



Eastern Area Planning Committee

Date: Wednesday, 5 February 2020

Time: 10.45 am

Venue: Quarterjack Room - The Allendale Centre, Wimborne

Membership: (Quorum 6)

Toni Coombs (Chairman), Shane Bartlett (Vice-Chairman), Alex Brenton, Cherry Brooks, Robin Cook, Mike Dyer, Beryl Ezzard, Barry Goringe, David Morgan, David Tooke, Bill Trite and John Worth

Chief Executive: Matt Prosser, South Walks House, South Walks Road, Dorchester, Dorset DT1 1UZ (Sat Nav DT1 1EE)

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A G E N D A

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1 APOLOGIES

To receive any apologies for absence

2 DECLARATIONS OF INTEREST

To receive any declarations of interest

3 MINUTES

3 - 24

To confirm the minutes of the meeting held on 8 January 2020.

4 PUBLIC PARTICIPATION

Members of the public wishing to speak to the Committee on a planning application should notify the Democratic Services Officer listed on the front of this agenda. This must be done no later than two clear working days before the meeting. Please refer to the [Guide to Public Speaking at Planning Committee](#).

5 FOOTWAY IMPROVEMENTS - INSTITUTE ROAD, SWANAGE

25 - 38

To consider a report by the Executive Director of Place.

6 URGENT ITEMS

To consider any items of business which the Chairman has had prior notification and considers to be urgent pursuant to section 100B (4) b) of the Local Government Act 1972

The reason for the urgency shall be recorded in the minutes.



DORSET COUNCIL - EASTERN AREA PLANNING COMMITTEE

MINUTES OF MEETING HELD ON WEDNESDAY 8 JANUARY 2020

Present: Cllrs Toni Coombs (Chairman), Alex Brenton, Cherry Brooks, Robin Cook, Mike Dyer, Beryl Ezzard, Barry Goringe, David Morgan, David Tooke and John Worth

Apologies: Cllrs Shane Bartlett and Bill Trite

Also present: Councillor David Shortell – for minute 60.

Officers present (for all or part of the meeting): Anna Lee (Planning Policy Manager), Andrew Collins (Principal Planning Officer), Lexi Dones (Senior Planning Officer), Lara Aintree (Solicitor), Jess Cutler (Senior Traffic Engineering Tech Officer), Mike Potter (Road Safety Team Leader) and David Northover (Democratic Services Officer).

Public Speakers

Ruth Povey, local resident - for minute 60.
Brian Miles, local resident - for minute 60.
Jill Cooper, local resident - for minute 61.
Tony Bates, local resident - for minute 61.
Jenny Piercy, local resident - for minute 61.
Patrick Hamilton, local resident - for minute 61.
Paul Harrington, agent - for minute 61.
Ian Ventham, Bere Regis Parish Councillor - for minute 61.
Stephen Grant, local resident - for minute 62.
Arnold Ward, SetPlan (for Naomi Grant) - for minute 62.
John Whiteoak, joint applicant - for minute 62.

56. Apologies

Apologies for absence were received from Councillors Shane Bartlett and Bill Trite.

57. Declarations of Interest

No declarations of disclosable pecuniary interests were made at the meeting.

58. Minutes

The minutes of the meeting held on 4 December 2019 were confirmed and signed.

59. Public Participation

Representations by the public to the Committee on individual planning applications are detailed below. There were no questions, petitions or deputations received on other items on this occasion.

60. Waiting Restrictions - Various Roads, West Moors

The Committee considered a report by the Executive Director for Place explaining that following the advertising of proposed changes to parking restrictions in Denewood Road, Highfield Road and The Avenue, West Moors, objections had been received to the proposals.

Consequently, the Committee was now being asked to give consideration to those objections and decide whether to recommend – for Executive decision - that the proposals should be implemented as advertised.

With the aid of a visual presentation, officers explained the reasoning behind the need to change the waiting restriction arrangements and the basis of the objections received. Plans and photographs showed the roads concerned and what was being experienced; how this might be addressed and the way this could be done. The characteristics of the road were described and their setting within the townscape.

The original rationale for the proposals was designed to facilitate a return of a town bus service which had run along this route but had been withdrawn owing to limitations in its ability to access the route with vehicles being parked at junctions and causing congestion. Whilst any return of the bus service would not necessarily be along the same route again, there was still considered to be a need for the restrictions as it was important that access for emergency vehicles was improved so as to be able to always easily access residential areas.

Having considered all the responses received, officers considered that the current proposals should be progressed rather than leave the situation as it was. The proposals were seen to be a reasonable and practicable solution in addressing the situation which would benefit road safety and access.

The Committee heard from Ruth Povey who considered that the proposals should be evidence based and, in the absence of that, they were not warranted as there had been no reports of any issues being experienced. She considered the proposals to be of little value and should not be progressed.

Brian Miles was not against the principle of the restrictions but asked why they had taken so long to come to fruition, especially as the reason for which they were designed – in aiding the access for the bus service - no longer applied. He was of the view this might be a precursor to a development opportunity, on land served by the road.

One of the local Ward Members, Councillor David Shortell, was pleased to see that the restrictions - being originally proposed by West Moors Parish Council – were now being implemented and could see what benefits these would bring. He asked the Committee to approve the proposals accordingly.

He took the opportunity to refute the claim that these restrictions had any bearing on any future development proposals as suggested.

The other local Ward member, Councillor Mike Dyer, similarly supported the proposals and reinforced what Councillor Shortell had said about the links to any development.

Having had the opportunity to discuss the merits of the proposal and a series of questions about the arrangements answered satisfactorily, on being put to the vote, the Committee agreed that the proposals should be implemented as advertised.

Recommended

That having considered the objections received, the proposed waiting restrictions on Denewood Road, Highfield Road and The Avenue, West Moors, as originally advertised, be recommended for approval for Executive decision.

Reason for Recommendation

The proposed restrictions at Denewood Road, Highfield Road and The Avenue were mainly to cover junctions which would help facilitate larger vehicles and service buses and enforce the highway code.

61. 6/2019/0126 - Erection of 2 new dwellings and associated infrastructure and to modify existing access at The Paddock, Barrow Hill, Bere Regis.

Members were asked to consider planning application 6/2019/0126 for the erection of 2 new dwellings and associated infrastructure and to modify existing access at The Paddock, Barrow Hill, Bere Regis. The Committee was being asked to consider this application given that there was a conflict between the adopted Bere Regis Neighbourhood Plan and the proposals, with officers recommending approval of the scheme. Members understanding of the proposal had benefited from a site visit – held two days previously – providing them with the opportunity to be able to see at first hand what the application entailed, with the property's footprint being marked out to assist.

With the aid of a visual presentation and taking into consideration the provisions of the Update Sheet appended to these minutes, officers put into context what the main proposals and planning issues of the development were; how these were to be progressed; and what these entailed. The application sought to erect two detached dwellings, initially proposed to be three 3 dwellings, but with one now being omitted due to an objection from the Council's Archaeologist on the potential impacts upon non designated historic assets.

Plans and photographs provided an illustration of the location, dimensions and design of the development, and the materials to be used, with the presentation also confirming what the highways, parking and access arrangements being proposed would be; how the development would look

and its setting; and showed the development's relationship with the characteristics of the surrounding village development and landscape. Members were provided with views across the site from various directions. How the development would be screened and how the hedgerow would be managed and reprofiled to provide for better visibility were all described. Officers also explained the context of the development in relation to the characteristics of Bere Regis and its landscape, what non-designated historic archaeological assets around the site there were; what the drainage and water management arrangements would be; the topography of the area – including the elevations of the site; what conservation considerations needed to be addressed to provide for the necessary Suitable Alternative Natural Greenspace (SANG); and the relationship between the development and its encompassing Dorset Area of Outstanding Natural Beauty (AONB). The whole site was within the Bere Regis Conservation Area, with listed buildings located in the nearby vicinity.

It was confirmed that the site was within the Bere Regis Conservation Area but outside the defined settlement boundary in the Purbeck Local Plan Part 1. Moreover, as the southern part - and majority - of the site was defined in the adopted Bere Regis Neighbourhood Plan as being within the settlement boundary and had been allocated in the adopted Purbeck Local Plan for residential development, officers confirmed that the application should be considered on its individual merits within those parameters. What both the Local and Neighbourhood Plans were designed to achieve; how this would be done; and the reasoning for this was all explained in detail by officers so that members had

a clear understanding of how it applied to this application, what considerations needed to be taken into account and why the officer's recommendation was being made as it was.

In particular, access to the site would be from a new point on Barrow Hill, with the hedgerows being reprofiled to accommodate this and to provide for improved visibility.

Officers considered that, notwithstanding the modest modifications to the amount of housing and alternative access arrangements – with the new one being provided on Barrow Hill, rather than from Tower Hill, owing to the practicalities in engineering this given what constraints there were by virtue of the significant difference in level - for the reasons outlined in their presentation and in the report, put into context, the principle of the application remained in accordance with the relevant policies of the Development Plan. The scheme was seen to contribute towards delivering a number of public benefits and enhancements to the locality, including a new footpath across The Paddock.

Given this, and in the absence of any identified material considerations that would outweigh such matters, officers were recommending that the application be approved.

Following the formal consultation exercise a number of objections had been received, notably from Bere Regis Parish Council, in that the development was contrary to the explicit provisions of the Bere Regis Neighbourhood Plan

and what this was designed to achieved. Their reasoning for this was set out in the Committee report and later alluded to, in part, by the Parish Council speaker.

The opportunity was then provided for speakers to address the Committee. Jill Cooper opposed the development in that she considered the access arrangements to be unacceptable given what dangerous manoeuvres took place in accessing and exiting Barrow Hill and what physical constraints governed this. She also considered the development to be out of keeping with that part of the Conservation Area and would begin to urbanise an otherwise open space.

Tony Bates - a Parish Councillor and one of the architects of the Neighbourhood Plan - considered that the adverse effect the development would have on the ecology and archaeological value of The Paddock was good reason for opposing the application.

Jenny Piercy considered the effort that had gone into developing the Neighbourhood Plan should be recognised and that, in being eroded in this way, showed a disregard of its importance. In particular, she considered that the proposals would compromise road safety and the development would be too conspicuous in its siting.

Patrick Hamilton considered that this development would compromise the whole rural and historic character of that part of the village and should be opposed. Once again mention was made of how visible the development was likely to be and its perceived proximity to dwellings on the southern side of Tower Hill compromised privacy. He considered that the development might be more acceptable if it was to be lowered into the landscape and the access remained as prescribed in the Neighbourhood Plan.

Paul Harrington, the agent, endorsed the principles of the application as it complied with the provisions of the Local and Neighbourhood Plans in land being allocated for residential development and that the modest modifications being proposed were purely to address the practicalities of access and how this was able to be best achieved. Satisfactory solutions had been found to the issues raised over earthworks and drainage and, whilst he appreciated the concerns being expressed, the provisions of the application all accorded with the necessary policies and raised no adverse material planning considerations. On that basis he asked that the application be approved in contributing to the delivery of residential accommodation in accordance with the Plan.

Parish Councillor Ian Ventham considered that the proposals were fundamentally flawed in that due regard should formally be given to any Neighbourhood Plan and this was apparently being disregarded in this instance. A democratic process had given legitimacy to the Plan and its provisions should be upheld. As with other speakers, of concern was the prominence of the development and how the access arrangements had been changed to the detriment of the character of the area. To agree to the

application would set a precedent and be seen to undermine this democratic process and its value.

The views of one of the local Ward Members, Councillor Peter Wharf, was contained in the Update Sheet, considering that the application should be refused as the proposed new access arrangements fundamentally changed the nature of the application, in being in direct conflict with the Neighbourhood Plan.

In line with the provisions of both National and Local Authority Plans and policies, assessments had been made by officers - in discussion with both the Highways and Conservation Officers - to ensure conformity with what modifications were necessary and acceptable, in the interests of the application being progressed satisfactorily. Both the Conservation Officer and the Highways Officer explained their reasoning for coming to the conclusions they had.

Anna Lee confirmed that the Neighbourhood Plan provided for residential development on that site, with the modifications being made purely for practical reasons, with the access arrangements also addressing road safety concerns as well. Given this, officers had concluded that there was a need to recognise what weight this should be given to that being originally proposed. On balance it was adjudged that the modifications being made carried the greater weight, in being able to provide for a satisfactory solution. She was confident that, given the circumstances, the proposals would be defensible at any appeal hearing, with the reasoning for it likely to be accepted.

Committee debate focussed on the value of the Neighbourhood Plan and its importance in setting the parameters within which any development took place and what this entailed. The majority of members considered that the value of neighbourhood plans, and what they were designed to achieve for the benefit of a particular community and its needs, should be treated with importance and integrity and that, unless there were exceptional circumstances, any development should be in accordance with this. Members saw no reason that any case could be made in this instance to compromise the integrity of the Plan and, on that basis, considered that its provisions and virtues – having been democratically agreed - should be maintained as they stood.

Of particular concern was the prominence of the development in the landscape, with the potential for properties in Tower Hill to be overlooked, leading to residents' privacy being compromised. They understood that this area had been allocated for residential development but considered that any development should be set lower into the landscape, so as to be less conspicuous over the wider site and to maintain the setting of the Conservation Area. In agreeing any application, they asked that there be limitation placed on the height that the Tower Hill bordering hedgerow could be trimmed.

Moreover, they felt that they would be unable to approve this application by reason of the orientation and design of the dwellings - in compounding the

opportunity for properties to the south of Tower Hill to be overlooked; and that the proposed access, and the extent of hard standing, would result in an incongruous layout, to the detriment of the character of the Conservation Area, especially in Barrow Hill. However other members considered that the hardstanding turning area would improve accessibility within Barrow Hill and the ease with which vehicles could manoeuvre in and out.

Related issues which the Committee considered should be given greater consideration before any application could be approved was the potential for traffic generation on the narrow rural lanes; that access to the site should conform with the provisions of the Plan, rather than there being a new one constructed; drainage and water management issues; and this being seen to set a precedent for future development proposals.

Notwithstanding the assessment made by officer's in coming to their recommendation, the majority of members were of the view that the principles of the Neighbourhood Plan, what it stood for and what it was designed to achieve, should be adhered to and remain valid, relevant and applicable, in being seen to empower the will of local communities. The views of the Parish Council, in being a primary consultee, should be given significant weight and play a key part in influencing what decision the Committee came to. Any grant of permission should assure that the character of that area was maintained and enhanced and felt that this application would not achieve this.

Having had the opportunity to discuss the merits of the application, having understood what was being proposed and the reasoning for this; having taken into account the officer's report, what they had heard at the meeting from the case officer, legal advisor and those invited speakers - particularly the views of the Parish Council and local ward Member - the Committee were satisfied in their understanding of what all of this entailed. On being put to the vote the Committee considered that, notwithstanding the assessments made by officers, they could not agree to what was being recommended on the basis that it would be detrimental to the character of the Conservation Area, especially in Barrow Hill; was not be in keeping with other development in that Area and; was not in accordance with the principles or provisions the Neighbourhood Plan, which should be given considerable weight owing to the rigorous process it had gone through in being adopted as it had. Accordingly, it was agreed

Resolved

That planning application 6/2019/0126 be refused.

Reason for Decision

1)The proposal by reason of orientation and design of the dwellings, the proposed access and amount of hard standing would result in an incongruous layout to the detriment of the character of the Conservation Area, especially in Barrow Hill. As such the proposal is contrary to Policies D (Design) and LHH (Landscape, Historic Environment and Heritage) of the adopted Purbeck Local Plan Part 1, the made Bere Regis Neighbourhood Plan and the aims and objectives of the NPPF, especially Paragraphs 189 and 192.

2)_Refused Informative - Refused Plans. The plans that were considered by the Council in making this decision are: 18108.12A,18108.13,18108.14B, 18108.15A, 18108.16, 18108.17A, 18108.18, 18108.21A,18108.22B and 18108.23C

3)Statement of positive and proactive working: In accordance with paragraphs 38 of the National Planning Policy Framework, the Council took a positive and creative approach to development proposals focused on solutions. The Council worked with applicants/agents in a positive and proactive manner by; offering a pre-application advice service, and as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions. For this application: The applicant/ agent and the Council have worked together to consider all matters. The application was recommended for approval by officers. However, elected Members resolved to refuse the application.

4)Informative Note - Community Infrastructure Levy. If planning permission was subsequently granted for this development at appeal, it would be subject to the Community Infrastructure Levy (CIL) introduced by the Town and Country Planning Act 2008. A CIL liability notice would then be issued by the Council that required a financial payment, full details of which would be explained in the notice.

62. 6/2019/0337 - Erection of a single storey, rear extension at Misty Cottage, Worth Matravers.

Consideration was given to planning application 6/2019/0337 for the erection of a single storey, rear extension at Misty Cottage, Worth Matravers. Members understanding of the proposal had benefited from a site visit – held two days previously – providing them with the opportunity to be able to see at first hand what the application entailed.

With the aid of a visual presentation and taking into consideration the provisions of the Update Sheet appended to these minutes, officers described what the main proposal and planning issues were, what these entailed and how this was proposed to be delivered. As responses received to the formal consultation from Worth Matravers Parish Council were contrary to the officer's recommendation, the application was being referred to Committee for decision. The application was designed to benefit what living space there was available to the occupants so as to enhance their quality of life and enjoyment of their home.

The application sought to construct a single storey extension with flat roof construction, incorporating sky lights, on the rear elevation of Misty Cottage. Plans, photographs and graphics provided an illustration of the location, dimensions and design of the extension, the materials to be used; how the extension would look and its setting; and showed the development's relationship with the characteristics of the neighbouring property, Rose Cottage – a Grade II Listed Building - as well as the surrounding village development and landscape. Officers also explained the context of the development in relation to the characteristics of the Worth Matravers Conservation Area and the relationship between the development and the Dorset Area of Outstanding Natural Beauty (AONB), in which it was located.

Officers confirmed that there were other flat rooved constructions situated within the Conservation Area.

Assessments had been made by officers - having taken into account the views of the Design and Conservation Officer and the AONB Officer - on what impact the extension would have, with it being concluded that the proposed development was not considered to have a detrimental impact on the character and appearance of the area, the wider views within the Conservation Area or the Dorset AONB, the setting of listed buildings, or the amenity of the neighbouring residents. Concerns that excess light pollution emanating from the sky lights would compromise the dark skies policy of the AONB were allayed by the AONB Officer. Therefore, officers considered the proposal to be acceptable and the recommendation was being made on that basis.

Moreover, the officer emphasised that regardless of whether permission was granted for this application, an extension of similar dimensions – being less by only some 1.5 metres at its eastern end and not contiguous with the present extension at its western end - could still be constructed under permitted development. However, if this was the case, this could well differ significantly in appearance – being able to be glazed from top to bottom if desired - from what was being proposed so, in accepting the recommendation, the Committee would have a guarantee of its appearance and what conditions governed its construction. For illustrative purposes and to give a clearer understanding, comparisons between the two options were shown.

Following the formal consultation process, Worth Matravers Parish Council had objected to the proposals considering that the extension did not complement or enhance either the setting of the two adjacent listed buildings nor the wider historic and positive characteristics of the village and was not in accordance with the Worth Matravers Conservation Area Appraisal. Particularly, concerns were raised regarding the size and design of the proposal in terms of the surroundings, light pollution emanating from the sky lights, the impact upon nearby properties, views from Worth Green, and the impact upon the Worth Matravers Conservation Area.

The Committee then heard from public speakers. Stephan Grant, owner of Rose Cottage, objected to what was being proposed on the grounds that it would compromise the character of the Conservation Area at the heart of the village. The proposed flat roof, with excess light emanating, would be incongruous and conspicuous by design, amongst the other dwelling's pitched roofs. He felt that the dimensions and design were out of keeping with other small cottages around and being constructed in such close proximity to Rose Cottage would give the impression of being dominant and overbearing, in adversely affecting amenity.

Arnold Ward, for Naomi Grant, considered that the proposal could well be seen to constitute harm to a designated heritage asset, despite officers' claims. He considered that the basis for the proposal could warrant legal challenge in not having due regard for the heritage assets within the Conservation Area in accordance with the Planning (Listed Buildings and

Conservation Areas) Act 1990. Moreover, his view was that the undoubted light pollution from the development was contrary to the AONB's dark skies policy.

John Whiteoak, the applicant, explained how the proposal would be of benefit to the occupants of Misty Cottage in creating greater capacity within the house and a better environment in which to live for them. Whilst being aware of what they were able to do under permitted development, they had made a decision to apply for permission so as to ensure that what they were doing was in accordance with all that was necessary: in having the most appropriate extension for their house. In working closely with Council officers, they had given a lot of thought to ensure the design of their extension was in keeping with its surroundings and enhanced the setting within the Conservation Area. Moreover, they confirmed that the AONB officer had considered the up lighting proposed would not compromise the dark skies policy. On that basis, Mr Whiteoak asked the Committee to approve the application.

Committee debate focused on three main aspects of the application: the dimensions and proximity to Rose Cottage of the extension; its flat roofing construction and; how the sky lights could affect the dark skies policy.

Whilst accepting that the views of the AONB Officer were that there would be no breach of the dark skies policy, members were not necessarily convinced by this, considering that it was more than likely that the emittance of unfettered upward light was bound to have some impact on this.

They expressed concern that as there was no other flat roofed construction that was visible within that part of the Conservation Area, this was out of character with other dwellings and this would be conspicuous from wider views, especially looking westwards across the village from the duck pond, a particularly popular and picturesque view in their opinion.

Having heard the testament of the occupants of Rose Cottage and understood for themselves at the site visit how the extension would look, members were particularly concerned at how this might well be seen to be overbearing and dominant in that context, especially as Rose Cottage was sited at a lower level to Misty Cottage.

The majority of members were of the view that a decrease in extension length of 1.5 metres, as would be prescribed by permitted development, would be a more readily acceptable proposal, in avoiding the perceived dominance of the building to Mr and Mrs Grant. Whilst members recognised that there were limitations under permitted development in that any extension could not be contiguous with the already established dwelling, there was scope for this to be addressed via a future application.

Whilst the local Ward member, Councillor Cherry Brooks, was acceptant of the principle of an extension, she had reservations at the flat roofed design, preferring to see there being a slight pitch to it. She considered that what was being proposed did not outweigh the need for the building to be in keeping with others in the Conservation Area.

The view of another member however was that, given there were other flat roofed buildings in Worth Matravers and that the AONB Officer raised no concerns over the effect of lighting, the application should be approved as, by doing this there was a guarantee over how it would look whereas, under permitted development, it may have a very different appearance that was less conducive with its setting.

Notwithstanding the assessment made by officer's in coming to their recommendation, and whilst accepting the principle of an extension which could be allowed under permitted development, the majority of members were of the view that the overbearing and dominant appearance of the extension being proposed - with its flat roof construction incorporating sky lights that would undoubtedly emit excess light - would be detrimental to the setting of Rose Cottage, would be out of keeping with other buildings in the Conservation Area and might well compromise the AONB's dark skies policy.

Furthermore, in the event that an extension should be allowed under permitted development, then members asked that this be conditional on it being built of Purbeck Stone and the pointing and coursing be of a nature that accorded with that found elsewhere on Misty Cottage. Members also asked that clarification be provided on what precisely the AONB's dark skies policy entailed and how it was applied.

Having had the opportunity to discuss the merits of the application, having understood what was being proposed and the reasoning for this; having taken into account the officer's report, what they had heard at the meeting from the case officer, legal advisor and those invited speakers - particularly the views of the Parish Council and local ward Member - the Committee were satisfied in their understanding of what all of this entailed. On being put to the vote the Committee considered that, notwithstanding the assessments made by officers, they could not agree to what was being recommended on the grounds of the adverse and detrimental impact this would have on the amenity of the neighbouring property of Rose Cottage; the inclusion of flat roofing in such a prominent position within the village landscape, and the potential for the AONB's dark skies policy to be compromised by virtue of excess light pollution emitting from the skylights. Accordingly, it was agreed

Resolved

That planning application 6/2019/0337 be refused.

Reasons for decision

1) The proposal by reason of location and proximity to Rose Cottage would result an overbearing impact upon neighbours at Rose Cottage to the detriment to the setting of the Grade II listed building where no public benefits would result. As such the proposal is contrary to Policies D (Design) and LHH (Landscape Historic Environment and Heritage) of the adopted Purbeck Local Plan Part 1 and the aims and objectives of the NPPF especially Paragraphs 193, 194 and 196.

2) The proposal by reason of the design and form of the flat roof of the Extension would result in harm to the designated heritage asset and the

character and appearance of the Conservation Area where no public benefits would result. As such the proposal is contrary to Policies D (Design) and LHH (Landscape Historic Environment and Heritage) of the adopted Purbeck Local Plan Part 1 and the aims and objectives of the NPPF especially Paragraphs 193, 194 and 196.

3) There was no street lighting within the village and the Worth Matravers Conservation Area Appraisal details that where lighting occurs it was low key. The site was located within the Dorset Area of Outstanding Natural Beauty (AONB) where the Dorset AONB Management Plan (C4 and f) required that there is a requirement to avoid creating new features which are detrimental to landscape character, tranquillity and the AONB's special qualities, and avoid and reduce cumulative effects that eroded landscape character and quality. The proposal included 8 roof lights located in the flat roof of the extension. These roof lights would adversely affect the character of the village and harmfully impact upon the dark skies in the AONB. As such the proposal was contrary to Policy D (Design) of the Purbeck Local Plan (Part 1), Paragraph 180 c) of the NPPF, the Dorset AONB Management Plan 2019 - 2024 and guidance contained within the Planning Practice Guidance on light pollution.

4) Informative Note - Refused Plans. The plans that were considered by the Council in making this decision are: drawing number 17184.20, drawing number 17184.24, drawing number 17184.25, drawing number 17184.22, drawing number 17184.23, drawing number 17184.26, drawing number 17184.27 and drawing number 17184.21 submitted as part of the application, plus drawing number 17184.31 A, drawing number 17184.28 B and drawing number 17184.32 A received on 22 August 2019, plus drawing number 17184.30 B, drawing number 17184.29 A and drawing number 17184.33 B received on 29 August 2019.

5) Statement of positive and proactive working: In accordance with paragraphs 38 of the National Planning Policy Framework, the Council takes a positive and creative approach to development proposals focused on solutions. The Council works with applicants/agents in a positive and proactive manner by; offering a pre-application advice service, and as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions. For this application: The applicant / agent and the Council have worked together to consider all matters. The application was recommended for approval by officers. However, elected Members resolved to refuse the application.

6) Informative Note - Community Infrastructure Levy. If planning permission is subsequently granted for this development at appeal, it will be subject to the Community Infrastructure Levy (CIL) introduced by the Town and Country Planning Act 2008. A CIL liability notice will then be issued by the Council that requires a financial payment, full details of which will be explained in the notice.

63. **6/2019/0590 - Variation of condition of Planning Permission
6/2019/0224 at 8 Westminster Road, Wareham, BH20 4SW**

The Committee considered application 6/2019/0590 for the variation of condition of Planning Permission 6/2019/0224 at 8 Westminster Road, Wareham, designed to complement the reorganisation of the Dorset Waste Partnership depot for recycling collection vehicles in reducing the number of lamps on the shipping containers from two (one on each container), to one, to be located centrally, on a 2m high post near to the easternmost perimeter fence.

With the aid of a visual presentation the objectives of the proposal were described, what it was design to achieve and how this would be done - so as to not obstruct the doors of the containers from readily opening. Photographs and plans showed how the lighting would look and where it would be sited and what benefit this would have on the ability to manage the site more efficiently.

The Committee considered that this application was a practical solution to readily address the issues which were being experienced on site to better facilitate how the depot was managed.

Resolved

That permission be granted for application 6/2019/0590 for a variation of condition of Planning Permission 6/2019/0224 at 8 Westminster Road, Wareham.

Reasons for Decision

- 1)The location was considered to be sustainable and the proposal was acceptable in its principle, design and general visual impact.
- 2)There was not considered to be any significant harm to neighbouring residential amenity, subject to conditions.
- 3)There were no material considerations which would warrant refusal of this application.

64. **Urgent items**

There were no urgent items for consideration at the meeting.

65. **Update Sheet**

**Eastern Area Planning Committee
8 January 2020 – Update Sheet**

Planning Applications

Application Ref.	Address	Agenda ref.	Page no.
6/2019/0126	The Paddock, Barrow Hill, Bere Regis	Item 6	31
<p>Update(s):</p> <p><u>Comments received from Bere Regis Parish Council;</u></p> <p>“Bere Regis Parish Council are disappointed that Officers are recommending this application for approval.</p> <p>This statement provides background to the planning situation and provides compelling reasons as to why this planning application should be refused.</p> <p>Background - The Parish Council was originally opposed to any development taking place on the site. This opinion was based on the poor rating that the site achieved in an assessment carried out as part of the Neighbourhood Plan consultations in 2012, which highlighted poor access, potential for damage to be caused to ecological and archaeological features locally, together with high potential for conflict with neighbouring properties. At that time, the Highways Department at DCC would not support development on the site, as they did not want to see any increase in traffic using the difficult junction at the bottom of Butt Lane or the junction between Butt Lane and Tower Hill.</p> <p>The parish council were subsequently put under pressure by PDC to increase the number of new dwellings to be provided by the Neighbourhood Plan. Consequently, the parish council had to re-consider sites that had previously been rejected.</p> <p>As a way of allowing an additional three or four dwellings to be built close to the village centre, the parish council accepted that limited development on this site might be allowed, provided that adequate protection could be given to the Conservation Area; neighbouring properties; the rich wildlife meadow, and; the substantial archery butts that lie to the north.</p> <p>Consequently, the Neighbourhood Plan, which has been agreed through consultation with all relevant statutory bodies including the conservation officer and highways department, allows for development of the site strictly on the following basis:</p> <ul style="list-style-type: none"> • Excavation of the site so that new buildings are set at Tower Hill street level. • Development with a terrace or semi-detached dwellings to make best use of the available space. • All construction and future vehicle movements to be taken from Tower Hill, with no vehicular access allowed from Barrow Hill. • The existing hedge (which only dates from the 1960s and is not worthy of protection as suggested by the conservation officer) to be repositioned along the back of the development site. <p>Planning Policy - You will be aware that planning decisions in this country need to be based on local and national planning documents. In our opinion, the</p>			

relevant documents in determining this planning application comprise the Neighbourhood Plan, National Planning Policy Framework (NPPF) and National Design Guidelines (September 2019). It seems that all of these documents have been ignored by the applicant, and by the planning officers.

Effect of the Neighbourhood Plan - This site lies outside of the settlement boundary unless development proposals are in compliance with the Neighbourhood Plan. Consequently, it is our case that any development of the site can only take place if the proposals are in accordance with the adopted Neighbourhood Plan. The proposed design and access are not in accordance with the neighbourhood plan, so planning permission should be refused.

Effect of the NPPF - This planning application ignores advice in section 12 of the National Planning Policy Framework (NPPF), which notes that good design is a key aspect of sustainable development; creates better places in which to live and work, and; helps make development acceptable to communities.

Paragraph 127 of the NPPF requires that new developments should:

- Function well.
- Be visually attractive as a result of good architecture.
- Be sympathetic to local character and history.
- Help to establish or maintain a strong sense of place, and
- Optimise the potential of the site to accommodate and sustain an appropriate amount of development.

This planning application fails to comply with any of the requirements of the NPPF, and is therefore contrary to national planning policy.

Effect of Design Guidelines - The National Design Guidelines published in September 2019 have been introduced to reinforce design policies set out in the NPPF. These guidelines seek to promote good design, and they require the layout and design of buildings to respond to existing local character, while producing compact forms of development that make efficient use of land.

Again, the proposals currently before you fail to take account of design guidelines in that document.

Planning Officers Report - We understand from a meeting with the planning officers that they are recommending that this planning application be approved. Their recommendation is apparently based on no objection having been raised by the highways department, and because the Conservation Officer has suggested that the roadside hedge should be retained. However, the parish council consider this recommendation to be fundamentally flawed, for the following reasons:

- At a site meeting with the highways officer he admitted that he had not previously visited the site and he was unaware of the requirements of the Neighbourhood Plan. He admitted that a level access off Tower Hill would be preferable to taking access off Barrow Hill
- As already noted, the Conservation Officer is incorrect in suggesting that the roadside hedge requires protection, as it is relatively young and not associated with the old network of green lanes.

- We are surprised that a Conservation Officer is supporting a layout and design that is totally out of keeping with the Conservation Area, when the Neighbourhood Plan, NPPF and National Design Guidelines all require a high standard of design for new developments. The current proposals are not sympathetic to the local character and fail to optimise use of the site.
- The planning officers have failed to take appropriate notice of the Neighbourhood Plan or national planning policy and design guidelines.
- Overall, the proposal fails to respect the Conservation Area; neighbouring properties; the rich wildlife meadow, and; the archery butts.

Conclusions - By now you might appreciate that the parish council feel passionately that the Neighbourhood Plan needs to be upheld, otherwise it becomes worthless. We also feel strongly that appropriate consideration be given to national design guidelines and national planning policy, which have huge relevance when looking to develop a sensitive site on the edge of the Conservation Area.

Is Localism genuinely valued? If so, this planning application needs to be determined strictly in accordance with the neighbourhood plan.

If you do not intend to uphold localism, then this will have far-reaching implications, not just through Dorset but also for the rest of the country.

But, irrespective of whether or not you intend to take notice of the neighbourhood plan, you also need to ask yourselves whether you intend to determine this planning application in accordance with national planning policy and guidance as previously detailed?

It is our considered opinion, that the planning application before you fails to meet the requirements of local or national planning policy, and planning permission should be refused.”

NB Plans were included with these comments. But the source and whether accurate has not be verified and these are not for consideration.

Comments made by Cllr. Peter Wharf (Ward Member West Purbeck)

“I am unable to make the meeting but would make the following observations about the Bere Regis application that was the subject of your site visit.

The site was specifically covered by the Neighbourhood Plan which was many years in the making and was emphatically supported in the recent referendum. The plan was an excellent and well thought document which recommended more housing than was in the original local plan. However the access for this site, which was approved in the NP, was changed by Highways DCC without informing the Parish Council or myself. This fundamentally changes the nature of the application and should not be allowed. Why have a NP if they can be ignored with impunity? It is not, as some are implying, a minor point. It was critical to the Parish Council and to myself.

For that reason I request you refuse this application for non conformity with the

agreed Neighbourhood Plan, which is a major material planning consideration.”			
Application Ref.	Address	Agenda ref.	Page no.
6/2019/0337	Misty Cottage Worth Matravers	Item 7	55
<p>Additional Statement of Worth Matravers Parish Council - included on Update Sheet of 4 December 2019 – still valid</p> <p>This site is within the Worth Matravers Conservation Area.</p> <p>The Parish Council, now the third tier of elected government in England, raises the following additional issues. Its concerns remain that the Officers report and the incorporated views of the new DC planning consultant do not reflect the accepted statutory requirement to improve and enhance the existing Conservation areas of Worth Matravers village.</p> <p>It has never been acceptable in professional planning circles to state that a new, additional rather than replacement, proposal can be approved if it does not create any more harm than the existing extension. Two wrongs never make a right. Despite the accepted extensive and longer distance views of the rear gardens of this group of properties the proposed rear extension is now closer to the boundary of the next door property. It includes an additional blank flank wall 13 foot high on ground significantly higher than the ground level of the adjacent listed building. It must have a substantial and adverse impact on the listed building and an adverse visual impact as seen from the historic village green in the centre of the conservation area. It would be the first flat roof proposal for the centre of this historic conservation area currently comprised totally of cascading different height ridge roof features.</p> <p>Members of the Planning Committee should be aware that its new consultant is from North Norfolk. His advice however is totally contrary to the current North Norfolk District Council Design Guide and Supplementary Planning Guidance which states.</p> <p>What matters most when considering the scale of new development is not so much the absolute size of buildings, but their size relative to their surroundings. Particularly with infill sites in sensitive areas, extreme care needs to be taken to ensure that ridge heights and overall proportions are compatible with adjoining buildings.</p> <p>3.6.1 Extensions should be sited and designed to avoid any loss of light or privacy to adjoining properties. They should also not result in any overshadowing, tunneling or overbearing effects.</p> <p>3.6.2 Flat roof forms are not normally acceptable.</p> <p>The Parish Council does not accept your officers report .This proposed rear extension is of poor design and has a substantial impact on the adjacent listed building. As for the meaningless statement that the extension uses a sensitive use of the palette of materials to achieve a sympathetic blend this is just the sort</p>			

of meaningless gobbledegook padding officers should have been instructed to avoid in their 'professional' reports to elected members.

The Officers inappropriate additional statement that indeed contrasting modern design is often the preferred choice for heritage locations is very worrying and must in principle be quickly rejected by the new Dorset Council. The committee should be mindful that this approach, the impact of which can occasionally and regrettably be seen elsewhere in England, would totally desecrate many of the established village settings so much a part of the Dorset village streetscenes and the AONB countryside generally.

Finally the extensive proposed roof lighting system makes mockery of the Dorset Council first recommendation to declare a Climate Emergency. This proposal will have significant adverse climate and environmental impact as Worth village is a dark nighttime zone with no unnatural light sources. Those who know the village well will be aware that torches are a requirement to safely walk the streets of the centre after dark.

The Parish Council requests this application is refused and the applicant encouraged to submit a more sympathetic and acceptable proposal.

Comments from Mr Cochrane (The Croft, Winspit Road, Worth Matravers);

"Chairman, Ladies and Gentleman –

Misty Cottage is situated almost immediately opposite a Grade I listed Norman church and adjacent to Grade II listed properties. Being at the very heart of one of Dorset's most attractive and historic villages any development needs to be very sympathetically handled and comply with both National legislation and the Worth Matravers Conservation Area Appraisal Document.

The latter document defines the area as containing 'buildings and structures which span several centuries' and which 'are considered to be of special architectural interest'. Till now its guidelines have been rigidly implemented. The proposed modern and intrusive extension ignores several of its key recommendations:

- The existing extension to Misty Cottage is shown in the Appraisal Document as being of 'negative' quality, the lowest category. To suggest that by adding a further extension to an existing 'negative' extension does, I quote, 'not harm this aspect any more than the existing extension' is, of course, not true, it significantly increases the 'negative' footprint to more than that of the original property, it would dominate its Grade II neighbours and would become highly visible from the village green.

- The document also draws particular attention to the historic roofing style, the use of rooflights and traditional styles of doors and windows. The norm is for traditional stone roofs – no flat roofs or sedum covered roofs have been permitted since the introduction of the Appraisal Document. Furthermore recent Government Guidance on Light Pollution states '..... new lighting would be

conspicuously out of keeping with local nocturnal light levels, making it desirable to minimise or avoid new lighting’.

National Legislation defines Conservation Areas as ‘areas of special architectural or historic interest the character or appearance of which is desirable to preserve or enhance’. The National Planning Policy Framework Chapter 16 Paragraph 192 requires that development affecting heritage assets should make ‘a positive contribution to the local character and distinctiveness’. Apart from enhancing the amenities of Misty Cottage this application fails to demonstrate how it meets any of these requirements. It could certainly not be justified on the basis of providing additional housing, it is purely the indulgence of the applicants (who have only recently moved to the village) at considerable impact to the style and character of the village as a whole and contrary to the key principles of the Conservation Area and the Appraisal Document, which has previously prevented such minor alterations as the building of a porch at Cobblers Cottage and the installation a rear dormer window at Willow Cottage.

Finally, the Appraisal Document concludes with the words ‘it is important to raise awareness amongst the public of both the existence of the Conservation Area.....’, I did not expect to find that your own Design and Conservation consultant was unaware of the document when he made his original report. The advice he has subsequently given appears to be a matter of personal opinion rather than compliance with the various regulations.

If approved, this application would be contrary to previous planning guidelines and the Appraisal Document and would represent a complete change to planning policy within our conservation area. If permitted we could expect to see applications for similar extensions in both this and other conservation areas eroding the unique character of many of our villages.

As Councillors in a sensitive area legislation requires that you pay ‘special regard to prevailing patterns of height, mass and use of materials’. This application does not appear to conform to this requirement. I urge you to reject this application.”

Comments from Mr Arnold;

“We live at Post Office Cottage in our only home; we’re permanent residents of the small village of Worth Matravers.

We’re about 25 metres away from Misty Cottage, so you could say we’re not personally or directly affected. But we run a B&B right by the village green, so our interests are in maintaining the heritage assets in the conservation area - for our benefit, but also for the many guests and visitors to this area, who come here to see the pond and the village green in a setting surrounded by old Purbeck stone buildings with stone walls, small square windows, and pitched stone roofs. The rear of Misty Cottage is visible from the green.

There’s plenty of evidence to support a revision of the plans, so I’m hoping to appeal to our new neighbours - would they not be willing to consider making

amendments to satisfy those they'll be living alongside? It's not at all unreasonable to want to extend the living space but it would seem everyone in the vicinity objects to the size and design - the flat roof and elevated skylights mainly, which will be visible from the village green.

I'm not qualified to speak for what would be acceptable, but if the following compromises could be agreed, I think all parties could be reasonably happy:

No window on the end/east wall.

No skylights (quite unnecessary with all that glass frontage)

Move the east wall back 1.5 metres.

Introduce some sort of 'mansard' roof pitch to match the appearance of adjacent buildings.

As I said in my letter, some form of appropriate extension to the compact nature of Misty Cottage is supported. But find a compromise that better suits the neighbours and the village itself."

Comments from Mr Melville;

"Dear miss Nolan, thank you for the details re: Misty cottage, would love to be able to attend to put my 10 p worth about the failure of B.C. P. to "protect" a Dorset village that's supposed to be in a "conservation "area, from your part time "historical buildings expert" (lives in Norfolk) who is only to happy to ok such an outrageous planning application without even visiting site. Unlike said "expert" we have to work 5 days a weekif B.C.P. had any compassion for us Dorset people that live full time in these villages they would have maybe held the meeting in our village hall (not Wimborne) and we would have been able to take time out in a lunch break, though sadly, I truly believe this council of ours is failing to listen yet again."

Proposed additional condition,

The quarry details, size and coursing of the proposed Purbeck Stone for the external facing materials must be submitted to and approved in writing by the Council before they are used on the proposal. The development must then be implemented using the approved materials, sizes and coursing.

Reason: To ensure satisfactory appearance of the development in the Conservation Area.

Duration of meeting: Times Not Specified

Chairman

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Eastern Area Planning Committee

5th February 2020

HI1129 Institute Road, Swanage – Footway Improvements

For Decision

Portfolio Holder: Cllr R Bryan, Highways, Travel and Environment

Local Councillor(s): Cllr G Suttle and Cllr W Trite

Executive Director: John Sellgren, Executive Director of Place

Report Author: Andrew Bradley

Title: Project Engineer

Tel: 01305 224837

Email: andrewbradley@dorsetcouncil.gov.uk

Report Status: Public

Recommendation: That having considered the representations received, in response to public advertisement, that the Portfolio Holder be recommended to support the proposed changes to the Traffic Regulation Orders as advertised.

Reason for Recommendation: To enable the footway widening in Institute Road providing a safer environment for pedestrians. It is considered that the benefits of the scheme outweigh the potential impacts on local businesses, from reduced loading provision and on-street parking

1. Executive Summary

- 1.1 Institute Road is a one-way road which forms part of the main retail centre of the town and is the only vehicular access to the southern half of the town including the Harbour, Quay and Durlston Country Park as well as residential areas (see Appendix A).

- 1.2 The road is relatively narrow at 5m wide which is further exacerbated by a loading bay running the entire length of the eastern side of the road. This takes the usable road width to 2.5m which can be too narrow for larger vehicles trying to pass vehicles in the loading bay. As a result, vehicles mount the footway causing conflicts with pedestrians (see photograph Appendix B).
- 1.3 To improve the safety of pedestrians it is proposed to widen the footways on both sides of the road from between 1.3m and 1.8m to 2.5m (see Appendix C). To facilitate this the loading bay along the length of the road would have to be removed and repositioned, requiring changes to the Traffic Regulation Orders (TROs) in the vicinity.
- 1.4 The proposals and changes to the TROs have the full support of the Town Council and Dorset Council Councillors.
- 1.5 Following the advertisement of a Public Notice in December 2019, to make the necessary TRO changes, this report considers the objections and representations received and whether the proposed TRO changes should be implemented as advertised (see Appendix D).

2. Financial Implications

- 2.1 The total cost of the scheme is estimated to be £450,000.00. The scheme is being part funded by Swanage Town Council (£100,000.00), Developer funding pooled from local Section 106 payments (£75,000.00), with the remainder of the funding (£275,000.00) from the Local Transport Plan (LTP).

3. Climate implications

- 3.1 Although any direct impacts on climate are difficult to measure the completed scheme will provide an improved street scene with less cars circulating to find [illegal] parking places in the long loading bay which would reduce emissions.

4. Other Implications

- 4.1 In terms of sustainability it is considered that the widening of the footways will remove potential conflicts between pedestrians and larger vehicles therefore making the environment safer and in turn improve the shopping experience.

- 4.2 The improved public realm should also help to encourage more journeys on foot with a generally more accessible environment.
- 4.3 It should be noted that there are several charity shops in Institute Road, and several have expressed concern that deliveries will be made more difficult without a loading bay directly in front of the shop. Whilst there will be a need to adjust how items, particularly heavy books, are delivered it should be noted that due to wide abuse of the existing loading bay there is never a guaranteed space to park.

5. Risk Assessment

- 5.1 Having considered the risks associated with this decision, the level of risk has been identified as:

Current Risk: LOW
Residual Risk: LOW

6. Equalities Impact Assessment

- 6.1 An Equalities Impact Assessment concluded that there will be positive impact on sectors of the community on the grounds of age, disability and pregnancy and maternity.
- 6.2 It also concluded that there will be no change/ or assessed significant impact on the remainder of the protected characteristic sectors.

7. Appendices

Appendix A – Institute Road, Location Plan

Appendix B – Photograph illustrating conflicts between pedestrians and vehicles, supplied by a member of the public.

Appendix C – Drawing HI1129-06-06-Orig, General Arrangement.
NOTE: To be printed and viewed at A1 size

Appendix D – Drawing HI1129-06-05-ORIG, Traffic Regulation Orders
NOTE: To be printed and viewed at A1 size

Appendix E – Table, Breakdown of Representations

8. Background Papers

- 8.1 Primary consultation responses from Swanage Town Council, Dorset Police and the local Dorset County Councillor(s), together with

responses to the Public Advert, are held on the HI1129 project file in the Place Directorate and are available to view on request.

9. HI1129 Institute Road, Swanage – Footway Improvements

- 9.1 Swanage is situated in the Isle of Purbeck approximately 16km south east of Wareham, with main access via the A351. It is a small seaside town with a population of approximately 9,800 looking eastwards across the English Channel towards the Isle of Wight. It is a popular holiday destination and base to explore the Jurassic Coast World Heritage Site. As such it is reported that the population almost doubles during the summer months.
- 9.2 Institute Road is situated in the heart of the old town and forms part of the main retail centre of the town. It is a one-way road, southbound, running parallel to the seafront about 45m distant. As the town has grown and changed over time and Institute Road is now the only main access to the southern half of the town, the Quay, harbour and popular Durlston Country Park situated on the cliffs to the south. See Appendix A.
- 9.3 The result is that all traffic entering Swanage wanting access to the south will have to go via Institute Road, this includes delivery lorries, buses/coaches and oil tankers, for example, as well as cars and vans.
- 9.4 In June 2015 a collision occurred in Institute Road where a car left the road hitting 4 people seriously injuring them. Vehicular access to the south of the town was closed for several hours while emergency services dealt with the incident. This focussed minds and the then Dorset County Council were engaged to look at potential options to improve safety.
- 9.5 It was clear that the busy nature and function of Institute Road along with high numbers of pedestrians on narrow footways was causing conflicts between pedestrians and vehicular traffic. This was a result of two main factors, the first the narrow nature of the footways and secondly a loading bay placed along the entire length of the road. When the bay is in use larger vehicles can only pass parked vehicles by mounting the footway (see Appendix B - photograph showing existing conflicts). Although there have been no recorded collisions citing this a causation factor, there are reports of many near misses, which from officer observation can be verified.

9.6 Plans were developed in close cooperation with the Town Council and were put on view during two rounds of public consultation in 2018. Where possible appropriate changes were made to accommodate suggestions.

9.7 To improve the safety of pedestrians it is proposed to widen the footways on both sides of the road. The footway widths vary but typically the proposals are:

Eastern side; widen from 1.8m to 2.5m

Western side; widen from 1.3m to 2.5m.

The western side is complicated by private strips of land fronting the shops which vary from approximately 0.9m to 1.5m, in addition to the 1.3m of highway footway. However, these strips are used for tables and chairs and items for sale during shop hours.

9.8 To facilitate this the loading bay would have to be removed and repositioned which has an impact on existing parking and loading Orders which will require changing. The proposed scheme and the proposed changes to the TROs are illustrated by the drawings referenced in Appendix C and Appendix D and should be viewed as A1 size printed drawings or as .pdf files.

9.9 In August 2019 the proposed changes to the TRO's were sent to the Primary Consultees (Town Council, Police and DC Cllrs) for comment. Full support was forthcoming and in December 2019 the proposals went to Public Notice and advertised in the local press. Street notices were also erected on-site.

9.10 Following the advertisement period and an additional working week to allow for the Christmas holiday a total of 9 representations were received. This breaks down to 5 representations making general comments and 4 relating to specific objections.

9.11 A table showing the form of the comments is included as Appendix E. It should be noted that the single referenced objections were made by one individual.

9.12 With the exception of objection a) below, which will be dealt with under the objections, all the general comments relate to either operational issues during the construction or issues not related to the TROs and have been addressed by officers.

9.13 Each of the objections raised as part of the representations read, in italics below, with officer comments after each bullet point.

- *Objection a) Will make running a business difficult in times of [online] competition*

Comment: This relates to two aspects of the scheme, firstly the construction period which will run from 10th February to the end of May 2020 when Institute Road will be largely closed to traffic. The businesses will be fully accessible to the public and will be signed as such during the construction. A dedicated liaison officer, with mobile telephone, has been assigned to the project to ensure businesses can receive deliveries and work with businesses to overcome any concerns on a day to day basis.

Secondly, once complete, loading in Institute Road will be restricted to the new loading bays proposed. Although this will mean some adjustment on how the businesses operate, in terms of deliveries, it is not felt a major block for businesses.

Online competition has been widely reported in the press and is not a factor influenced by the proposals.

- *Objection b) Removing ability to stop and unload could put people out of business*

Comment: As with a) above loading bays have been provided in the proposed scheme. The existing loading bay is 53m long and the proposed total length of the three new bays is 42m. This equates to approximately two HGV bays and one for a van or light vehicle.

- *Objection c) Removal of existing parking spaces on Station Road will reduce parking*

Comment: Depending on the size of vehicle approximately 5 spaces will be lost. This is necessary to keep the forward visibility of the Puffin crossing clear and uninterrupted. One new bay is proposed.

There is adequate short-stay parking in Station Road and the town has several large off-street car parks as well as on-street parking.

- *Objection d) Waste of tax-payers money*

Comment: This is subjective but the LTP funding is ring fenced for transport improvements and cannot be moved to other areas such as Social Care.

- *Objection e) Allow van-only loading in Institute Road*

Comment: This would be difficult to enforce considering the existing loading bay is widely abused by people using it for short-stay parking. It also does not solve the narrow footways and conflicts with vehicles. A large box van would present the same issues as a lorry parked in the loading bay.

- *Objection f) The change of taxi bay [one car parking space] to a loading bay will affect the livelihood of taxi drivers*

Comment: The taxi bay is proposed to be a loading bay during shop hours and a taxi bay evening and overnight. There is a large taxi bay at the railway station for waiting and adequate road space for picking up and dropping off within the town.

- *Objection g) No space for emergency services, service vehicles, removal vans etc.*

Comment: This relates to parking in Institute Road. Emergency services will try to get as close as safely possible to an incident, this would remain unchanged. Removal vans would have use of the proposed loading bays.

- *Objection h) Scaffolders won't have safe access to install/carry poles etc.*

Comment: As per b) contractors have access to the proposed new loading bays. It is not guaranteed that a space to unload would be available currently due to illegal parking.

- *Objection i) No clear path for emergency vehicles - too narrow*

Comment: The proposed width between the footways on both sides of the road varies between 3.4 and 3.6m wide. This will accommodate all emergency vehicles. Currently the road is approximately 5m wide with the

loading bay occupying over half the width – hence vehicles having to mount the footway.

It should be noted that, in relation to comment a) above, that officers are proposing to hold a meeting with the emergency services to discuss access requirements and set out an emergency plan in the event of an incident during the works.

- *Objection j) Traffic calming will create pollution and noise*

Comment: No traffic calming forms part of the current proposals. Raised crossing were originally proposed but removed on the advice of the Fire Service.

- *Objection k) Abuse of the existing loading bay will continue with new ones/lack of enforcement*

Comment: This is correct unless the levels of enforcement are increased.

- *Objection l) lack of consultation and/or updates*

Comment: There have been two public drop-in events. One during the concept stage where over 120 people attended and one during the development of the proposals, one covering a morning and an afternoon/evening the following day. Both events were well attended.

Several public meetings have been held at the Town Hall and visits were made to most of the businesses in Institute Road by the Mayor accompanied by an officer.

Officers also attended a meeting with the Swanage and District Chamber of Trade.

9.14 In considering the representations received it is felt that all reasonable efforts have been taken to reduce potential impacts on businesses during the scheme's development. The residual objections are not considered material to the scheme.

9.15 The proposal to widen the footways will remove potential conflicts between pedestrians and larger vehicles therefore making the environment safer and in turn improve the shopping experience. The

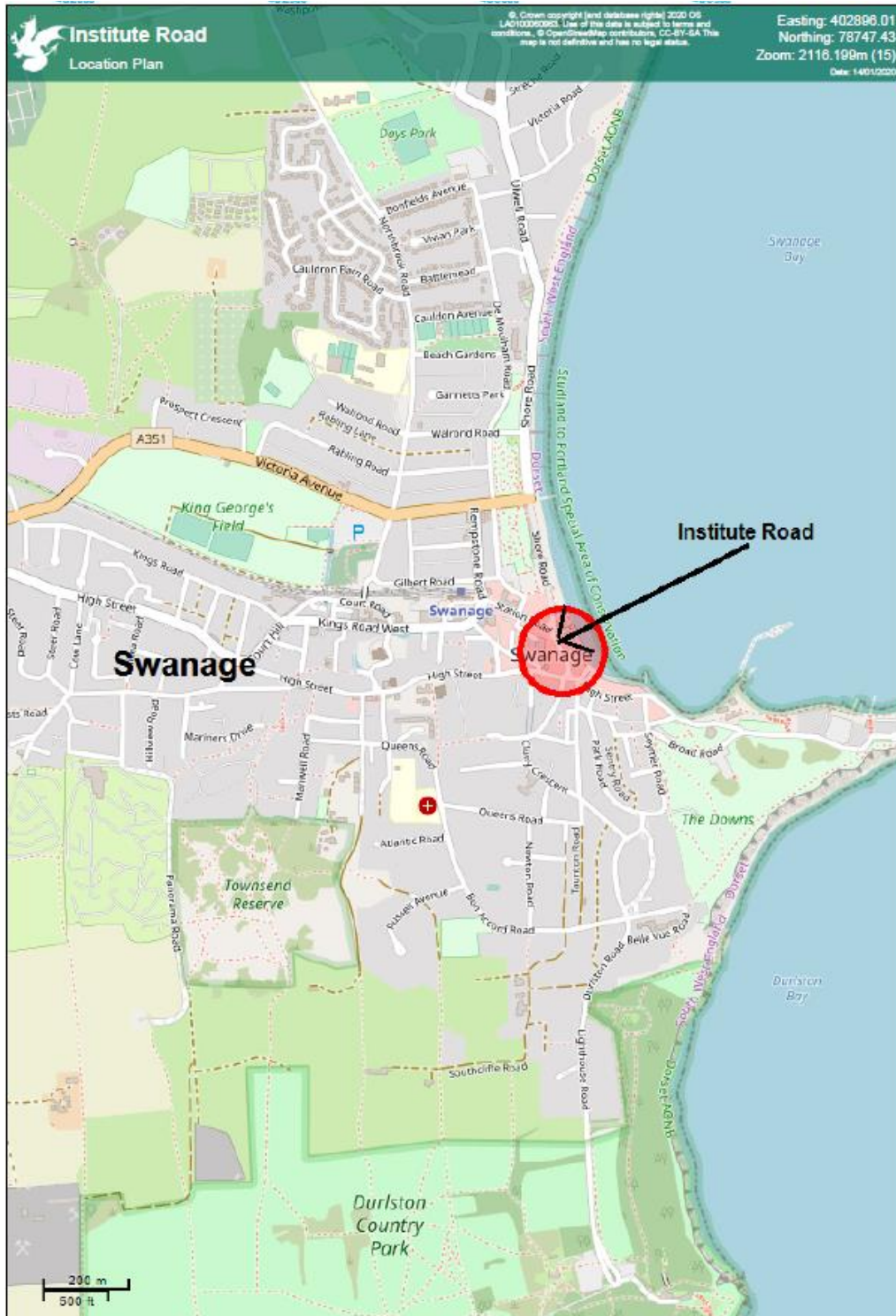
improved public realm should also help to encourage more journeys on foot with a generally more accessible environment. Officers consider these advantages outweigh any disbenefits in terms of a modest loss of loading bay and on street parking. As such it is recommended that the Portfolio Holder be recommended to support the proposed changes to the Traffic Regulation Orders as advertised.

Footnote:

Issues relating to financial, legal, environmental, economic and equalities implications have been considered and any information relevant to the decision is included within the report.

Appendices

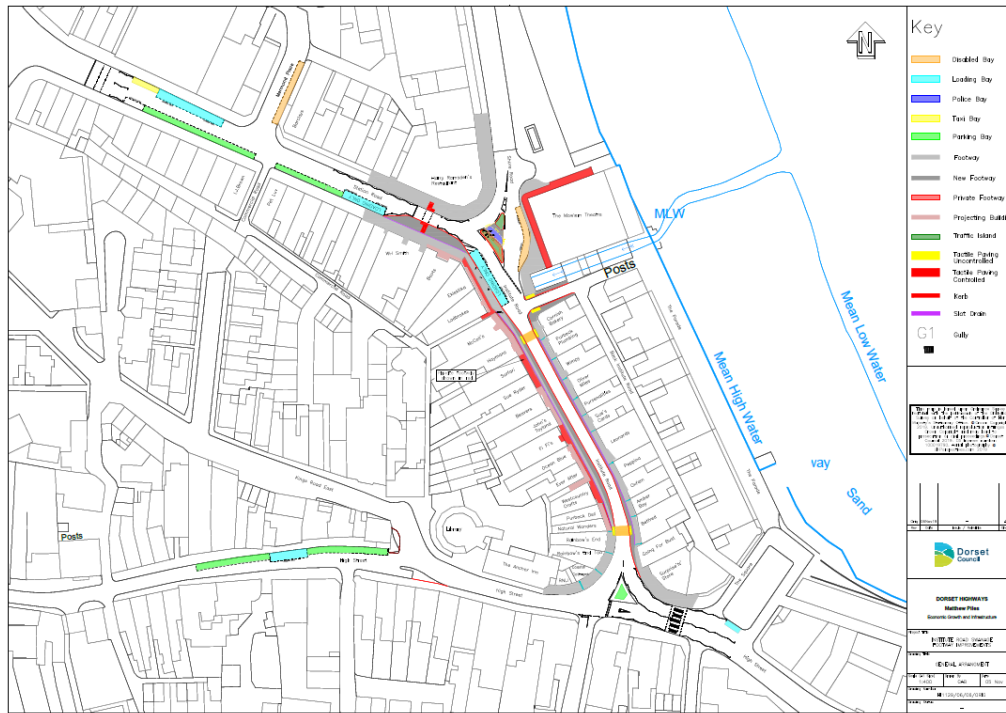
Appendix A – Location Plan



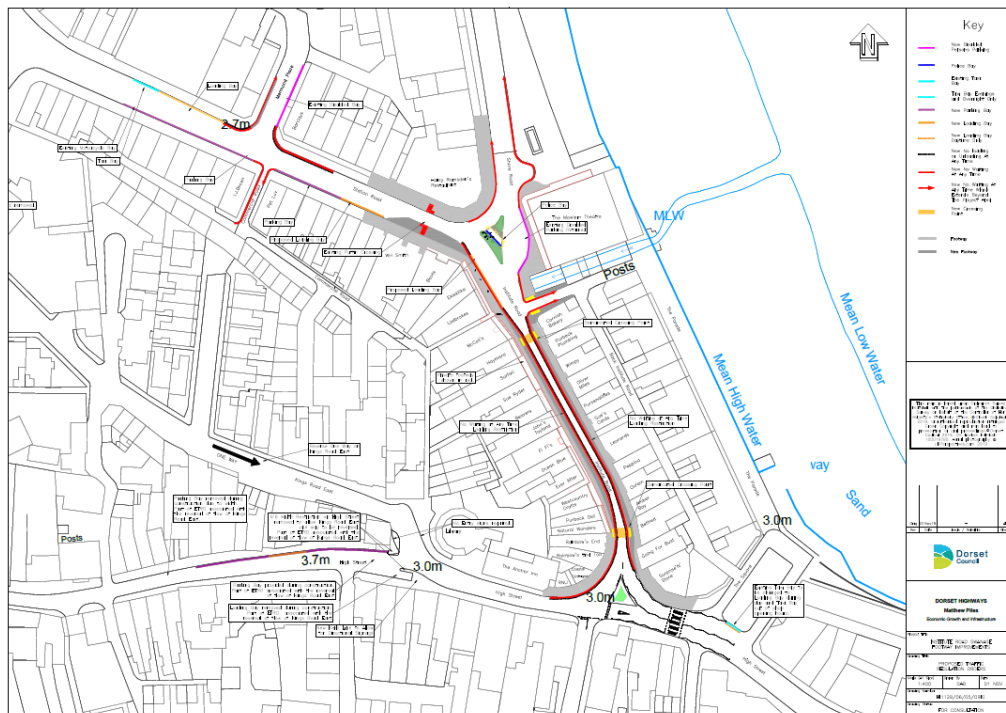
Appendix B – Photograph



Appendix C – Drawing, General Arrangement
NOTE: to be printed and viewed at A1 size



Appendix D – Drawing, Traffic Regulation Orders
NOTE: to be printed and viewed at A1 size



Appendix E

Table – Breakdown of Representations

		Number of times referenced
Comments - 5 representations in total		
a	Back-up plan required for Emergency access (HMC and RNLI)	2
b	Suggesting reversal of Church Hill	1
c	Extent of private land incorrect on the plan	1
d	Private area is blocked off by barriers in the summer	1
e	How will refuse vehicles turn into Mt Pleasant Road if parking is allowed?	1
f	Unhappy with reversal (potentially permanent) of Kings Road East	1
Objections - 4 representations in total		
a	Will make running a business difficult in times of [online] competition	3
b	Removing ability to stop and unload could put people out of business	1
c	Removal of existing parking spaces on Station Road will reduce parking	1
d	Waste of tax-payers money	3
e	Allow van-only loading in bay	1
f	Change of taxi bay to loading bay will affect the livelihood of taxi drivers	1
g	No space for emergency services, service vehicles, removal vans etc.	1
h	Scaffolders won't have safe access to install/carry poles etc.	1
i	No clear path for emergency vehicles - too narrow	1

j	Traffic calming will create pollution and noise	1
k	Abuse of the existing loading bay will continue /lack of enforcement	1
l	lack of consultation and/or updates	1