing passengers is presented**

- The Council will explore opportunities to bring public transport information together, using best practice from Bus Operators within The Scheme area.
- The Council will review at stop information levels and will seek to develop a standard format for information with Bus Operators.

#### **Better Value and Integrated Fares: Support operators in enabling simpler fares and targeted promotions to drive growth**

- The Council will work with Bus Operators to ensure all local buses are able to accept contactless payment for all fare types by no later than 1 April 2022.
- The Council will, subject to funding explore opportunities to support fare reductions in key markets, develop multi-operator ticketing, fare-caps for town/inter-urban services, and ensure equitable delivery, of the ENCTS across Dorset.

### **Dorset Council Measures (4)**

#### **Better Vehicle Standards and Lower Emissions: Support operators to meet targets for reducing emissions.**

- The Council will work with Bus Operators to explore opportunities to use zero emission vehicles on targeted trail services and seek to access funding streams to introduce zero emission vehicle fleets for Dorset with partner Bus Operators.
- The Council will explore opportunities with Operators to set minimum vehicle standards, such as but not limited to on-board passenger facilities, vehicle sizes, and configuration.

### **Bus Operator Obligations (1)**

#### **Better network coverage and scale**

- Bus Operators will explore and where possible implement opportunities to enhance local bus service frequencies and establish if these will be commercially viable or require initial/continued funding through the BSIP.
- When contemplating changes to service frequencies Bus Operators will have regard to the view of the EP Board when planning to make any local bus services changes and will seek to work with the Council on any potential(s) where frequencies are reduced due to viability.
- Where appropriate Bus Operators will be required to operate even headways where two or more services combine and to coordinate timetables.

### **EP Structure/Review**

There will be oversight of the EP from the Council Cabinet and the Place and Resources Scrutiny Committee.

The EP Board will review the EP Scheme every six months.

The BSIP will be reviewed annually.

The EP Board, Forum, BUS Group, and any other working groups will work within and comply with guidance related to data sharing (CDPR), and Freedom of Information (Fol).

### **Variation Mechanism**

All matters put forward by the Forum will be considered by the EP Board.

The Chair will decide how matters will be presented to the Board, either as matters for discussion or matters for a vote.

The EP Board should aim to come to a consensus view if possible and acknowledge any areas of difference of opinion regarding the delivery of the Plan and Scheme.

Decisions taken by a vote of the EP Board shall have the effect of varying the Scheme and must be voted for unanimously.

Where matters are presented to the EP Board for discussion, the EP Board shall come to a consensus view and feedback this view to the EP Forum or other groups as required.

The Council will have the power to veto regarding decisions in areas such as, breaches of statutory duties, where changes exceed £50,000 funding support, where an operator achieves unfair influence over the process or whether decisions will lead to an anti-competitive environment.

### **Actions and Next Steps**

The first consultation round (Operator Objection) has now been completed and no objections have been made.

The second consultation round (Statutory Consultation) will commence on Monday 24 January and run until Sunday 20 February.

Following the 20 February, a report will be made compiling all comments from both consultation rounds and setting out how each comment will be acted upon.

The draft Plan and Scheme will then be 'made' into the final EP by the end of March 2022.

Dorset Council will likely be told the outcome of its BSIP funding request during February 2022 following a planned DfT announcement.

Any implications of the funding outcome will be considered and dealt with through the bespoke variation mechanism in the 'made' scheme from April 2022 onwards by the EP Board.

**PLANNING & ENVIRONMENT COMMITTEE – 15<sup>th</sup> March 2022****DECISIONS REPORT**

Application Number	3/21/1853
Proposal	Demolish existing conservatory and erect single storey rear extension
Location	6 Victoria Place
Town Council Comment	No objection
Dorset Council Comment	Granted
Application Number	3/21/1276/FUL
Proposal	Change of use from existing shop (A1) to beauty salon (Sui Generis).
Location	A Little Dacorum, 27 West Street
Town Council Comment	No objection
Dorset Council Comment	Granted
Application Number	3/21/1477/FUL
Proposal	Detached single storey mobility scooter storage unit
Location	Gulliver Court
Town Council Comment	No objection
Dorset Council Comment	Granted
Application Number	P/HOU/2021/04610
Proposal	Convert garage to habitable accommodation
Location	16 Yew Tree Close
Town Council Comment	No objection
Dorset Council Comment	Granted
Application Number	P/HOU/2021/05014
Proposal	Single-storey side and rear Extension, widen the driveway and install a Dropped Kerb
Location	39 Churchill Road
Town Council Comment	No objection
Dorset Council Comment	Granted
Application Number	3/21/1444/FUL
Proposal	Erect marquee for temporary period of 2 years
Location	Hit Fitness
Town Council Comment	The Town Council is aware that there is a scarcity of facilities for young people in the Town that particularly encourage general health and wellbeing and does not want to discourage this



type of activity. However, as it also represents the local residents, the Town Council does have concerns with the application. Although it is a temporary installation, it is felt that this is not in keeping with the street scene and the residential nature of this area as well as the impact that extra traffic would bring. The Town Council acknowledges the neighbour representations with regard to possible noise and disturbance to neighbouring properties and would ask for a site visit to assess the impact on the neighbourhood. Under the current operative local strategy, we might question if this development is compatible with or improves its surroundings and so does not meet the high quality criteria of Policy HE2 of the adopted Christchurch and East Dorset Local Plan 2014

Dorset Council Comment

Refused

Application Number  
Proposal

P/HOU/2021/04763  
Two storey side extension with gable roof to rear.  
Replacement and enlargement of porch.  
Replacement of existing window with a door to exit onto proposed raised patio

Location  
Town Council Comment  
Dorset Council Comment

12 Meverley Gardens  
No objection  
Granted

Application Number  
Proposal

3/21/0684/FUL  
Change of use of amenity area/highway to allow use for external seating (retrospective)

Location  
Town Council Comment

Café on the Square  
The Town Council has a number of serious concerns about this application.  
In the Town Council's view the application is invalid and should be withdrawn. The development proposed in Part 5 of the application is a change of use of an amenity area to allow use for external seating. This is inaccurate as the land is publicly maintainable highway. If it is allowed the proposal would remove highway rights and Dorset Council as the highway authority has a veto on any requests to extinguish highway rights. It also states that work has not started which again is inaccurate as the applicant already uses the area as an external seating area with the benefit of a pavement licence granted by Dorset Council. Nor is the site vacant as stated in Part 6 of the

application. It is constantly used as a highway when the applicant's seating is removed. The statement in Part 25 of the application is puzzling as the applicant is aware that Dorset Council has control of the area as it is that authority who has issued the applicant with a pavement licence. The application is also unnecessary as under existing legislation deemed planning permission is granted on the issuing of a pavement licence. The proposal fails to meet Dorset Council's definition of 'sustainable development'. Whilst a temporary pavement licence is 'sustainable' a permanent change of use on this important community area is not.

The Town Council requests that the application is brought before the Eastern Area Planning Committee for consideration and that a site visit must be held by the Committee so that the concerns of the Town Council and the needs of the community are brought to Dorset Council members' attention.

If the application is granted it should be made personal to the applicant and conditional that the permission only exists for so long as there is a pavement licence covering the area of the application. Furthermore, a condition should be attached to any permission that the applicant must comply with the conditions attached to the pavement licence. This will ensure that the area, which was intended for use by the whole community, is not assigned to the applicant and that the whole area can continue to be used when special events are taking place such as the Folk Festival and the Christmas Lights switch-on (the requirement for the applicant to clear the area of the application for up to 30 days per year is a condition of the existing pavement licence). Finally, there should also be a condition added that no obstruction is caused to pedestrians, people with pushchairs and wheelchair users as a result of the proposal.

Dorset Council Comment

Granted

Application Number  
Proposal

P/PADM/2022/00106  
Demolition of commercial building and all outbuildings

Location  
Town Council Comment

Crown House  
Comment logged with DC officer 19.01.22 by Assistant Town Clerk

Dorset Council Comment

Prior Approval Granted

Application Number	3/21/1729/FUL
Proposal	Rear single storey extension to accommodate breathing apparatus cleaning room
Location	Wimborne Fire Station
Town Council Comment	No objection. Wimborne Minster Town Council is pleased to see investment in the existing Fire Station which is even more necessary now with the increased population in the town
Dorset Council Comment	Granted
Application Number	3/21/1556/FUL
Proposal	Redevelopment of Wimborne Market to continuing care community comprising of 67 age restricted apartments, 26 age restricted bungalows, 6 age restricted chalet bungalows, one wellness centre, 9 open market houses, parking , highway improvements and pedestrian link (description amended 24.09.2021 as agreed to include dwelling numbers)
Location	Wimborne Market
Town Council Comment	The Town Council has concerns about the proposed road system. The following issues are of particular concern:
	<p>Station Terrace is unsuitable as an access for vehicular traffic and given the layout will be used extensively by vehicles to access the eastern part of the development.</p> <p>The apparent narrowness of the road network within the development might not be able to allow access by ambulances and refuse vehicles due to parked vehicles.</p> <p>It is a great pity that the intention of the developer is not to seek the adoption of the road system within the development. This could lead to maintenance problems in the years to come.</p> <p>Could Dorset Council seek to obtain more than its normal 10% of renewable energy provision on the site. The Town Council also hopes that the development meets the highest standards of sustainable design and construction. To this end, as part of the construction, the Town Council strongly recommends that provision is made in the development for ground source heat pumps and photovoltaic panels with storage to avoid the</p>

necessity to retrofit such renewable energy sources in the years to come. Charging points for electric vehicles should also be considered throughout the development.

If residents of the development are expected to walk to Wimborne Minster town centre, Station Terrace should be used for pedestrian access but not vehicular traffic. Added to this could consideration be given to providing a wider footway along Market Way to join Avenue Road, perhaps using a Section 106 agreement or CIL monies. This would prevent any future consideration of Market Way becoming a two-way traffic flow.

The Town Council supports the comments of EDEP on the landscaping proposals including in particular the removal of invasive species.

Whilst it is noted that the proposed café is intended for use by residents only the Town Council hopes that residents' guests will be able to use it so that residents have an opportunity to integrate with the wider community.

Could Dorset Council make every effort to ensure that the dwellings are occupied by existing Wimborne Minster residents thereby freeing up much needed family homes for local residents. Other areas of the country have managed to ensure this local connection.

If the development is approved, the Town Council wishes to be consulted on the proposed management plan for access to the site by construction vehicles.

Dorset Council Comment

Granted

Application Number  
Proposal

P/VOC/2021/04496  
Variation of condition 2 of approved planning permission 3/19/1147/FUL for (Erection of a detached dwelling with integral garage, parking and access, including alterations to existing bungalow), to raise roof height, alterations to floor

Location	plans, elevations & landscaping and demolish shed. (Part retrospective)
Town Council Comment	14 Shakespeare Road
Dorset Council Comment	No objection
	Granted
Application Number	3/21/0840/FUL
Proposal	Erect 66 residential dwellings. This application proposes to re-plan part of the permitted Quarterjack Park Development (granted under PA 3/15/0789/COU), resulting in an uplift of 9 units (description amended 21 Sept 2021 as per revised plans submitted)
Location	Park Farm
Town Council Comment	An additional 9 units above the 305 of the original planning application equates to an unacceptable increase given that the original application will have been judged in the context of infrastructure and traffic flows and it would be necessary for those criteria to now be applied to this 'increased excess'. The Town Council believe the application to be questionable as the total allocated units on this site were in any case above EDDC's original provision at first planning approval and believe this is not the 'sustainable planning' DC is striving for, given too the current reduced potential traffic flows and infrastructure. "These extra properties will have a detrimental impact on existing neighbouring residents and there being no additional amenities means people will have to drive, leading to an increase in traffic, more emissions, idling engines and poorer air quality. There is no up-to-date completed traffic survey to prove these extra dwellings would be beneficial for those who already live in the community as well as those who live in Wimborne Minster where the traffic and air pollution is already a major cause for concern. The residents of Wimborne Minster and the surrounding areas have been burdened with the majority of development in Dorset and should be safeguarded from poor quality planning and development. COVID has proved that small houses are too small, especially if downstairs is open plan, and is difficult for everyone to have their own space and a third bedroom should be that, not a box room.

Dorset Council Comment	Granted
Application Number Proposal	3/21/0668/FUL Extend existing single storey building and change use to that of hand car wash facility
Location	Land rear of 5 High Street
Town Council Comment	No further comment made - original comment logged 04.08.21
Dorset Council Comment	Refused
Application Number Proposal	3/21/0256/FUL Erection of a pair of semi-detached dwellings with associated access and parking and formation of access and parking for existing dwelling. As amended by plans rec'd 7/12/21 to add visitor parking space for the new dwellings
Location	19 Wimborne Road
Town Council Comment	The application proposal is not compatible with its surroundings in respect of layout, relationship to neighbouring properties and visual impact. We believe it to be contrary to the advice in paragraph 127 of the National Policy Framework (2018) as it would fail to add to the overall quality of the area and would be unsympathetic to local character. We consider this to be over development of the site that will cause loss of privacy to neighbours with potential highway safety issues. In summary, the reasons for objection have not changed to that of a similar application in 2018. We believe that the proposal is contrary to Policy HE2 of the Christchurch and East Dorset Local Plan, Part 1 - Core Strategy, adopted in April 2014
Dorset Council Comment	Granted
Application Number Proposal	3/21/0845/HOU Replacement outbuilding to provide sunroom and store
Location	3 Bryon Road
Town Council Comment	No objection
Dorset Council Comment	Granted
Application Number Proposal	P/LBC/2021/05389 Widening of an internal doorway
Location	2 Corn Market
Town Council Comment	No objection
Dorset Council Comment	Granted

Application Number P/HOU/2021/03859  
Proposal Demolition of existing and erection of replacement extension  
Location 8 Park Lane  
Town Council Comment No objection  
Dorset Council Comment Granted

Application Number P/LBC/2021/03860  
Proposal Internal and external alterations to facilitate demolition of existing and erection of replacement extension  
Location 8 Park Lane  
Town Council Comment No objection  
Dorset Council Comment Granted

Application Number P/PIP/2022/00381  
Proposal Demolition of office building and outbuildings. Erection of up to 7 houses with vehicular access off Wimborne Road and on site car parking  
Location Crown House  
Town Council Comment The Town Council objects to the development of this site, furthermore there are insufficient details provided in the PIP application. The Town Council considers that the proposal for 7 new dwellings with associated parking on this site is overdevelopment. The Conservation Area boundary lies on the northern bank of the River Allen and within the Crown and Anchor property boundary, the Town Council would not wish to see any 'boundary development' that diminished the aesthetic and heritage quality of the vistas there. Equally the land to the west of the Crown & Anchor property is Greenbelt and a similar sympathetic open approach to that boundary should be requested. The Town Council is mindful that it was always the intention to provide a footbridge over the River Allen near this section of the River together with a footpath behind the buildings on this site so that access could be gained to the Wimborne Chase development without walking along Wimborne Road/Cranborne Road as well as access to Walford Mill from that development. The Town Council is concerned that if this section of the river bank is fenced off as part of this proposal, this vision will never be

	realised. For many years, children have fished from the river bank in this location and fencing it off will deny this pastime to future generations. The Town Council objects to any established trees being felled along this part of the river bank. If any are proposed to be felled the Town Council requests the Eastern Area Planning Committee to make a site visit before determining the application. The Town Council is concerned that the proposal will cause potential harm to existing wildlife habitats in and around the River Allen.
Dorset Council Comment	Refused
Application Number Proposal	P/FUL/2021/05669 Regularisation to approve revisions of approved P/A 3/19/0006/FUL. Relocate bin store, revised red line site boundary, reposition cycle store, revise parking layout, revise landscaping and levels to rear gardens.
Location	Orchard House, 4 Rowlands Hill
Town Council Comment	No objection
Dorset Council Comment	Granted
Application Number Proposal	P/HOU/2021/05601 Loft Conversion (INCLUDING ROOF REPAIRS AND REPLACEMENT ROOF COVERING)
Location	8 Venator Place
Town Council Comment	No objection
Dorset Council Comment	Granted
Application Number Proposal	P/HOU/2021/03889 Single storey rear extension
Location	87 East Borough
Town Council Comment	No objection
Dorset Council Comment	Granted
Application Number Proposal	3/21/1488/HOU Demolish side conservatory, and erect a single storey side extension, and erect a single storey rear extension
Location	2 Glendale Close
Town Council Comment	No objection
Dorset Council Comment	Granted
Application Number Proposal	3/21/1375/CLP Convert the detached garage into a home office



Location	11 Cheriton Way
Town Council Comment	No objection
Dorset Council Comment	Granted

**PLANNING & ENVIRONMENT COMMITTEE – 15<sup>th</sup> March 2022**

**APPLICATIONS RECEIVED**

Application Number Proposal Location Response Due Date	P/FUL/2021/05670 <a href="#">Web Link</a> Widen road along eastern site boundary Park Farm, Leigh Road 19.01.22
Application Number Proposal Location Response Due Date	3/21/1030/FUL <a href="#">Web Link</a> Showground and Events Facility; New Visitor Open Space; Erect four open barns; Activity Route and Amenities; Parking Area; New Vehicle Access Points Wimborne Showground 22.01.22
Application Number Proposal Location Response Due Date	P/FUL/2021/05669 <a href="#">Web Link</a> Regularisation to approve revisions of approved P/A 3/19/0006/FUL. Relocate bin store, revised red line site boundary, reposition cycle store, revise parking layout, revise landscaping and levels to rear gardens Orchard House, 4 Rowlands Hill 02.02.22
Application Number Proposal Location Response Due Date	P/FUL/2021/05753 <a href="#">Web Link</a> Rear extension to ground floor of church to create a new lounge area Wimborne United Reformed Church, Chapel Lane 02.02.22
Application Number Proposal Location Response Due Date	3/21/1759/HOU <a href="#">Web Link</a> Ground floor rear infill extension, loft conversion with dormers, removal of a chimney. 9 Rowlands Hill 02.02.22
Application Number Proposal Location Response Due Date	P/FUL/2021/05352 <a href="#">Web Link</a> Removal of internal and external banking related fittings, including 1no. ATM and 1no. nightsafe. Apertures to be infilled to match existing elevation 7 West Borough 15.01.22
Application Number	P/PIP/2022/00381 <a href="#">Web Link</a>

Proposal	Demolition of office building and outbuildings. Erection of up to 7 houses with vehicular access off Wimborne Road and on site car parking.
Location	Crown House, 6 Wimborne Road
Response Due Date	15.02.22
Application Number Proposal	P/HOU/2022/0027 <a href="#">Web Link</a> Proposed rear two-storey extension to form bedroom and bathroom over the existing footprint of the single-storey extension
Location	4 New Borough Road
Response Due Date	15.02.22
Application Number Proposal	P/FUL/2021/05670 <a href="#">Web Link</a> Amendments to existing road layout including junction radii and footpath location (description amended 02/02/2022)
Location	Park Farm, Leigh Road
Response Due Date	16.02.22
Application Number Proposal	P/ADV/2022/00590 <a href="#">Web Link</a> Display 2 no. non-illuminated fascia signs and an A board
Location	17 The Square
Response Due Date	25.02.22
Application Number Proposal	P/LBC/2021/05353 <a href="#">Web Link</a> Removal of internal and external banking related fittings, including 1no. ATM and 1no. nightsafe. Apertures to be infilled to match existing elevation.
Location	7 West Borough
Response Due Date	01.03.22
Application Number Proposal	P/FUL/2022/00588 <a href="#">Web Link</a> Repair fascia, repair soffit, shopfront where required and new fascia sign all painted PT02. Repaint side rendered wall and install new
Location	17 The Square
Response Due Date	03.02.22
Application Number Proposal	P/LBC/2022/00589 <a href="#">Web Link</a> Repair fascia, repair soffit, shopfront where required and new fascia sign all painted PT02. New double-sided projecting sign - new position. New A board. Repaint side rendered wall
Location	17 The Square
Response Due Date	03.02.22