

7630
WIMBORNE MINSTER TOWN COUNCIL

MINUTES of an informal meeting of the **PLANNING & ENVIRONMENT COMMITTEE** via video link held on **FRIDAY 14 JANUARY 2022 at 10.00 am.**

COMMITTEE MEMBERS PRESENT VIA VIDEO LINK

Cllr D J March (Chairman)
Cllr W J Richmond (Vice-Chairman)
Cllr J Hart
Cllr A E Roberts
Cllr F Shirley
Cllr S Wheeler
Cllr K F Webb – Ex-Officio – Chairman of the Council
Cllr C L Butter – Ex-Officio – Vice-Chairman of the Council

COMMITTEE MEMBERS NOT PRESENT

Cllr S K Bartlett
Cllr D Burt

OFFICERS PRESENT VIA VIDEO LINK

Assistant Town Clerk
Committee & Administration Officer

120 **PLANNING APPLICATION 3/21/1030/FUL - WIMBORNE SHOWGROUND**

The Assistant Town Clerk submitted a draft response to this planning application, a copy of which had been circulated to each Member.

Members requested some minor amendments, and the final agreed document is shown as **Appendix A** to these Minutes.

The Committee asked that its thanks to the Assistant Town Clerk be recorded for the work she had done on this matter.

TOWN CLERK'S DECISION – that the Town Council submit the response to Dorset Council as contained in Appendix A.

121 **EAST STREET – TEMPORARY TRAFFIC REGULATION ORDER**

The Assistant Town Clerk submitted an email dated 6 January 2022 from the Community Highways Team Leader, a copy of which had been circulated to each Member and a copy of which appears as **Appendix B** to these Minutes.

The Town Council was supportive of this temporary parking space on East Street being returned to its original use as a taxi rank.

TOWN CLERK'S DECISION – to respond to Dorset Council accordingly.

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OTHER OUTSTANDING LOCAL ISSUES

(a) Site Visits with Dorset Council (Min 88 – 19.11.21)

The Assistant Town Clerk reported that she was still awaiting to hear back from Dorset Council.

(b) Community Speed Watch (Min 89 – 19.11.21)

The Assistant Town Clerk reported that she had spoken to the Dorset Police Community Speed Watch Coordinator and a date for the first roadside Speed Watch session of the volunteer group was being scheduled for the end of January/ beginning of February 2022.

(c) Transport Hub on The Pippins Site (Min 86 – 19.11.21)

Dorset Council had replied to the letter from the Town Clerk to provide assurances that the Town Council would be consulted on any future proposals for the Pippins site.

(d) Allenview Road - Request for Traffic Safety Measures (Min 87 – 19.11.21)

The Town Clerk had written to Dorset Council with the Council's request and was awaiting a response.

123

DORSET COUNCIL BLUE BADGE CAR PARK CHARGING POLICY REVIEW (Min 91 – 19.11.21)

The Assistant Town Clerk submitted an email dated 5 January 2022 from the Strategic Parking Project Manager, a copy of which had been circulated to each Member and a copy of which appears as **Appendix C** to these Minutes.

The Assistant Town Clerk reminded the Committee that this matter had been raised at its meeting in November 2021 and that Dorset Council had also advertised the review through its usual communication channels. The Town Council had received no feedback from the public or those affected by the proposals. All were reminded that the deadline to respond to this consultation was 2 February 2022.

The Committee asked that the Town Clerk request Dorset Council to prohibit Blue Badge Holders from parking in Parent and Child bays.

TOWN CLERK'S DECISION – to request Dorset Council accordingly.

(Note: Since the meeting of the Committee, Dorset Council has confirmed that there are no Parent and Child parking bays in their car parks).

124 **NATIONAL BUS STRATEGY (Min 92 – 19.11.21)**

The Chairman submitted a report, a copy of which had been circulated to each Member and a copy of which appears as **Appendix D** to these Minutes.

The Assistant Town Clerk reported that Dorset Council was now working on the next stage of the project which was the ‘enhance partnership phase’. The Town Council had been invited to a stakeholder session via MS Teams which would be held later this month. The Chairman of the Committee would be attending and would report back to a future meeting of the Committee.

125 **MAJOR CORE STRATEGY DEVELOPMENTS (Min 93 – 19.11.21)**

The Assistant Town Clerk reported that:

Planning Application 3/17/0848/FUL – the Wyatt development on Leigh Road for the building of a school and houses – a resolution to grant this application had been passed by Dorset Council in October 2021 and it was currently awaiting the Section 106 agreement for that site.

Planning Application 3/20/1556/FUL – The former Wimborne Market site at Station Rd - Planning Permission granted - awaiting Section 106 agreement for the site and traffic management plan.

Planning Application 3/21/0840 – Park Farm, Leigh Road — currently under consideration.

Planning Application 3/21/1566 – Park Farm, Leigh Rd – reserved matters – under consideration and Dorset Council was awaiting amended plans.

Planning Application P/VOC/2021/05473 - Variation of Condition relating to Park Farm, Leigh Rd – currently under consideration and the Town Council would respond in the next week.

Revised planning application for the Land North of Merley. The Assistant Town Clerk recommended that the Town Council responds to the revised application stating that its original comments still stand as they had not been adequately resolved or addressed. The Committee agreed and the Assistant Town Clerk would advise BCP Council accordingly.

126 **PLANNING DECISIONS**

The Town Clerk submitted for information a schedule of planning decisions made by the Local Planning Authority, a copy of which had been circulated to each Member and a copy of which appears as **Appendix E** to these Minutes in the Minute Book.

127 **PLANNING APPLICATIONS**

The Town Clerk submitted for information, a schedule of comments on planning applications made by Members, a copy of which had been circulated to each Member and a copy of which appears as **Appendix F** to these Minutes in the Minute Book.

The meeting closed at 10.34 am.

Signed Dated
Town Mayor and Chairman of the Council

PLANNING AND ENVIRONMENT COMMITTEE

Subject: Item 2 – Planning Application 3/21/1030/FUL - Wimborne Showground

Date: 14 January 2022

Author: Assistant Town Clerk

The Committee is asked to determine the Town Council's comments on the planning application 3/21/1030/FUL Showground and Events Facility; New Visitor Open Space; Erect four open barns; Activity Route and Amenities; Parking Area; New Vehicle Access Points based on the draft response discussed at the informal meeting:

The "Wimborne Showground" site is located southwest of Wimborne Minster town centre and whilst it is in the parish of Pamphill, the proximity and impact of the proposed application on the Town is significant. The Town Council thanks Dorset Council for the formal consultation on this application.

The Town Council OBJECTS to this application for the following reasons:

Potential Harm to the Scheduled Historic Monument Site

A part of the proposed application site falls within the boundary of a scheduled ancient monument. It was the camp site of Roman Emperor, Vespasian, and this area has traces of Mesolithic and Neolithic activity as well as the early (AD 45) Roman Fort. It is an internationally important site due to its rarity as an invasion campaign fortress of the period; its condition of survival as it has not been built on and is to an extent undamaged by agriculture as it is sealed under flood deposits; its connections with the two Roman emperors (Vespasian and his son Titus) together with other members of his family is of historic note. It is a rarity to be able to tie so many notable historical figures to a particular Roman Fort in Britain.

Further recent research from Bournemouth University has suggested that Roman occupation existed in a wider area than is covered by the current scheduling and includes the sites of a Roman Army marching camp, Roman roads, civilian settlement and industrial areas. Archaeological examinations have extended down towards the River Stour. The application and Design and Access Statement are therefore incorrect, as it is apparent that the heritage site extends beyond the square fort site itself and the current Scheduled Monument boundary.

Any harm to, or loss of the significance of a designated heritage asset (or site of equivalent significance) from its alteration or destruction, or from development within its setting, should require clear and convincing justification (NPPF paras 199, 200). As heritage assets are irreplaceable, any potential harm to them must be given great weight when determining the outcome of a planning application.

Development here will cause harm to a highly designated asset, and it is the Town Council's view that it is contrary to the National Planning Policy Framework paragraphs 195, 199, 200, 201, 202 and 205.

Given the potential for further discovery research within the heritage site, and its surroundings any development and incompatible occupation would undoubtedly prevent this activity and lead to the loss of the archaeological interest and heritage value of the site (see NPPF footnote 68: "Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.")

Furthermore, the proposed development will have an adverse impact on the open character of the site which has remained free from development since Roman times.

The Town Council holds in high regard the local, regional and national importance of this unique heritage site and wishes to see it preserved and protected from harm as required by NPPF paragraphs 194 and 195.

Protection of the Green Belt and Location on a Flood Plain

The open land of the Stour floodplain and its valley surrounds Wimborne Minster town to the south and west and has helped to limit its expansion and to maintain its sharply defined boundaries with the open country in previous years. The land is protected by the South East Dorset Green Belt and this geography has defined Wimborne Minster's status as a rural, countryside town. The loss of mature natural Green Belt land rich with biodiversity will have a detrimental impact on both the local and wider natural environment.

In the last 5 years, Wimborne Minster has lost approximately 70% of its former Green Belt countryside to the east and north of the town due to extensive housing developments. Whilst the application site is in the Parish of Pamphill and therefore not in the calculations for the loss of Green Belt for Wimborne Minster, there is no doubt that a change of use, and proposed development of the site would contribute significantly to the fast-diminishing countryside that has always characterised the Town and have a detrimental impact on the openness of the Green Belt. This site separates Wimborne Minster from neighbouring settlements to the south and southwest of the Town e.g. Corfe Mullen, and should be protected to prevent urban sprawl.

The application states that there is 'no additional risk of flooding', accepting that the site floods and rendering it unusable at certain times throughout the year. Specifically, the proposal for 'open barn' structures in the 'south field' are not in Flood Zone 2 but are within the Scheduled Monument Boundary. There is insufficient detail provided within the application for how flood risk will be mitigated in order for the site to be developed satisfactorily. It does not make sense to encourage the public to a location that floods nor to try to establish the site as a potential new and permanent Market location (although the planning application does not state this, but the 'Design and Access Statement' does highlight this.) Given that there is no compelling need for the facilities proposed that would justify this development of the

Green Belt and there are more suitable locations already found within the Town for a Market to operate and for public amenity use, the Town Council is of the opinion that it does not satisfactorily address or overcome the points raised in sections 140 and 141 of the NPPF (e.g. no evidence is offered of a need for more public access and open space. The surrounding countryside is easily accessible from many parts of Wimborne, with a wide network of footpaths and bridleways. The benefits claimed of improved public access at this site can be provided by other means, such as permissive paths and cycleways, without the need for planning permission or other development on this heritage asset site).

The Design and Access Statement proposes that the 'open barn' structures place the development within the *permitted structures* definition of section 149 of the NPPF (exceptions to the construction of buildings will be considered in the Green Belt if they are for outdoor recreation). Supplementary documents within the application have continually promoted the site as a potential replacement Market site, a commercial enterprise. The application is wholly misleading in this regard, the primary purpose of the development is not intended as a public amenity space or recreation area, and they are merely being used as a panacea to disguise the true intention for the site. Furthermore, the "open sided" nature of the barns in this exposed location will more than likely make them unusable during winter months which leaves one questioning their real benefit in the first place.

Traffic, Infrastructure and Safety Concerns

Wimborne Minster has a catalogued history of traffic congestion issues and environmental damage caused by the heavy flows of traffic through the centre. Traffic and transport issues are exacerbated by the topography of the medieval Town and limitations imposed by the 3 ancient bridges which serve as its main access and egress points. The transport and road network in and around Wimborne is insufficient and easily prone to gridlock and delays.

This situation is concurrent on the B7038 which provides access to the application site either from the south via the A31 or over the River Stour via Julian's Bridge from the Town centre. A crossing has existed over the river at this point since before the 15th Century and the bridge was adapted and widened in the 1670s. The current bridge is at full capacity with vehicle traffic, and it cannot handle existing foot and cycle traffic in the short term let alone the longer term. The safe access to the site for pedestrians and cyclists is at severe risk already.

The present local planning authority as well as its predecessors, have all commented that a separate pedestrian bridge would be too expensive to build. A footway cantilevered from the existing bridge, which is an ancient monument and listed, would be too damaging. The introduction of traffic signals on the bridge has also been dismissed given the further detrimental impact they would have on congestion and backlog of vehicles on to the A31 as well as into the town's one-way system. Nor does the Town Council believe the introduction of the suggested 'One Way System,' as detailed in the 'Design and Access Statement' is a suitable solution to the increasing traffic and infrastructure problems of the Town. The road traffic

situation alone must be addressed before any such developments are permitted on the site.

The Town Council notes that the Highway Authority's response to the proposed application is still awaited.

The site is not at present served by any public transport.

Given the problematic infrastructure around the site, it is also suggested that Dorset Emergency Services are consulted on the application.

It is the Town Council's view that a comprehensive travel plan for this site, including realistic traffic flow and modelling data, should be undertaken before a decision is taken by Dorset Council. The Town Council noted that the last traffic and transport survey for the Wimborne area was completed in 2011 – the Saturn Transport Survey covers up to the year 2026 but this is now outdated due to the fact it was based on a maximum capacity of approximately 1300 new dwellings in the area (the Town Council believes this is currently more than 1500 dwellings with more proposed.) A new survey is desperately required. Any Travel Plan for this site must address the highway safety issues.

No Future Management Plan and Maintenance Schedule for the Site

There is no future management plan or maintenance schedule provided for within the application and this is of concern to the Town Council. It is common knowledge that a site such as the one intended by this application will require careful management to ensure it is of a continually high standard to maintain the aesthetic quality of the area and to deter crime and vandalism during unsociable hours. Any contractors appointed to manage the ongoing maintenance of such a site would need to give special consideration to the protection of the heritage asset and the nature of the extended area (as suggested within the Historic England consultation response *the Roman occupation existed in a wider area than is covered by the scheduling*).

Viability and Provision of Facilities on the Site

In addition to the aforementioned reasons for objection, the Town Council also notes the following:

There is no provision for power, internet, water supply and sewage/wastewater disposal. There are no arrangements for recyclable waste or provision for toilets. There is no mention of 'opening hours' or a plan for the number of events anticipated throughout the year. Without any of these facilities, the extra buildings do not support the claim that this will be a showground and events facility or indeed a "Market" replacement. It also begs the question of how this will be a viable, sustainable and successful site for any planned commercial activity. The application is lacking essential details.

The Town Council notes that Pamphill & Shapwick Parish Council will be objecting to the application.

Finally, the Town Council requests a site visit to the location.

PLANNING AND ENVIRONMENT COMMITTEE

Subject: Item 3 – East Street – Temporary Traffic Regulation Order
Date: 14 January 2022
Author: Assistant Town Clerk

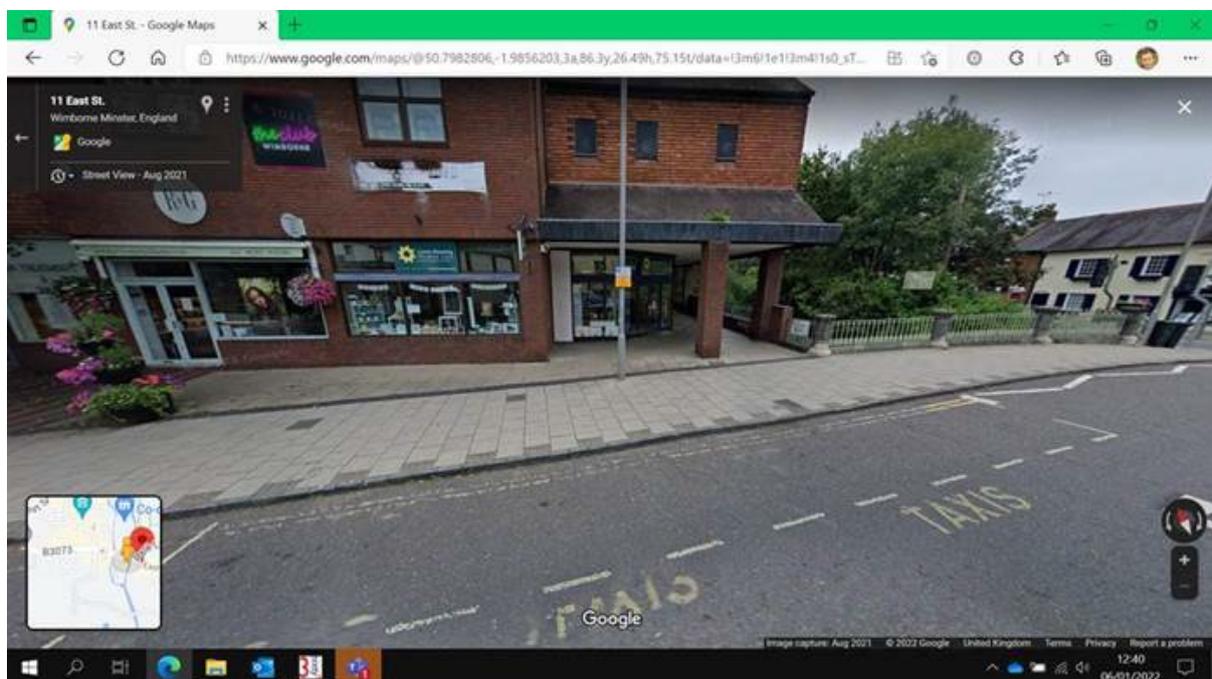
Members are requested to consider an email dated 6 January 2022 from the Community Highways Team Leader:

Dear All,

Way back when Covid 19 first started in April 2020 we put in measures for social distancing in East Street, we made a temporary amendment to the traffic regulation order for the Taxi Rank in East Street opposite The Rising Sun to enable on street parking between 6am and 6pm for 30 mins with no return within four hours.

What are your thoughts on whether we should now look at keep this and turn it into a permanent Traffic regulation order, or is everyone happy for this one to be returned to how it was before, which was No Parking at Any Time except taxis between 8pm to 4am.

I would be grateful for your thoughts. I have never received any complaints that on street parking here causes any obstructions to traffic movements.



Many Thanks

Community Highways Team Leader
Highways
Dorset Council

PLANNING AND ENVIRONMENT COMMITTEE

Subject: Item 5 – Dorset Council Blue Badge Car Park Charging Policy Review
Date: 14 January 2022
Author: Assistant Town Clerk

Members are requested to consider an email dated 5 January 2022 from the Strategic Parking Project Manager:

Dear Town and Parish Councils,

You may recall seeing communications about Dorset Council's intention to align parking charges across Dorset Council car parks, on-street parking and car park permits. As part of the Parking Transformation project, it was recognised that along with other car parking charging alignment that the policies for Blue Badge car park charging also needed to be brought into line.

Through public survey and discussion groups with Blue Badge holders, the proposed policy is designed to meet the needs of Blue Badge holders, is easy to understand and is consistent across the Dorset Council area.

Please find attached the proposed policy for your information. Please could you send any comments to parkingtransformation@dorsetcouncil.gov.uk by Wednesday 2nd February 2022.

Should you have any queries or comments regarding any of the details in this email then please contact parkingtransformation@dorsetcouncil.gov.uk

*Kind regards
Strategic Parking Project Manager
Parking Services
Dorset Council*

The proposed policy is attached at Appendix 1 to this report.



Dorset
Council

Dorset Council Proposed Blue Badge Car Park Charging Policy

Elizabeth Murray
Strategic Parking Project Manager

Version Control

Version number	Date of change	Author of change	Detail of change

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1. Executive Summary

The purpose of this policy is to align the offer that Dorset Council gives to Blue Badge holders within Dorset Council car parks. The policy should be is easy to understand and consistent across Dorset Council.

The objectives are to:

- have one pan-Dorset Council scheme for Blue Badge holders
- have a policy that meets the needs of Blue Badge holders

The policy does not include applying for a Blue Badge and on-street parking restrictions as these are national arrangements, thus do not fall under the remit of local authorities.

2. Background

Dorset Council Parking Services is currently working under the Parking Orders of the former Councils. This has meant that the offer for Blue Badge holders who park in Dorset Council car parks is different depending on the location that is visited. This has led to disparity of charges, with some areas giving free parking and others requiring payment (with 1-hour free).

As part of the Parking Transformation project, it was recognised that along with other car parking charging alignment that this disparity needed to be addressed.

3. Proposed Blue Badge Car Park Charging Policy

3.1 Proposed scheme for Dorset Council car parks

Dorset Council will offer two concessions:

- i. Provide 3-hours free parking for Blue Badge holders who receive certain allowances, through the purchase of a Restricted Mobility Parking Permit
- ii. Provide 1-hour free parking to all Blue Badge holders when a valid pay & display ticket is purchased

The proposed scheme fulfils the needs of Blue Badge holders, by giving free parking to those who receive certain allowances due to having higher needs. Besides this, it acknowledges the extra time that it may take Blue Badge holders to transition to and from their vehicle and destination, and that they may need more time at their destination.

3.2 Proposed Criteria for Restricted Mobility Parking Permit

Blue Badge holders who receive specified allowances will be entitled to apply for a Restricted Mobility Parking Permit (RMPP). Applicants must have a Blue Badge and be in receipt of one of the following:

- Higher rate mobility component of Disability Living Allowance (DLA)
- Enhanced rate mobility component of Personal Independence Payment (PIP)
- Attendance Allowance
- Higher rate mobility component of Child Disability Payment
- War Pensioners' Mobility Supplement
- Armed Forces Independence Payment

It must only be used for the disabled person's personal needs. It cannot be used by a driver of a Blue Badge holder for their own personal use. The permit holder can only have one Restricted Mobility Parking Permit at any one time.

The cost of the permit is £15 (which covers the administration costs only) and will expire when the holder's Blue Badge expires. The RMPP cannot be transferred to other Blue Badge holders. The Blue Badge must be displayed with the RMPP to receive 3-hours free parking. The Blue Badge parking clock must be set at time of arrival.

3.3 Proposed Criteria for 1-hour Free Parking

Blue Badge holders will qualify for 1-hour free parking when a valid minimum tariff pay & display ticket is displayed with the Blue Badge. The Blue Badge parking clock must be set at time of arrival. The 1-hour free is valid for use by Blue Badge holders in any parking bay including disabled bays (except those as stated below).

3.4 Proposed Car Park Restrictions

- i. Vehicles must be parked within the bay markings. The pay and display charges apply to each space which is fully or partly occupied by a vehicle.
- ii. Some of our car parks have extra-wide designated 'disabled' parking spaces. Vehicles parked in 'disabled' spaces must have a valid blue badge clearly displayed, as well as a valid pay and display ticket/RMPP.
- iii. Parking is not permitted on double yellow lines or on yellow hatched areas within car parks.
- iv. Parking is not permitted in spaces designated for use by other users (such as permit holders) unless the Blue Badge holder also has the relevant permit.
- v. Parking is not permitted in spaces designated for use by specific types of vehicle (such as solo motorcycles) unless the Blue Badge holder's vehicle is of the type for which that space has been reserved.

3.5 Proposed Enforcement

As well as standard enforcement, Blue Badge holders may have their badge withdrawn/receive a Penalty Charge Notice for:

- not displaying the badge clearly
- not displaying the time clock set at time of arrival
- use of a badge that is no longer valid
- use of a badge that has been reported as lost or stolen
- letting a friend or relative use the badge
- use of a copied badge
- altering the details on the badge, for example, the expiry date
- making a fraudulent application (for example, providing false information on the application form) or using a badge obtained fraudulently

Misuse by a third party:

- using someone else's badge (with or without the badge holder's knowledge) without the badge holder being present in the vehicle at some point during the trip
- using a badge belonging to someone who has died
- copying, altering or faking badges
- using a stolen badge
- using a fake badge

4. Blue Badge Car Park Charging Policy Review

The Blue Badge Policy will be reviewed annually. When reviewing parking charges Dorset Council will consider:

- national changes to the Blue Badge scheme
- the effectiveness of the policy for Blue Badge holders
- the effectiveness of the policy for keeping highways clear
- the policy of neighbouring authorities and by private sector car parks within the local area, as well as comparing it with Dorset's Town Councils

Any change in policy will be subject to the usual legal procedure for consultation and advertisement.

PLANNING AND ENVIRONMENT COMMITTEE

Subject: Item 6 – National Bus Strategy
Date: 14 January 2022
Author: Chairman of the Planning and Environment Committee

The following update is provided for information only:

Dorset Council has submitted its Bus Service Improvement Plan and bid for Government's Bus Back Better £3 billion fund. The plan requires around £92m of funding over an initial three-year period to deliver the Council's ambitious vision to transform bus services across Dorset.

The next step is to create an Enhanced Partnership – a legally binding agreement between Dorset Council and local bus operators to work together to improve local bus services – by the end of March 2022.

PLANNING & ENVIRONMENT COMMITTEE – 14th January 2022

DECISIONS REPORT

Application Number	3/21/1374/HOU
Proposal	Raise the ridge height to form new habitable accommodation on the first floor with the addition of front & rear dormers
Location	11 Cheriton
Town Council Comment	No objection
Dorset Council Comment	Refused
Application Number	3/21/1786/HOU
Proposal	Rear single storey extension and raising of terrace
Location	19 St Johns
Town Council Comment	No objection
Dorset Council Comment	Granted
Application Number	3/21/1268/FUL
Proposal	Temporary use of the land for 18 months as an outdoor day-care nursery (Use Class E(f))
Location	Land at Deans Court
Town Council Comment	No objection
Dorset Council Comment	Granted
Application Number	3/21/0848/CONDR
Proposal	Minor material amendment to vary conditions 2 and 9 of planning approval 3/20/0739 (Alterations and additions to existing building to form new shop front and facade, remodelled roof and 8 self-contained flats, bin and cycle stores. As amended by plans rec'd 5/1/21 to revise shopfront design) to remove the cycle store from the ground floor of the commercial unit, create more internal commercial space, provide a new cycle store outside and move the bin store to a different position on the site.
Location	6 The Square
Town Council Comment	No objection
Dorset Council Comment	Granted
Application Number	3/21/1554/HOU
Proposal	Demolish existing conservatory and lean-to and erect new single storey rear extensions
Location	31 Grove Road

Town Council Comment	No objection
Dorset Council Comment	Granted
Application Number	3/21/1409/FUL
Proposal	Single storey extension to rear elevation of existing club
Location	Redcotts Recreation Ground
Town Council Comment	The Town Council is in support of this application
Dorset Council Comment	Granted
Application Number	3/21/1489/HOU
Proposal	Single storey rear and side extension
Location	3 Lacy Drive
Town Council Comment	No objection
Dorset Council Comment	Granted
Application Number	3/21/1225/FUL
Proposal	Construct single storey commercial display units to side of existing building
Location	Unit 14 Riverside Park
Town Council Comment	No objection
Dorset Council Comment	Granted
Application Number	3/21/0320/HOU
Proposal	Remove and replace garage and porch roof, re-clad, and render; in-fill existing small kitchen window, add small window to lounge, add two velux windows to house roof, and new driveway.
Location	44 Lacy Drive
Town Council Comment	No objection
Dorset Council Comment	Granted
Application Number	3/21/1269/FUL
Proposal	Demolish existing outbuildings, sever the plots and erect a terrace of 3 dwellinghouses with associated parking and access.
Location	Land to the rear of 64-66 Barnes Cres
Town Council Comment	Objection – overdevelopment. Concern of ease of access for emergency vehicles
Dorset Council Comment	Refused
Application Number	3/21/1813/HOU
Proposal	Erection of two storey side and rear extension with reconfigured roof structure to provide accommodation within the loft space
Location	51 Victoria Road
Town Council Comment	Granted

Application Number	3/21/1222/HOU
Proposal	Single storey rear extension
Location	12 Griffin Close
Town Council Comment	No objection
Dorset Council Comment	Granted

Application Number	3/21/1527/HOU
Proposal	Proposed two storey rear extension to gable end to provide new kitchen, dining, bathroom and additional bedroom space. Amended following previous submission (3/21/0842/HOU) to reduce depth of first floor extension
Location	29 Parkwood Road
Town Council Comment	No objection
Dorset Council Comment	Granted

PLANNING & ENVIRONMENT COMMITTEE – 14th January 2022

APPLICATIONS RECEIVED

Application Number Proposal	3/21/1813/HOU Web Link Erection of two storey side and rear extension with reconfigured roof structure to provide accommodation within the loft space
Location	51 Victoria Road
Response Due Date	22.11.21
Application Number Proposal	3/21/1853/HOU Web Link Demolish existing conservatory and erect single storey rear extension
Location	6 Victoria Place
Response Due Date	23.11.21
Application Number Proposal	3/21/1702/FUL Web Link Alterations to existing building facade, and formation of two self-contained flats, bin and cycle stores
Location	1 East Borough
Response Due Date	24.11.21
Application Number Proposal	3/21/1488/HOU Web Link Demolish side conservatory, and erect a single storey side extension, and erect a single storey rear extension
Location	2 Glendale Close
Response Due Date	25.11.21
Application Number Proposal	P/FUL/2021/O4105 Web Link Demolish garage and sever plot to erect two dwellings with parking
Location	37 Barnes Cres
Response Due Date	25.11.21
Application Number Proposal	P/HOU/2021/03859 Web Link Demolition of existing and erection of replacement extension
Location	8 Park Lane
Response Due Date	29.11.21
Application Number Proposal	P/LBC/2021/03860 Web Link Internal and external alterations to facilitate demolition of existing and erection of replacement extension
Location	8 Park Lane
Response Due Date	29.11.21

Application Number	3/21/1800/HOU Web Link
Proposal	Rear single storey extension and raising of terrace
Location	19 St John's Hill
Response Due Date	29.11.21
Application Number	P/HOU/2021/03889 Web Link
Proposal	Single storey rear extension
Location	87 East Brough
Response Due Date	30.11.21
Application Number	P/FUL/2021/03830 Web Link
Proposal	Erect a terrace of 3 dwellings with associated parking.
Location	Car Park Site Gordon Road
Response Due Date	01.12.21
Application Number	P/VOC/2021/04496 Web Link
Proposal	Erection of a detached dwelling with integral garage, parking and access, including alterations to existing bungalow.
Location	14 Shakespeare Road
Response Due Date	03.12.21
Application Number	P/HOU/2021/04763 Web Link
Proposal	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	12 Meverley Gardens
Response Due Date	07.12.21
Application Number	3/21/1754/HOU Web Link
Proposal	Demolition of garden room and erection of two storey rear extension
Location	2 Grove Road
Response Due Date	08.12.21
Application Number	P/FUL/2021/03858 Web Link
Proposal	Change of use from dwelling (use class C3) to financial services office (use class E)
Location	150 Leigh Road
Response Due Date	09.12.21
Application Number	3/21/0845/HOU Web Link
Proposal	Replacement outbuilding to provide sunroom and store
Location	3 Byron Road
Response Due Date	15.12.21

Application Number Proposal	3/21/1729/FUL Web Link Rear single storey extension to accommodate breathing apparatus cleaning room
Location	Wimborne Fire Station
Response Due Date	16.12.21
Application Number Proposal	P/HOU/2021/05014 Web Link Single-storey side and rear Extension, widen the driveway and install a Dropped Kerb
Location	39 Churchill Road
Response Due Date	16.12.21
Application Number Proposal	3/21/1444/FUL Web Link Erect marquee for temporary period of 2 years
Location	Hit Fitness, 3 Legg Lane
Response Due Date	17.12.21
Application Number Proposal	P/HOU/2021/04610 Web Link Convert garage to habitable accommodation
Location	16 Yew Tree Close
Response Due Date	20.12.21
Application Number Proposal	3/21/1222/HOU Web Link Single storey rear extension
Location	12 Griffin Close
Response Due Date	22.12.21
Application Number Proposal	3/21/1754/HOU Web Link (Amended or additional plans) Demolition of garden room and erection of two storey rear extension
Location	2 Grove Road
Response Due Date	22.12.21
Application Number Proposal	3/20/1484/FUL Web Link Change of use from detached double garage to pilates studio
Location	244 Leigh Road
Response Due Date	27.12.21
Application Number Proposal	P/LBC/2021/05249 Web Link Existing shopfront will be retained and made good along with all the existing structure and listed building features. Brickwork render above the shopfront to be repainted light grey. Decorative architectural features and window frames to be repainted white. Shopfront to be repainted dark grey. New main signage to the shopfront. New projecting sign to be installed in place of the current projecting sign. Current ground floor shop fit to be ripped out and replaced with Mint Velvet shop fit, walls to be made good, new internal partition walls to be built for fitting rooms all floors to be

replaced. Current suspended ceiling to be removed in sales area ground floor, air conditioning cassettes to be replaced and track lighting and down-lighters to be installed.

Location
Response Due Date

12 High Street
28.12.21

Application Number
Proposal

P/ADV/2021/05280 [Web Link](#)
New illuminated signage to fascia. W=7240mm x H=860mm x D=30mm New illuminated projecting sign on bracket. Sign - W=775mm x H=700mm x D=50mm. Hanging Bracket Length = 885mm Mint Velvet logo manifestations applied to the interior of door glazing. W=205mm x H=105mm Mint Velvet opening times decal applied to the interior of the front window. W=200mm x H=237mm (varies)

Location
Response Due Date

12 High Street
29.12.21

Application Number
Proposal

P/HOU/2021/05235 [Web Link](#)
Raise the ridge height to form new habitable accommodation on the first floor with the addition of a rear dormer. Revised app to 3/21/1374/HOU (remove proposed front dormer & roof light and lower proposed ridge height).

Location
Response Due Date

11 Cheriton Way
29.12.21

Application Number
Proposal

P/LBC/2021/05389 [Web Link](#)
Widening of an internal doorway.

Location
Response Due Date

2 Corn Market
10.12.21

Application Number
Proposal

P/HOU/2021/05381 [Web Link](#)
Demolish existing conservatory and erect single storey front and rear extensions.

Location
Response Due Date

1 Marlborough Place
31.12.21

Application Number
Proposal

P/HOU/2021/05382 [Web Link](#)
Erect a detached double garage with a games room on the first floor

Location
Response Due Date

1 Marlborough Place
31.12.21

Application Number
Proposal

3/21/1030/FUL [Web Link](#)
Showground and Events Facility; New Visitor Open Space; Erect four open barns; Activity Route and Amenities; Parking Area; New Vehicle Access Points

Location
Response Due Date

Wimborne Showground
03.01.22

Application Number
Proposal

P/VOV/2021/05473 [Web Link](#)
Hybrid Planning Application comprising 1) Outline planning application for residential development with associated roads, parking, turning and amenity areas; provision of local centre; provision of public open space, landscaped areas and allotments; provision of Rugby Club including clubhouse, parking and pitches; and 2) Full Planning application for change of use of agricultural land to (SANG) Suitable Alternative Natural Greenspace.

Location
Response Due Date

Park Farm, Leigh Road
04.01.22

Application Number
Proposal

P/HOU/2021/05601 [Web Link](#)
Loft conversion including roof repairs and replacement of roof covering

Location
Response Due Date

8 Venator Place
07.01.22