

Agenda

Dorset County Council



Meeting: Cabinet
Time: 10.00 am
Date: 16 January 2019
Venue: Committee Room 1 - County Hall, County Hall, Colliton Park, Dorchester, Dorset, DT1 1XJ

Rebecca Knox (Chairman)
Jill Haynes
Peter Wharf

Steve Butler
Andrew Parry

Tony Ferrari
Daryl Turner

Notes:

- The reports with this agenda are available at www.dorsetforyou.com/countycommittees then click on the link "minutes, agendas and reports". Reports are normally available on this website within two working days of the agenda being sent out.
- We can provide this agenda and the reports as audio tape, CD, large print, Braille, or alternative languages on request.

- **Public Participation**

Guidance on public participation at County Council meetings is available on request or at <http://www.dorsetforyou.com/374629>.

Public Speaking

Members of the public can ask questions and make statements at the meeting. The closing date for us to receive questions is 10.00am on 11 January 2019, and statements by midday the day before the meeting.

Mike Harries
Chief Executive

Contact: Fiona King
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Date of Publication:
Tuesday, 8 January 2019

1. **Apologies for Absence**

To receive any apologies for absence.

2. **Code of Conduct**

Councillors are required to comply with the requirements of the Localism Act 2011 regarding disclosable pecuniary interests.

- Check if there is an item of business on this agenda in which the member or other relevant person has a disclosable pecuniary interest.
- Check that the interest has been notified to the Monitoring Officer (in writing) and entered in the Register (if not this must be done on the form available from the clerk within 28 days).
- Disclose the interest at the meeting (in accordance with the County Council's Code of Conduct) and in the absence of a dispensation to speak and/or vote, withdraw from any consideration of the item.

The Register of Interests is available on Dorsetforyou.com and the list of disclosable pecuniary interests is set out on the reverse of the form.

3. **Minutes**

5 - 10

To confirm and sign the minutes of the meeting held on 5 December 2018.

4. **Public Participation**

5. **Cabinet Forward Plan**

11 - 14

To receive the Cabinet Forward Plan.

6. **Dorset Statement of Common Ground on Strategic Planning Matters**

15 - 52

To consider a report from the Cabinet Member for Natural and Built Environment. This report was also considered by the Shadow Executive at their meeting on 17 December 2018.

7. **Recommendations from Committees**

To consider the following recommendations:

Regulatory Committee 6 December 2018

Recommendation 65: Proposed Parking Restriction on the C8, West Road, West Lulworth.

Recommendation 66: Proposed Puffing Pedestrian Crossing, Broad Street, Lyme Regis.

a) **Regulatory Committee - 061218**

53 - 88

8. **Panels and Boards**

To receive the minutes of the following meeting:-

a) **Corporate Parenting Board - 11 December 2018**

89 - 98

b) **Tricuro - 20 December 2018**

99 - 102

9. Questions from County Councillors

To answer any questions received in writing by the Chief Executive by not later than 10.00am on Friday 11 January 2019.

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Cabinet

Minutes of a meeting held at County Hall, Colliton Park, Dorchester, Dorset, DT1 1XJ on Wednesday, 5 December 2018.

Present:

Jill Haynes	Deputy Leader and Cabinet Member for Health and Care
Steve Butler	Cabinet Member for Safeguarding
Andrew Parry	Cabinet Member for Economic Growth, Education, Learning and Skills
Tony Ferrari	Cabinet Member for Community and Resources
Daryl Turner	Cabinet Member for Natural and Built Environment
Peter Wharf	Cabinet Member for Workforce

Members Attending:

Jon Andrews, County Councillor for Sherborne Town
Deborah Croney, County Councillor for Hambledon
Nick Ireland, County Councillor for Linden Lea

Officers Attending:

Mike Harries (Chief Executive), Richard Bates (Chief Financial Officer), Gary Binstead (Strategy, Partnerships and Performance Service Manager), Grace Evans (Legal Services Manager), Nick Jarman (Corporate Director for Children's Services), Matthew Piles (Service Director of Environment, Infrastructure and Economy), Andy Reid (Assistant Director - Schools and Learning), Peter Scarlett (Estate and Assets Manager), Kirstie Snow (Senior Communications Officer) and Fiona King (Senior Democratic Services Officer).

- (Notes:(1) In accordance with Rule 16(b) of the Overview and Scrutiny Procedure Rules the decisions set out in these minutes will come into force and may then be implemented on the expiry of five working days after the publication date.
Publication Date: **Tuesday, 11 December 2018.**
- (2) These minutes have been prepared by officers as a record of the meeting and of any decisions reached. They are to be considered and confirmed at the next meeting of the Cabinet to be held on **Wednesday, 16 January 2019.**

Apologies for Absence

119 Apologies for absence were received from Rebecca Knox and Hilary Cox.

In the absence of the Chairman, Cllr Jill Haynes chaired the meeting.

For information Cllrs Wharf and Turner arrived at the meeting a little late as they had to attend a previous meeting.

Code of Conduct

120 There were no declarations by members of disclosable pecuniary interests under the Code of Conduct.

Minutes

121 The minutes of the meeting held on 17 October 2018 were confirmed and signed subject to an amendment to Minute 116d. The first sentence to now read 'The Chairman, who also chaired the Dorset Health and Wellbeing Board, advised Cabinet that whilst the works of the Health and Wellbeing Board were a statutory duty and cross-cutting, it was being held up as a national example of getting it right on Prevention at Scale.

Public Participation

122 Public Speaking

There were no public questions received at the meeting in accordance with Standing Order 21(1).

There were no public statements received at the meeting in accordance with Standing Order 21(2).

Petitions

There were no petitions received at the meeting in accordance with the County Council's Petition Scheme.

Cabinet Forward Plan

123 The Cabinet considered the draft Forward Plan, which identified key decisions to be taken by the Cabinet on or after the next meeting.

Cllr Haynes noted that the Forward Plan was quite light but felt sure that there would be items coming to Cabinet in the New Year. She was disappointed to note these had not yet been flagged and urged Cabinet members and Directors to populate the Forward Plan through to the end of March 2019.

Amendment to Special Educational Needs and Disability (SEND) Transport Policy

124 The Cabinet considered a report by the Cabinet Member for Economic Growth, Education, Learning and Skills which proposed a change to the wording in the current Home to School Transport Assistance Eligibility Policy for Children and Young People Attending School 2019-20 in order to increase the independence of SEND children as they moved through their journey towards adulthood. The change would provide greater equality between mainstream home to school transport and SEND transport and also help to reduce costs.

Cllr Parry presented the report and his speech is attached as an annexure to these minutes.

Cllr Nick Ireland supported statements made by members of the public and his colleague Cllr Jefferies. His speech is attached as an annexure to these minutes along with the statements received, that had been read out to members, from Cllr Jefferies, Mrs Patterson, Ms Sorin, Mr and Mrs Evans and the Dorset Parent-Carer Council.

Cllr Haynes made reference to her own personal circumstances where in the past her son had Special Educational Needs and she was therefore acutely aware of the sense of feeling of parents and the importance of this service to families.

The Director for Children's Services advised members that he had not in fact given any quotes to the Dorset Echo. Selective parts of the report had been used and published in the paper. He highlighted the issue of consultation and the financial specifics of the proposal in the report.

In response to comments in the statements that had been read out, the Assistant Director for Schools and Learning advised that there were no proposals to remove services from those that currently used the service. For new applications the option of a Personal Transport Budget (PTB) would be offered. None of the cases that had been referred to earlier in the meeting would be affected as the policy did not make reference to high need cases. It was more about changing the conversation and assessing if there was any way independence could be increased by looking at risk in respect of the journey. He felt that not many people would be affected in the first instance.

Cllr Turner whilst approving the promotion of independence from child to adulthood highlighted the need to ensure robust processes were in place and that it was safe. He was concerned about who would be assessing the pick-up points, as the only officers qualified to do this were the Road Safety Team, who had not been approached to determine resources or the impact on their workload which would undoubtedly increase. He also raised a concern about the lack of consultation. The Assistant Director advised that each case would be looked at individually and if it needed to be referred to the Road Safety Team it would be on a case by case basis. He stressed there were no plans to change anything in respect of children with high need.

At this point the Chairman decided to withdraw the paper as there was a great deal of confusion and misunderstanding surrounding this proposal. She apologised to the members of the public who had attended for this matter and asked officers to bring this report back at a later date in a form which had been consulted upon, agreed and could be properly understood.

Resolved

That the report in its current form be withdrawn and be reworked and to come back to Cabinet at a later date.

Quarterly Asset Management Report

125 The Cabinet considered a report by the Cabinet Member for Community and Resources which set out the key issues relating to the various asset classes of Property, Highways, ICT, Fleet and Waste.

Cllr Tony Ferrari highlighted the key items for consideration including 3 road related projects which were described in the report.

Cllr Deborah Croney attended as the local member for Hambleton and commented on the highway maintenance work on the A357 at Durweston. She emphasised the importance of the programme which had been ongoing for the past 2 years. Engineers and contractors had been working together to ensure the flood arches could be repaired safely and she now felt a good scheme had been agreed. She highlighted the importance and significance to the local area of the work being undertaken.

Following a question about whether this scheme needed to be approved by the Shadow Executive, the Chief Financial Officer advised that as this was being funded from existing allocations it was not necessary.

Cllr Wharf advised members that he was on the Board of the Dorset County Museum who were currently planning their opening next year following major works. They would have lots of additional space and were very keen to display Judge Jeffery's chair.

Resolved

1. That a provision for costs in the order of £450,000 is made to enable work to be undertaken to resolve the issue of the slope instability at North Dorset Business Park (Para 2.1.7) be approved.
2. That the allocation of £530,000 of LTP block maintenance funding from a combination of the 2018/19 bridges capital budget, 2019/20 bridges capital budget and 2019/20 structural maintenance capital budget to undertake a scheme to replace three flood arch structures and complete embankment works on the A357 Highway near Durweston (Para 3.1.7) be approved.
3. That the use of the County Council's general powers of competence to gift the legal title of the seventeenth century "Judge Jeffreys" chair to the Dorset County Museum

under the terms of Arts Council England's Accreditation standard and the Museum's existing Acquisition & Disposal Policy (Para 4.1.4) be approved.

4. That the overall revised estimates and cash flows for projects as summarised and detailed in appendices 1 and 2 (para 5.2) be approved.

Reason for Decisions

A well-managed Council ensured that the best use was made of its assets in terms of optimising service benefit, minimising environmental impact and maximising financial return.

Approval of Strategic Documents linked to new 'Well Managed Highways Infrastructure' (WMHI) Code of Practice

126 The Committee considered a report from the Cabinet Member for the Natural and Built Environment which accompanied the submission of the following key documents which were linked to the new 'Well Managed Highway Infrastructure' Code of Practice and had recently been revised:-

- The Highways Asset Management Plan (Draft)
- The Code of Practice for the Classification of Highway Safety Hazards and Defects (Draft)
- Dorset Highways Winter Service Policy and Operational Plan 2018/19.

The Shadow Executive would also consider this report at its meeting on 17 December 2018.

Following a question about any changes to operations that could affect this year's forecast of a severe winter, Cllr Turner advised there would be very little change, teams would work on the same routes and the levels of spread and volumes of grit would remain the same. Cllr Haynes suggested it would be helpful to send out a press release to this effect to give assurance to members of the public.

Resolved

That the revisions to the afore mentioned strategic documents be approved.

Reason for Decision

To ensure the authority had a robust-risk-based approach to asset management, highway inspection and defect repair and winter service which met the requirements of the new code and criteria linked to incentivised funding.

Recommendations from Committees

127

Regulatory Committee 181018

128 Members received statements from Mrs Dursley and Mr Penny that are attached as an annexure to these minutes.

Cllr Ferrari, on behalf of the Cabinet offered heartfelt condolences to Mrs Dursley and advised that Preston Road was in his electoral division. He personally felt that the speed limit of 50mph was too high for this particular road as it was effectively within a built-up area. He was not aware of any other roads with 50mph roads and no pedestrian crossings and he felt that visitors to the area would not realise this was a 50mph road. He had spoken with officers about this issue and been advised of the number of accidents and he now believed, on an evidence basis, that the speed should be reduced.

Cllr Turner made reference to further evidence which had been received in that the road had been assessed as suitable for a 40mph road and not a 50mph road. 50mph was noted as suitable in the guidance policy in 1990 but not for current policies.

These figures were not available to the Regulatory Committee at the time of its meeting and he proposed to support the recommendation to reduce the speed limit in line with the additional evidence.

Resolved

That the recommendation from the Regulatory Committee meeting held on 18 August 2018 be approved as set out below:-

Recommendation 58 – proposed speed limit reduction on part of Preston Road, Weymouth

That having considered the objection received, Cabinet be asked to approve the proposed reduction of the 50 mph speed limit to 40 mph on part of Preston Road, Weymouth as originally advertised.

Reason for Decision

The recommendation was in line with County Council policy for speed limits, which itself was adopted from Department for Transport guidance. In addition, there had been a number of collisions on this section of road in recent years which had resulted in two serious injuries and one fatality. The proposal would create an environment which would contribute towards a lowering of speed-related collisions, improve road safety and contribute towards the Corporate Aim of improving health and wellbeing.

Corporate Parenting Board 011118

128a **Resolved**

That the recommendation from the Corporate Parenting Board meeting on 1 November 2018 be approved as set out below:-

Recommendation 67 – Draft Terms of Reference for the Corporate Parenting Board

That the Cabinet be asked to approve the Draft new Terms of Reference for the Corporate Parenting Board.

Panels and Boards

129 The following minutes have been received:-

Dorset Waste Partnership Joint Committee 051118

130 The minutes of the meeting held on 5 November 2018 were noted.

Dorset Health and Wellbeing Board 071118

131 The minutes of the meeting held on 7 November 2018 were noted.

Cllr Haynes advised that whilst there had been firm agreement at the meeting on venues for future meetings this was very much work in progress. The aim was to hold meetings either in a school or other community setting rather than a different council chamber.

Dorset Police and Crime Panel 131118

132 The minutes of the meeting held on 13 November 2018 were noted.

Joint Public Health Board 191118

133 The minutes of the meeting held on 19 November 2018 were noted.

Cllr Haynes highlighted the change to the membership from the current 2 members from each council to 4 from each when the 2 new councils were up and running.

Questions from County Councillors

134 No questions were received from County Councillors.

Meeting Duration: 10.00 am - 11.06 am



**Cabinet Forward Plan
(Cabinet Meeting Date - 16 January 2019)**

Explanatory note: This work plan contains future items to be considered by the Cabinet. It will be published 28 days before the next meeting of the Cabinet.

This plan includes matters which the Leader has reason to believe will be the subject of a key decision to be taken by the Cabinet and items that are planned to be considered in a private part of the meeting. The plan shows the following details for key decisions:-

- (1) date on which decision will be made
- (2) matter for decision, whether in public or private (if private see the extract from the Local Government Act on the last page of this plan)
- (3) decision maker
- (4) consultees
- (5) means of consultation carried out
- (6) documents relied upon in making the decision

~~Any~~ *any additional items added to the Forward Plan following publication of the Plan in accordance with section 5 of Part 2, 10 of Part 3, and Section 11 of Part 3 of The Local Authorities (Executive Arrangements) (Meetings and Access to information) (England) Regulations 2012 are detailed at the end of this document.*

~~Definition~~ **Definition of Key Decisions**

Key decisions are defined in the County Council's Constitution as decisions of the Cabinet which are likely to -

- "(a) result in the County Council incurring expenditure which is, or the making of savings which are, significant having regard to the County Council's budget for the service or function to which the decision relates namely where the sum involved would exceed £500,000; or
- (b) to be significant in terms of its effects on communities living or working in an area comprising two or more electoral divisions in Dorset."

Membership of the Cabinet

Rebecca Knox	Leader of the Council
Jill Haynes	Deputy Leader of the Council and Cabinet Member for Health and Care
Steve Butler	Cabinet Member for Safeguarding
Andrew Parry	Cabinet Member for Economy, Education, Learning and Skills
Tony Ferrari	Cabinet Member for Community and Resources
Daryl Turner	Cabinet Member for Natural and Built Environment
Peter Wharf	Cabinet Member for Workforce

How to request access to details of documents, or make representations regarding a particular item

If you would like to request access to details of documents or to make representations about any matter in respect of which a decision is to be made, please contact the Democratic Services Manager, Corporate Resources Directorate, County Hall, Colliton Park, Dorchester, DT1 1XJ (Tel: (01305) 224191 or email: l.d.gallagher@dorsetcc.gov.uk).

Date of meeting (1)	Matter for Decision/ Consideration (2)	Decision Maker (3)	Consultees (4)	Means of Consultation (5)	Documents (6)	Lead Officer
To be scheduled	Key Decision - Yes Open Approval of Changes to Special Educational Needs and Disability Transport Policy	Cabinet Cabinet Member for Economy, Education, Learning and Skills (Andrew Parry)				Nick Jarman, Corporate Director for Children's Services
To be scheduled	Key Decision - Yes Open Health and Wellbeing Board Update	Cabinet Leader of the Council (Rebecca Knox)	-	-	None	Sam Crowe, Acting Director of Public Health

Private Meetings

The following paragraphs define the reasons why the public may be excluded from meetings whenever it is likely in view of the nature of the business to be transacted or the nature of the proceedings that exempt information would be disclosed and the public interest in withholding the information outweighs the public interest in disclosing the information to the public. Each item in the plan above marked as 'private' will refer to one of the following paragraphs.

1. Information relating to any individual.
2. Information which is likely to reveal the identity of an individual.
3. Information relating to the financial or business affairs of any particular person (including the authority holding that information).
4. Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals that the authority proposes:-
 - (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
 - (b) to make an order or direction under any enactment.
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

Dorset County Council

Business not included in the Cabinet Forward Plan

Is this item a Key Decision	Date of meeting of the Cabinet	Matter for Decision/Consideration	Agreement to Exception, Urgency or Private Item	Reason(s) why the item was not included
		NONE		

The above notice provides information required by The Local Authorities (Executive Arrangements) (Meetings and Access to information) (England) Regulations 2012 in respect of matters considered by the Cabinet which were not included in the published Forward Plan.

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Cabinet

Dorset County Council



Date of Meeting	16/01/2019
<p><u>Cabinet Member</u> Daryl Turner - Cabinet Member for Natural and Built Environment</p> <p><u>Local Members</u> ALL</p> <p><u>Lead Director</u> Mike Harries – Environment and Economy</p>	
Subject of Report	Dorset Statement of Common Ground on Strategic Planning Matters
Executive Summary	<p>The revised National Planning Policy Framework (NPPF), published in July 2018, expects local planning authorities to prepare a Statement of Common Ground (SoCG) to document the cross-boundary matters being addressed in emerging local plans and set out any progress in cooperating to address these. Such statements are intended to enhance the statutory duty to co-operate and will be important in assisting planning authorities when defining strategic matters in their local plans.</p> <p>For local authorities in Dorset that are currently reviewing local plans for their areas it will be important to demonstrate that they have agreed a statement of common ground with neighbouring authorities that share cross-boundary issues. This would also be the case for the new Dorset Council in preparing or reviewing local plans.</p> <p>A draft Statement of Common Ground has been prepared jointly by local authorities in Dorset and presented to the pan-Dorset Strategic Planning Forum (SPF), which comprises elected councillors from all nine authorities in Dorset, as well as (non-voting) attendance by Dorset Local Enterprise Partnership and Local Nature Partnership. The SPF has agreed the draft Statement of Common Ground and has commended it to each sovereign authority for</p>

	<p>agreement. It has also been considered and agreed by the Shadow Dorset Council Executive Committee.</p>
Impact Assessment:	<p>Equalities Impact Assessment:</p> <p>This report concerns a statement of common ground which is intended to support local authorities in demonstrating how they are meeting the statutory duty to co-operate when preparing local plans. It will be a responsibility of those plans to carry out equalities impact assessments.</p>
	<p>Use of Evidence:</p> <p>This report has been prepared having regard to the National Planning Policy Framework (July 2018).</p>
	<p>Budget:</p> <p>This report does not raise any budgetary implications.</p>
	<p>Risk Assessment:</p> <p>This report seeks Cabinet endorsement of the appended SoCG which will assist all authorities, including Dorset County Council, in meeting the statutory duty to co-operate. It is a requirement to prepare a SoCG and not to do so would present a risk to local authorities in trying to progress local plans.</p>
	<p>Outcomes:</p> <p>Corporate Plan Objectives Framework: Dorset's economy is prosperous.</p> <p>The recommendations set out in this report recognise the important role of planning in managing the environmental consequences of development and are consistent with the Corporate Plan's outcomes-based accountability.</p>
	<p>Other Implications:</p> <p>The recommendations presented in this report promote the role of planning in balancing economic, social and economic aspirations and delivering sustainable development.</p>
Recommendation	<p>That Cabinet approves the draft Statement of Common Ground (attached at Appendix B).</p>

Reason for Recommendation	To comply with the requirements of the NPPF in demonstrating that the duty to co-operate is being met.
Appendices	<p>Appendix A: Summary of themes identified in the Statement of Common Ground</p> <p>Appendix B: Statement of Common Ground between local planning authorities in Dorset (DRAFT 3 October 2018)</p>
Background Papers	National Planning Policy Framework, July 2018 (click here for link)
Officer Contact	<p>Name: Michael Garrity</p> <p>Tel: 01305 221826</p> <p>Email: m.garrity@dorsetcc.gov.uk</p>

1. Introduction

- 1.1. The Localism Act 2011 introduced a duty to co-operate for local planning authorities when preparing local plans. This duty applies to strategic (cross-boundary) matters and was intended to overcome the absence of regional and structure plans which were revoked around the time of the Localism Act coming into force. It is fair to say that there has been growing concern nationally that the duty to co-operate has not been as effective as intended and, to address this, the Government strengthened its policy on strategic policy matters.
- 1.2. The National Planning Policy Framework (NPPF), revised in July 2018, now requires local plans to set out strategic policies. It also sets out an expectation for local planning authorities to prepare **Statements of Common Ground (SoCG)**. These should document the cross-boundary matters being addressed in emerging local plans and set out any progress in cooperating to address these. A SoCG is not a statutory part of the development plan and so the responsibility for preparing local plans will remain a matter for each sovereign authority (and the new Dorset Council as from 1 April 2019).

2. The Need for a Statement of Common Ground

- 2.1. Those local authorities whose local plans are at an advanced stage will need to demonstrate that they have agreed a statement of common ground with neighbouring authorities that share cross-boundary issues. **Appendix A** (taken from the SoCG) itself provides a useful summary of the key issues and the potential scope for joint working.
- 2.2. Minerals and waste local plans are also bound by the duty to co-operate and so the SoCG will be relevant to these. Having said this, the minerals and waste planning policy framework has been prepared at a strategic level from the outset in that it covers the administrative areas of Bournemouth, DCC Dorset, and Poole. Furthermore, the most recent plans were submitted prior to the new NPPF taking effect so the immediate need for the SoCG falls upon those councils currently reviewing their local plans.
- 2.3. Nevertheless, Dorset County Council has an interest in ensuring local plans for each district, borough and unitary area identify relevant strategic issues as these have a bearing upon DCC responsibilities, including infrastructure provision (including transport, education and waste facilities) and mineral safeguarding. Consequently, it is important that DCC is also a signatory to the SoCG in the interests of supporting districts in achieving the delivery of a sound policy framework across Dorset.

3. Statement of Common Ground – Scope and Purpose

- 3.1. The draft SoCG (**Appendix B**) is currently in the process of being considered by each authority and, once agreed, it will provide a meaningful basis for ongoing engagement on cross-boundary matters. Importantly, it will also enable those authorities looking to submit local plans to proceed in compliance with the revised NPPF. Without this it is unlikely that a planning

inspector would be in a position to proceed with an examination into a plan's soundness.

- 3.2. The SoCG provides a documentation of strategic planning issues that have cross-boundary implications, including housing, employment, environmental assets, the Green Belt and infrastructure. It complements local plans by explaining how cross-boundary issues are to be addressed. The SoCG is likely to evolve as these plans progress so that it can provide the necessary clarity about how the area's needs are being met.
- 3.3. The NPPF confirms that the strategic policies required for the area of each local planning authority should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:
 - housing (including affordable housing), employment, retail, leisure and other commercial development;
 - infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
 - community facilities (such as health, education and cultural infrastructure); and
 - conservation and enhancement of the natural, built and historic environment, including landscape and green infrastructure, and planning measures to address climate change mitigation and adaptation.
- 3.4. The SoCG provides an overview of the current and emerging situation across Dorset in relation to these issues.

4. Next steps

- 4.1. All authorities in Dorset have been invited to endorse the SoCG. It is also relevant to note that the SoCG will provide a helpful basis for Dorset Council to consider its strategic planning priorities when it comes into effect (without prejudice to any decisions the new authority chooses to take). The Shadow Dorset Council Executive Committee was therefore asked to consider the SOCG. I can confirm that the Shadow Executive approved the statement at its meeting on 17 December.
- 4.2. Having an agreed SoCG will be an important step in considering strategic cross-boundary issues which is a requirement under national planning policy. By agreeing the SoCG Dorset County Council will be supporting the continued joint working on cross-boundary matters which is overseen by the Strategic Planning Forum, and will assist those districts whose local plans are at an advanced stage by enabling them to progress these in a manner that complies with national policy.

Mike Harries
Corporate Director for Environment and the Economy
January 2019

APPENDIX A: Summary of themes identified in the Statement of Common Ground

Theme	Potential scope for joint working
Overall strategy	<ul style="list-style-type: none"> • Determining the most sustainable pattern of growth to meet future needs, taking account of objectively assessed needs, environmental and other constraints including Green Belt
Homes and jobs	<ul style="list-style-type: none"> • Setting out a positive planning strategy to provide for additional growth in Dorset, including additional homes. • Setting out a strategic approach to the provision of additional homes in Eastern Dorset, to meet objectively assessed needs. This strategy will need to be informed by an appraisal of all reasonable options for the distribution of growth, taking account of issues such as housing mix, land availability, infrastructure capacity, and development constraints. It will need to include consideration of all options including urban potential, urban extensions and new settlements. • A Strategic Green Belt Review to help inform the strategy. • Identifying and addressing any issues of ‘unmet’ housing need arising from areas adjoining Dorset. • Providing an overview of the broad mix of housing types needed • Addressing any cross-boundary issues relating to employment land provision identified through the Workspace Strategy. • Addressing any strategic issues relating to education and skills.
Retail, leisure and other commercial development	<ul style="list-style-type: none"> • Identifying key relationships between town centres, both within Dorset and in neighbouring areas. • Emphasising the importance of a ‘town centre’ first approach to new retail development. • Considering any implications of the location of additional housing for the retail hierarchies identified in the current and emerging local plans. • Addressing any cross-boundary issues that may be identified through updates to existing retail studies. • Highlighting the importance of planning for sustainable tourism across Dorset.
Infrastructure and resources	<ul style="list-style-type: none"> • Emphasising the importance of improving infrastructure, including improvements to transport, telecommunications, water supply and wastewater infrastructure. • Ensuring effective integration of minerals planning with growth and infrastructure needs in Dorset.

	<ul style="list-style-type: none"> • Ensuring sustainable planning for waste to maximise its value as a resource and as a key supporting element for economic competitiveness. • Ensuring the restoration of quarries has regard to economic, social and environmental opportunities that support sustainable economic growth, where appropriate. • Highlighting the importance of avoiding inappropriate development in areas at risk of flooding. • Exploring opportunities for strategic scale flood attenuation and mitigation infrastructure. • Developing a consistent approach to Coastal Change Management Areas, to be applied along the full length of the Dorset coastline. • Ensuring a consistent approach to renewable energy provision, including wind energy, across Dorset. • Exploring the potential for cross boundary district heating.
Health, security, community and cultural infrastructure	<ul style="list-style-type: none"> • Highlighting the importance of promoting healthy communities through planning. • Encouraging a consistent approach across Dorset to the new national standards for space, water efficiency and accessibility. • Considering whether any update is needed to the South East Dorset Green Infrastructure Strategy, and whether there could be merit in preparing a single joint Green Infrastructure Strategy to cover Dorset.
Climate change and historic and natural environment	<ul style="list-style-type: none"> • Emphasising the role of planning in supporting climate change mitigation and adaptation. • Highlighting the importance of nature conservation issues across the county, and ensuring that these are given full consideration when appraising options for future growth. • Securing renewed commitment to the existing joint approaches to address heathlands and nitrates mitigation. • Identifying broad locations for strategic SANGs (Suitable Alternative Natural Greenspaces), to link in with the preferred strategy for additional housing, once this is identified. • Habitats Regulations Assessments (HRA) to demonstrate that any proposed development will not adversely affect the ecological integrity of the European designations. • Reinforcing the importance of conserving and enhancing the historic environment through planning policy, and developing a positive strategy for conservation of the historic environment across Dorset as a whole.

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APPENDIX B

Statement of Common Ground between local planning authorities in Dorset (DRAFT 3 October 2018)

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Executive Summary

The revised National Planning Policy Framework published in July 2018 introduces the requirement for a Statement of Common Ground to be prepared jointly by local planning authorities.¹ This is intended as an enhancement of the duty to cooperate that is already a legal requirement of the plan making process.

The Dorset Strategic Planning Forum was established to consider strategic planning issues that affect cross boundary matters, and to guide strategic planning at the 'larger than local' scale through effective policy development across boundaries, in order to help ensure that each of the Dorset local planning authorities could meet the duty to cooperate. The local planning authorities are currently at various stages in reviewing their local plans, and the Statement of Common Ground will be required evidence at each local plan examination.

This Statement of Common Ground has been prepared jointly by the local authorities within Dorset, all of which are represented on the Strategic Planning Forum, and will be extended to include the surrounding authorities. It describes the geographical area covered by the statement; the plan-making authorities responsible; and the proposed governance arrangements for joint working. The main body of the Statement provides a summary of the key strategic planning matters in Dorset on which cooperation is intended. This has taken account of the guidance in national planning policy on strategic issues where cooperation might be appropriate. These include the need for homes and jobs; provision of shops and leisure facilities; ensuring that supporting infrastructure is in place; promoting healthy communities; and protecting and enhancing the natural environment.

The revised National Planning Policy Framework introduces a new standard methodology for the assessment of housing requirements at district level. It states that strategic plans should be based upon a local housing need assessment conducted using this standard methodology, unless there are exceptional circumstances that justify an alternative approach. It also states that in establishing this figure, any needs that cannot be met within neighbouring areas should also be taken into account.²

The standard methodology is due to be reviewed again and so the housing figures to be planned for are not fully confirmed. It is likely however that there will be an increase in the requirements for the area, compared with the combined current adopted local plan targets. As a result, there is a key requirement for the local planning authorities to work together to set out a strategic approach to the provision of additional homes in Dorset. This will need to be informed by an appraisal of all reasonable options for the distribution of growth. Joint working is already taking place on the provision of accommodation for gypsies and travellers.

In addition to the provision of new homes, the local planning authorities will need to work together to address any cross-boundary issues relating to employment land. A range of related matters also need to be considered as an integral part of planning for new homes and jobs. These include highlighting the importance of providing services and facilities to support growth, supporting healthy communities through effective planning, and the need to continue with effective joint working to protect Dorset's outstanding natural environment, including internationally protected sites.

¹ Paragraph 27, National Planning Policy Framework 2018

² Paragraph 60, National Planning Policy Framework 2018

Introduction

1. The requirement for the preparation of a Statement of Common Ground to demonstrate effective and ongoing joint working on strategic matters that cross administrative boundaries was introduced in the revised National Planning Policy Framework published in July 2018.³ This is intended as an enhancement of the 'duty to cooperate' introduced in the Localism Act 2011 as a legal requirement of the plan making process⁴. The duty requires councils and public bodies to '*engage constructively, actively and on an ongoing basis*' to develop strategic policies on cross boundary matters.
2. The Statement of Common Ground is intended as a written record of progress made on planning for strategic matters across local authority boundaries. It is intended to record where effective cooperation is or is not taking place, demonstrate that plans are deliverable, and provide evidence that the duty to cooperate has been fulfilled.

Plan making authorities and governance arrangements

3. This Statement has been jointly prepared by the nine local authorities within Dorset, including the Bournemouth and Poole unitary authorities: Bournemouth Borough Council; Christchurch Borough Council; Dorset County Council; East Dorset District Council; North Dorset District Council; Borough of Poole; Purbeck District Council; West Dorset District Council and Weymouth & Portland Borough Council. After 1 April 2019, these local authorities will be replaced by two new unitary authorities: Bournemouth, Christchurch and Poole Council; and Dorset Council. The Statement has also been prepared in discussion with the adjoining local authorities of New Forest District Council; Wiltshire Council; South Somerset District Council; and East Devon District Council.
4. There is a strong history of effective joint working between the planning authorities in Dorset, and continued cooperation will be essential to support sustainable economic growth in the area. Cooperation on planning matters can also contribute to wider partnership working, helping to deliver mutually beneficial objectives for a range of stakeholders
5. The Dorset Strategic Planning Forum was established in 2015 to ensure that cooperation on strategic issues continues on an open and constructive basis across Dorset even where individual authorities may have different points of view. This approach will ensure that constructive cooperation on strategic matters is achieved in accordance with the statutory requirements.
6. Terms of Reference for the Strategic Planning Forum state that the main purpose of the Forum is to fulfil obligations under the legal duty to cooperate. The Terms of Reference go on to state that the Forum will guide strategic planning at the 'larger than local' scale through effective policy development across boundaries, and will work with the Local Enterprise Partnership (LEP) and the Local Nature Partnership

³ Paragraph 27, National Planning Policy Framework 2018

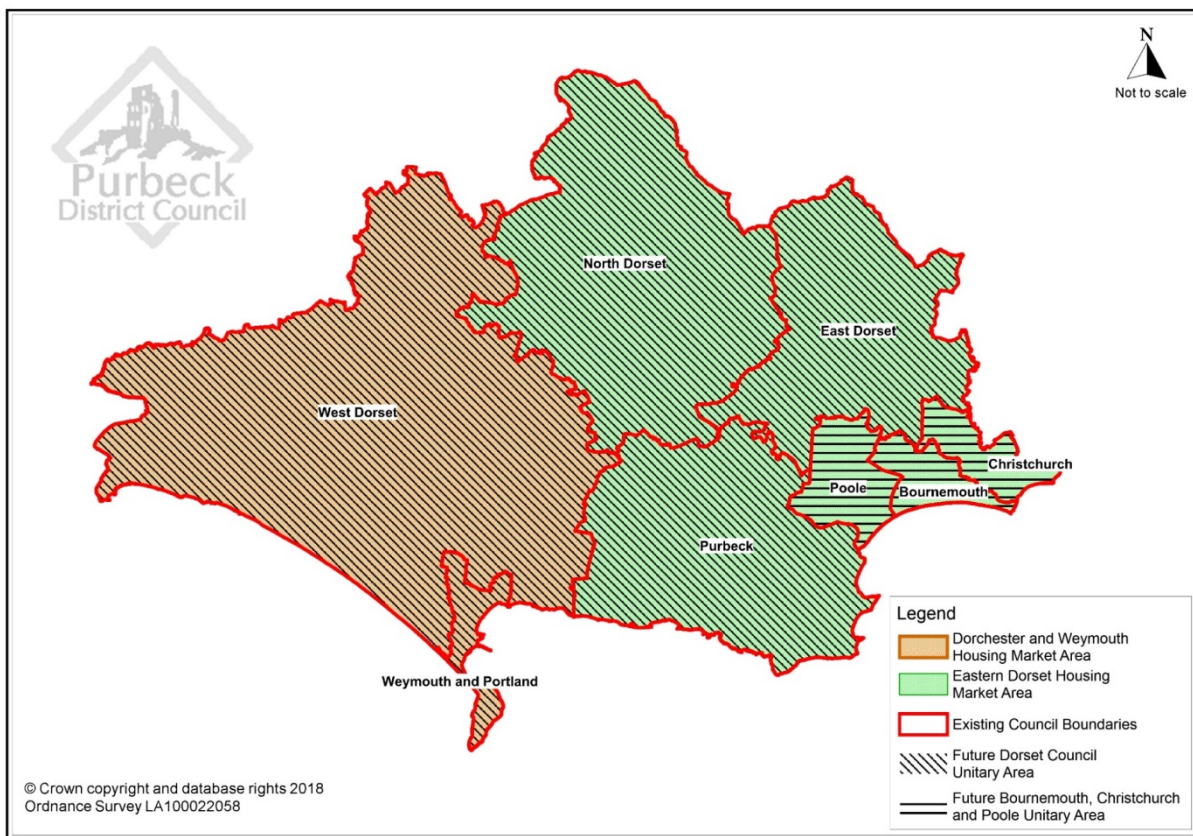
⁴ The duty to cooperate is set out in Section 110 of the Localism Act 2011, available at: <http://www.legislation.gov.uk/ukpga/2011/20/section/110/enacted>

(LNP) in the development of strategy to inform and align spatial and investment priorities.

7. The Statement of Common Ground will be maintained and kept up to date through joint working between the plan-making authorities in the area. This will be overseen by the Strategic Planning Forum and the drafts of any revisions to the Statement will be considered by that joint body before being taken to the individual local authorities for approval.

Geographical Area covered by this Statement

8. This statement covers the whole of the Dorset Local Enterprise Partnership area: the whole area of Dorset, Bournemouth and Poole. The area is shown on the plan below, which also indicates the current and future local authority boundaries and the housing market areas. It is important to note that the housing market areas do not coincide with the new unitary council boundaries and may be reviewed in future. This geography may be extended in future to include the adjoining authorities of New Forest, Wiltshire, South Somerset and East Devon.



Key Strategic Matters Addressed by this Statement

9. The revised National Planning Policy Framework (NPPF) sets out that the strategic policies required for the area of each local planning authority should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:

- housing (including affordable housing), employment, retail, leisure and other commercial development;
 - infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
 - community facilities (such as health, education and cultural infrastructure); and
 - conservation and enhancement of the natural, built and historic environment, including landscape and green infrastructure, and planning measures to address climate change mitigation and adaptation.⁵
10. These strategic policy areas are those for which joint working across local authority boundaries are most likely to be necessary. This Statement considers each of these broad themes in turn, and identifies broad cross boundary issues and opportunities affecting Dorset planning authorities in relation to each theme. The Statement concludes with a summary of the intended scope for joint working, highlighting the importance of cross-boundary working in supporting economic growth and directing development to the most sustainable locations. Joint working on strategic planning matters will have an important role in helping to deliver the LEP’s Strategic Economic Plan, and any future revisions of this. It will also be influenced by sub-regional issues, such as plans for growth in Portsmouth and Southampton, and the proposed establishment of sub-national transport bodies to formulate and potentially deliver transport strategies for wider areas. Sub-regional issues are not considered in detail in this paper, but will form part of the wider context for strategic joint working in Dorset.

Current and emerging local plans in Dorset

11. The Dorset local planning authorities are currently at various stages in reviewing their local plans, as summarised in table 1. Work on the local plan reviews will both inform, and be informed by, joint working and cooperation across the whole Dorset area.

Local Plan	Plan period	Current status	Progress with review
Eastern Dorset Housing Market Area			
Bournemouth Local Plan Core Strategy 2012	2006 - 2026	Adopted October 2012	Issues consultation took place winter 2017; Issues and Preferred Options consultation due to take place late 2018. Review to run to 2033
Christchurch and East Dorset Core Strategy	2013 - 2028	Adopted April 2014	Separate local plan reviews now taking place for Christchurch and East Dorset. Options consultation on both plans July-September 2018, and pre-submission

⁵ Paragraph 20, National Planning Policy Framework 2018

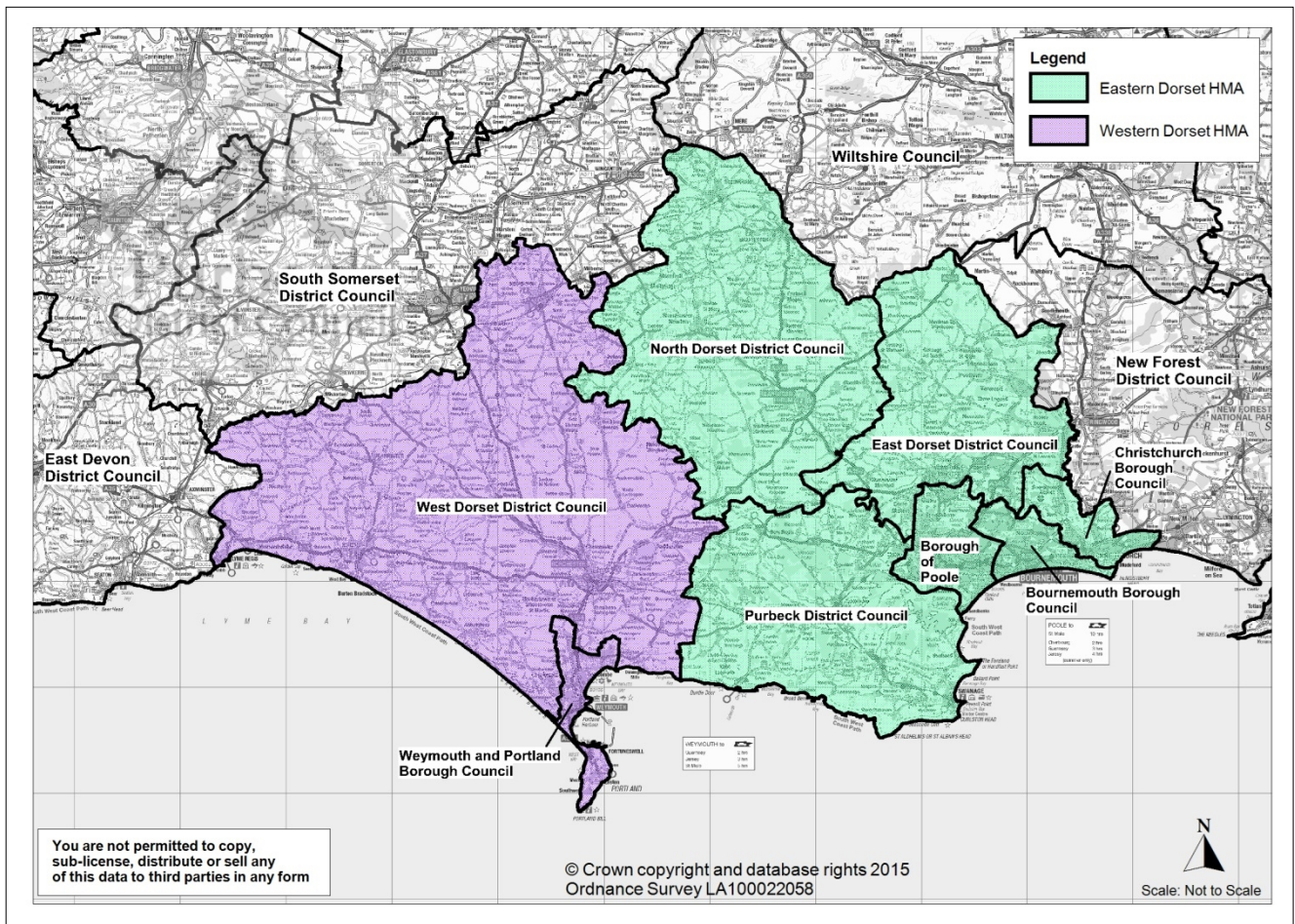
			consultation March 2019. Reviews to run to 2033.
North Dorset Local Plan – 2011 to 2026 Part 1	2011 - 2026	Adopted January 2016	Issues & Options consultation took place winter 2017-18; Preferred Options consultation likely early 2019. Review to run to 2033 but may be extended to 2036.
Poole Core Strategy Site Specific Allocations and Development Management DPD & Poole Infrastructure Plan DPD	2006 - 2026	Adopted February 2009 (Core Strategy) Site Specific Allocations and Development Management DPD & Poole Infrastructure Plan DPD adopted 2012	Plan is due to be adopted in November 2018. Runs to 2033.
Purbeck Local Plan Part 1	2006 - 2027	Adopted November 2012	Options consultations completed. Pre-submission publication autumn 2018, submit by March 2019 and adopt by end of 2019. Runs to 2034.
Western Dorset Housing Market Area			
West Dorset, Weymouth and Portland Local Plan	2011 - 2031	Adopted October 2015	Issues and Options consultation early 2017; Preferred Options consultation place August-October 2018 and pre-submission consultation 2019. Review to run to 2036.
Pan-Dorset			
Bournemouth, Dorset and Poole Minerals Strategy	2014 - 2028	Adopted May 2014	No review currently scheduled in Local Development Scheme.
Bournemouth, Dorset and Poole Mineral Sites Plan	Likely to be 2018 - 2033	In preparation	Plan submitted March 2018. Examination 2018 (hearings September – October 2018)
Bournemouth, Dorset and Poole Waste Plan	Up to 2016: policies saved in 2009	Adopted June 2006	Plan submitted in March 2018. Examination 2018
Joint Gypsy and Traveller Site Allocations Development Plan Document	In preparation: timetable currently under review.		

Table 1: Status of current and emerging local plans in Dorset (September 2018)

Providing the homes and jobs needed in Dorset

Housing need within Dorset

12. Significant changes have been made in the revised NPPF to the method for assessing housing need.
13. The previous NPPF required local planning authorities to meet '*the full, objectively assessed needs for market and affordable housing in the housing market area*', as far as was consistent with other policies set out in the NPPF⁶. It went on to state that '*joint working should enable local planning authorities to work together to meet development requirements which cannot wholly be met within their own areas*'⁷. Two housing market areas (HMAs) were identified in Dorset, as shown on map 1. The Eastern Dorset HMA includes Bournemouth, Christchurch, East Dorset, North Dorset, Poole and Purbeck, whilst the Western Dorset HMA includes West Dorset and Weymouth and Portland.



Map 1: Dorset housing market areas

14. The objectively assessed housing needs for the Dorset authorities, assessed under the previous national policy requirements, were identified in the Eastern Dorset

⁶ Paragraph 47 of the National Planning Policy Framework 2012

⁷ Paragraph 179 of the National Planning Policy Framework 2012

Strategic Housing Market Assessment (SHMA) (December 2015, and since reviewed), and the Weymouth and Portland and West Dorset Strategic Housing Market Report (July 2014, with the conclusions reviewed in 2017 during the early stages of preparing the revised local plan).

15. The revised NPPF however introduces a new standard methodology for ‘*local housing need assessments*’ for each local planning authority area. This standard method should now be used unless there are exceptional circumstances that justify an alternative approach which also reflects current and future demographic trends and market signals. In establishing this figure, any needs that cannot be met within neighbouring areas should also be taken into account.⁸
16. Table 2 sets out the current adopted local plan housing targets, the local housing needs assessment figures published with the consultation on the new methodology (in September 2017). The Government has already indicated that, following the release of the latest household forecasts (September 2018), the methodology is likely to be reviewed as a result of the reduction in these latest figures for many local authorities across the UK. Accordingly, the local housing needs assessment figures will be calculated and the table below revised once the Government’s intentions are known and any changes made to the methodology confirmed.

Local planning authority	Current local plan housing target	Local Housing Needs Assessment based on published figures from new methodology (September 2017)
Bournemouth	730 homes per annum (2006 to 2026)	1,022 homes per annum
Christchurch	<i>Joint target for 566 homes per annum in Christchurch and East Dorset (2013 to 2028)</i>	352 homes per annum
East Dorset		442 homes per annum
<i>Christchurch and East Dorset (joint)</i>		<i>(or 792 homes per annum joint target)</i>
North Dorset	285 homes per annum (2011 to 2031)	366 homes per annum
Poole	500 homes per annum (2006 to 2026) or 710 per annum, 2013 to 2033, from about-to-be-adopted local plan)	782 homes per annum
Purbeck	120 homes per annum (2006 to 2027)	168 homes per annum

⁸ Paragraph 60, National Planning Policy Framework 2018

Total for Eastern Dorset HMA	2,201 homes per annum (plan periods not aligned)	3,130 homes per annum
West Dorset	775 homes per annum in West Dorset and Weymouth and Portland (2011 to 2031)	780 homes per annum in West Dorset and Weymouth and Portland (joint OAN) (2011 to 2031)
Weymouth and Portland		
Total for Western Dorset HMA	775 homes per annum (2011 to 2031)	780 homes per annum
Total for Dorset	2,976 homes per annum (plan periods not aligned)	3,910 homes per annum

Table 2: Comparison of current adopted local plan housing targets and published figures resulting from the new standard methodology (2017)

17. This demonstrates that the housing needs for the whole Dorset area have risen significantly from those in the adopted local plans, in particular in the Eastern Dorset HMA, where the new methodology demonstrates a need to provide between 323 and 1,723 additional homes per year in the Eastern Dorset HMA, over and above the current local plan housing targets. The most significant increase, in the 2017 figures, is in the figure for Bournemouth, where the demographic forecasts are particularly affected by the rate of international migration. The household forecasts published in September 2018 show a reduction from the 2017 figures, but the Government has indicated that the methodology will be adjusted⁹ in order to ensure that the figures are sufficient to meet the national target. The figures arising will be the basis for joint working between the local authorities on the distribution of housing within the area.
18. Recent housing delivery rates across Dorset as a whole have fallen significantly short of the local plan figures. Table 3 shows the housing completions for each local planning authority in 2016/17 and 2017/18. This highlights the need for a step change in housing delivery rates if the housing needs resulting from the new standard methodology are to be met.

Local planning authority	Housing completions (net)	
	2016/17	2017/18
Bournemouth	581	635
Christchurch & East Dorset	430	407
North Dorset	142	152
Poole	570	307
Purbeck	89	124
Total for Eastern Dorset HMA	1,812	1,625

⁹ Covering notes at <https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments>

West Dorset and Weymouth & Portland	772	613
Total for Western Dorset HMA	772	613
Total housing completions for Dorset	2,584	2,238
Total requirement under new standard methodology 2017	3,910	

Table 3: Recent housing completions in Dorset

19. The local housing needs assessments resulting from the new standard methodology do not take account of constraints, such as Green Belt, Areas of Outstanding Natural Beauty, and internationally protected heathlands, which may restrict the ability of the Eastern Dorset authorities in particular to plan for their housing requirements within their areas. Previous Government guidance was clear that assessing need through the SHMA was just the first stage in developing the appropriate housing requirements in a local plan, and that SHMA figures should not be seen as a proxy for the final requirement in the plan.¹⁰
20. The introduction of the new standard methodology places greater emphasis on the importance of cooperation and meeting needs within adjoining local authority areas where they cannot be met in the area in which they arise. The revised presumption in favour of sustainable development in the 2018 NPPF states that strategic plans should, as a minimum, provide for objectively assessed needs for housing and other development as well as any needs that cannot be met within neighbouring areas (as established through statements of common ground).¹¹

Proposed approach to meeting housing needs

21. There is a key requirement for the Dorset local planning authorities to work together to set out a strategic approach to the provision of additional homes in Dorset, seeking to meet the assessed local housing needs, and this is the greatest priority for joint working. The increased housing targets resulting from the new standard methodology, together with the sensitive and nationally and internationally recognised environmental assets in the area, make this particularly challenging.
22. The starting point for this work is the aim that each local planning authority will seek to meet its housing requirements within its own boundaries. At present, the extent to which each authority can meet its own needs is not fully understood, as the work on assessing potential development options in each area is at different stages, and in particular, the housing requirements are not yet confirmed. The latest household forecasts, published in September 2018, were lower than previously forecast, resulting in lower housing need across most local authorities under the new methodology, compared with those published in 2017. The Government has stated in the updated NPPG on 'housing and economic development needs assessments' that the new

¹⁰ This was clarified in a letter from Brandon Lewis to the Chief Executive at the Planning Inspectorate about strategic housing market assessments (19 December 2014) which can be accessed online at:

<https://www.gov.uk/government/publications/strategic-housing-market-assessments>

¹¹ Paragraph 11(b), National Planning Policy Framework 2018

methodology is likely to be reviewed very shortly, in order to avoid the requirements falling short of the national 300,000 target by the mid-2020s. This Statement will therefore need to be updated as soon as possible after any change in the methodology is finalised. That update will set out an indicative assessment of each area's likely ability to meet its own needs. In the meantime, the table below sets out the interim position at September 2018. This indicates that there is a strong possibility that Bournemouth and Christchurch will be unable to meet their needs as a result of their limited geographical areas and significant environmental constraints. There is also a risk of unmet need arising from the adjoining New Forest District (see paragraphs 29-32 below). These risks will increase if the housing requirements are raised.

23. Should it prove to be the case that some authorities in the area are unable to meet their identified needs, the local planning authorities are committed to working together to assess the potential for some or all of this need to be met within other authorities' areas. This work will need to be informed by an appraisal of all reasonable options for the distribution of growth across Dorset, taking account of issues such as land availability, infrastructure capacity, and development constraints.

Local plan review	Current/last stage	Proposed figure in local plan review	Likelihood of OAN being met in local plan review
Bournemouth	Reg 18 Issues and Preferred Options to go to Cabinet for approval	Not yet determined	Risk of not being met
Christchurch	Reg 18 Options consultation July-September 2018	5,270 (2013-2033): 263 per annum	Not being fully met (up to 2033)
East Dorset	Reg 18 Options consultation July-September 2018	8,854 (442.7 per annum)	Being met up to 2033
North Dorset	Reg 18 Issues and Options consultation	Not yet determined (but aiming to meet in full)	Not yet known
Poole	Post-examination	14,200 (2013-2033): 710 per annum	SHMA figures being met (to 2033) but new methodology figures to be considered in next review
Purbeck	Preparing for pre-submission	2,688 (168 per annum)	Intending to meet requirements up to 2034
West Dorset and Weymouth & Portland	Reg 18 Preferred Options consultation	Supply 19,116 (2016-2036): 955.8 per annum, against target of 15,880 or 794 per annum	Likely to be fully met or exceeded (to 2036)

Table 4: Latest housing numbers in local plans

Strategic Green Belt Review

24. The South East Dorset Green Belt extends over some 168 square kilometres of open land in and around Upton, Wimborne, Ferndown, Poole, Bournemouth and Christchurch and stretching south-west as far as Wareham. As highlighted above, land allocated as Green Belt can be a constraint which may prevent local planning authorities from meeting their full objectively assessed housing needs. National policy refers to '*policies in this Framework that protect areas or assets of particular importance*' and defines these as including '*land designated as Green Belt*'. Where such policies provide a clear reason for refusing development, this is justified under the presumption in favour of sustainable development even if development plan policies are out of date.¹²
25. National policy states that once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans. Strategic policies should establish the need for any changes to Green Belt boundaries, having regard to their intended permanence in the long term, so they can endure beyond the plan period.¹³
26. Before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, the strategic policy-making authority should be able to demonstrate that it has examined fully all other reasonable options for meeting its identified need for development, including making best use of brownfield sites, optimising the density of development, and discussing with neighbouring authorities whether they could accommodate some of the identified need, as demonstrated through the statement of common ground.¹⁴ Before any amendment to Green Belt boundaries in South East Dorset, therefore, it will need to be demonstrated that this latter solution has been properly considered through joint working.
27. When considering whether or not to allocate land for development within the South East Dorset Green Belt, it is important to recognise the potential sustainability benefits of providing new homes in close proximity to the conurbation, within easy reach of jobs and services. Not developing in the Green Belt would displace development pressure to elsewhere in Dorset. This is not to say that all areas outside the Green Belt are inherently unsustainable, but there are some more remote parts of the county where development could result in less sustainable commuting patterns and an increase in congestion. There is also the risk of market demand in these areas being lower, so that development might be less likely to be implemented.
28. It will therefore be important for joint working on strategic planning issues across Dorset to be informed by an appraisal of all realistic options for development, including the option of releasing land from the Green Belt. Green belt boundaries have been reviewed in the emerging local plan reviews, on an individual local authority basis, but a Strategic Green Belt Review will be required to help inform this options appraisal. The Strategic Green Belt Review will need to consider whether or not the current extent of the Green Belt remains fit for purpose, and whether changes may be appropriate to help accommodate the county's development needs. Any Green Belt

¹² Paragraph 11 (d) National Planning Policy Framework 2018

¹³ Paragraph 136, National Planning Policy Framework 2018

¹⁴ Paragraph 137, National Planning Policy Framework 2018

reviews across South East Dorset will need to be assessed against the following five purposes of Green Belt as set out in paragraph 134 of the NPPF 2018:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into each other;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Unmet housing need from areas adjoining Dorset

29. The Eastern Dorset SHMA considers housing provision in local authority areas which adjoin the Eastern Dorset HMA and concludes that the principal issue of potential unmet housing need is likely to arise from New Forest District¹⁵. This relates partly to Eastern Dorset and partly to South Hampshire.
30. New Forest District Council has an adopted Core Strategy (adopted in 2009)¹⁶ which covers the area outside the National Park, whilst the National Park Authority has an adopted Core Strategy and Development Management Policies DPD (adopted in 2010)¹⁷. Both authorities are preparing local plan reviews. The District Council's Local Plan Review was published for pre-submission public consultation on 29 June 2018. It proposes 10,500 additional homes between 2016-2036, based on a 2017 Objectively Assessed Need assessment for the New Forest area, which identified needs of 521 per annum (10,420) for the New Forest District outside the national park, and 63 per annum (1,260) within the National Park. The National Park Authority's Local Plan Review was submitted in May 2018 and examination hearings will take place in November 2018. The submission Local Plan proposes an additional 800 dwellings, rather than the objectively assessed need of 1,260 identified in the SHMA, which cannot be met without conflict with statutory National Park purposes. There is therefore an unmet need in the National Park. The new standard methodology also results in significantly higher figures (965 per annum for New Forest District including that part within the National Park).
31. The Eastern Dorset HMA also adjoins Wiltshire and South Somerset, whilst the Western Dorset HMA adjoins South Somerset and East Devon. Officers have not identified any current issues of unmet need arising from East Devon, South Somerset, or Wiltshire, but discussions with these adjoining authorities will continue through the local plan preparation process and this situation could change.

¹⁵ See paragraphs 10.53-10.58 of the Eastern Dorset SHMA (2015)

¹⁶ The Local Plan Part 1: Core Strategy for New Forest District (outside the National Park) (2009) can be accessed online at: <http://www.newforest.gov.uk/index.cfm?articleid=14183>

¹⁷ The New Forest National Park Core Strategy and Development Management Policies DPD (2010) can be accessed online at: http://www.newforestnpa.gov.uk/info/20040/planning_policy/23/core_strategy

32. The Dorset local planning authorities will need to consider any issues of unmet need arising from neighbouring local authority areas. At this stage, it is likely that the principal issue of potential unmet housing need will arise from New Forest District.

Housing mix

33. The NPPF requires local planning authorities to address the need for all types of housing, including affordable housing and the needs of different groups in the community¹⁸. The Eastern Dorset SHMA identifies a recommended housing mix across the HMA for the period 2013-2033, as set out in table 4. This shows a higher need for one and two bedroom properties for affordable homes, and a higher need for two and three bed properties on the open market. However, this will vary by location. The SHMA also includes recommendations for the appropriate housing mix in each local authority area, and goes on to state that local authorities should consider detailed evidence for their areas when setting policies for the future mix of housing.

	1-bed	2-bed	3-bed	4+ bed
Market	10%	45%	35%	10%
Affordable	35-40%	30-35%	20-25%	5-10%
All dwellings	20%	40%	30%	10%

Table 4: Recommended Housing Mix for Eastern Dorset HMA, from 2015 SHMA

	1-bed	2-bed	3-bed	4+ bed
Market	0-5%	30-35%	40-45%	20-25%
Affordable	20-25%	45-50%	20-25%	5-10%
All dwellings	30-35%	35-40%	20-25%	5-10%

Recommended Housing Mix for Eastern Dorset HMA, from emerging SHMA update 2018

34. The Western Dorset SHMA¹⁹ indicates a greater need for two and three bedroom homes on the open market, but again this will vary according to location, and will change over the plan period.
35. The mix of homes needed across the Eastern Dorset HMA is likely to have implications for the most appropriate strategy for housing. As an example, family housing is unlikely to be provided in the more central areas of the conurbation, where flats are more viable, and hence a need for family housing may lead to pressure for development on the edges of the conurbation. This relationship between housing mix and the appropriate location of development will need to be considered as part of the appraisal of options for future growth in Dorset.
36. Local authorities will also need to consider the need for different types of affordable housing (intermediate housing and social or affordable rented homes), specialist housing and accommodation for older persons (sheltered housing and extra care provision), registered care provision (for households who live in care homes), student housing provision, and wheelchair accessible homes. The Eastern Dorset SHMA

¹⁸ See paragraphs 59-62 of the National Planning Policy Framework 2018

¹⁹ The Weymouth and Portland and West Dorset Strategic Housing Market Report (2014) can be accessed online at: <https://www.dorsetforyou.com/article/410419/Local-Plan-Examination-Document-Library-Other-Evidence---Sustainable-Pattern-of-Development>

considers each of these matters and includes recommendations for the individual local authorities to consider through their local plans.

37. The Government has widened the definition of 'affordable housing' which now includes; affordable housing for rent; starter homes; discounted market sales housing; and other affordable routes to home ownership (the latter including shared ownership and 'rent to buy').²⁰ The revised NPPF states that where major housing development is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership, as part of the overall affordable housing contribution from the site.²¹
38. The issue of housing mix will be considered in more detail by individual local authorities through their local plans, though there may be a need to consider the broad mix of housing types needed across the whole area, and issues around consistency of approach, as part of any joint working.

Gypsy and Traveller provision

39. The Dorset local authorities are all working together to prepare a Dorset-wide Gypsy and Traveller (including Travelling Showpeople) Joint Development Plan Document (DPD). An updated needs assessment was completed in 2017, taking into account changed definitions in Government guidance, and the pre-submission DPD is currently in preparation. It is anticipated that this issue will be dealt with through the joint DPD.

Dorset's economy and employment land requirements

40. The NPPF sets out that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt, and that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.²² Planning policies should set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration.
41. Dorset is covered by a single Local Enterprise Partnership (LEP). A 'Review of Economic Evidence' undertaken for the Dorset Leaders Growth Board in February 2015²³ notes that 'the issue of Dorset as a functional economic market area was fully addressed when the establishment of the Dorset [LEP] was proposed and approved by government'. It goes on to state that 'whilst, like all LEP areas, there is diversity within Dorset, it does function as a specific business location with its own identity and as an economic area, whilst also having links to the wider locality and their economies'.

²⁰ Annex 2: Glossary, National Planning Policy Framework 2018

²¹ Paragraph 64, National Planning Policy Framework 2018

²² Paragraph 80, National Planning Policy Framework 2018

²³ The Dorset Leaders' Growth Board 'Review of Economic Evidence' (February 2015) can be viewed online at: https://www.dorsetforyou.com/media/201819/Dorset-Review-of-Economic-Evidence/pdf/Dorset_Review_of_Economic_Evidence.pdf

42. The Dorset LEP area consists of a range of distinct geographical areas which all play a key part in Dorset's economy²⁴:
- The **Conurbation** (Bournemouth, Poole, Christchurch and parts of East Dorset and Purbeck) contains the majority of Dorset's population and employment. It benefits from an airport, a major port, two universities and a strong business services and visitor economy.
 - The **Central Area** is based on the twin towns of Dorchester and Weymouth and their immediate hinterland, around which major employment sites, two ports and county wide services are based.
 - **Rural Dorset** is characterised by coastal and market towns, including Blandford Forum, Shaftesbury, Gillingham, Wareham, Swanage, Portland, Bridport, Sherborne and Lyme Regis, as well as the wider countryside. This area accommodates a diverse range of businesses in manufacturing, technology, tourism, retail, accommodation and food services.
 - The '**Jurassic Coast**' between Swanage and Lyme Regis (and beyond into Devon) has World Heritage Status and serves as a major attractor of visitors to the area. This rural and semi-rural area is typified by a diverse range of small and micro businesses delivering retail and accommodation and food services.
43. The Dorset LEP has prepared a Strategic Economic Plan (SEP), Transforming Dorset, which outlines ambitions and aspirations for transformative change to the Dorset economy²⁵. This was launched in 2014 and refreshed in 2016. The SEP identifies four thematic priorities (Connected Dorset, Talented Dorset, Responsive Dorset, and Competitive Dorset) and emphasises that partners in Dorset are committed to ensuring that the LEP area can deliver the local growth potential suggested by economic forecasts.
44. Local planning authorities have a key role in helping to deliver the priorities of the LEP through the identification of employment land (for use classes B1: Business, B2: General industrial and B8: Storage or distribution) in their local plans.
45. The Bournemouth, Dorset and Poole Workspace Strategy was prepared in 2016, updating the previous 2008 and 2012 reports.²⁶ This provides projections of the amount of B1, B2 and B8 employment land required in the period up to 2033, for the Dorset LEP area and the Eastern and Western Dorset HMAs (as functional urban areas). It also provides recommendations regarding the provision and distribution of land and premises across the Dorset LEP area and Eastern and Western Dorset HMAs. The Workspace Strategy forms part of the evidence base for the emerging local plans.

²⁴ See 'Review of Economic Evidence' at link above.

²⁵ The Dorset Strategic Economic Plan, Transforming Dorset (March 2014), is available online at: <http://dorsetlep.co.uk/local-delivery/strategic-economic-plan/>

²⁶ The 2016 Workspace Strategy is available online at <https://www.dorsetforyou.gov.uk/planning-buildings-land/planning-policy/joint-planning-policy-work/bournemouth-dorset-and-poole-workspace-strategy-and-study.aspx>

Provision of retail, leisure and other commercial development

Town centres

46. National planning policy states that local planning authorities should allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres²⁷.
47. Table 5 sets out the town centres, district centres and local centres across Dorset, as identified in current and emerging local plans.

Local planning authority	Town, district and local centres
Bournemouth	Town centre: Bournemouth District centres: Castlepoint; Boscombe; Westbourne; Winton; Boscombe East; Charminster; Holdenhurst Road; Kinson; Moordown; Southbourne Grove; Tuckton; Wallisdown
Christchurch and East Dorset	Town centres: Christchurch; Ferndown; Verwood; Wimborne Minster District centres: West Moors; Highcliffe Local centres: Purewell; Barrack Road; Corfe Mullen; West Parley
North Dorset	Town centres: Blandford Forum; Gillingham; Shaftesbury; Sturminster Newton District centre: Stalbridge
Poole	Town centre: Poole District centres: Broadstone; Ashley Cross; Ashley Road (there are also a number of smaller local centres in Poole)
Purbeck	Town centres: Swanage; Wareham; Upton Key service villages: Bere Regis; Bovington; Corfe Castle; Lytchett Matravers; Sandford; Wool
West Dorset and Weymouth and Portland	Town centres: Weymouth; Dorchester; Bridport; Sherborne; Lyme Regis Local centres: Easton (Portland); Fortuneswell (Portland); Beaminster

Table 5: Town, district and local centres in Dorset

48. There are many instances across the county where town centres in neighbouring local planning authorities have an influence on one another (e.g. the town centres in North Dorset are each influenced by larger centres in neighbouring authorities, such as Poole, Salisbury and Yeovil), and this is reflected in recent retail needs assessments.
49. It is also important to recognise that retail need is likely to be driven by the location of future housing. The identification of the most sustainable broad locations for additional housing could therefore have implications for the retail hierarchies identified in the current and emerging local plans. Any cross-boundary issues identified through the retail need assessment updates will need to be considered jointly.

²⁷ Paragraph 85(d) of the National Planning Policy Framework 2018

Tourism

50. Tourism makes an important contribution to Dorset's economy. Around 8% of all Dorset employees work in tourism, with the highest proportions seen in Weymouth and Portland (14%) and Purbeck (13%)²⁸. The current and emerging local plans include policies to support and guide tourism related development, such as tourist accommodation and new tourist attractions. The Dorset strategic planning work offers an opportunity to highlight the importance of planning for sustainable tourism across the area.

Provision of infrastructure

Transport

51. National planning policy sets out that local planning authorities should seek to support a pattern of development which facilitates the use of sustainable modes of transport. In addition, local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable transport infrastructure to support sustainable development²⁹.
52. The Bournemouth, Poole and Dorset Local Transport Plan (LTP) 3 sets out the strategy for the management, maintenance and development of the area's transport system. LTPs explain how funds, largely allocated by the Government, will be used to deliver improved transport and help meet the key objectives for transport established by both government and local authorities.
53. The LTP3 came into effect from April 2011, and covers the period 2011 to 2026. The plan identifies five goals to guide the approach to transport in Dorset:
- Supporting economic growth
 - Tackling climate change
 - Equality of opportunity
 - Better safety, security and health
 - Improved quality of life.
54. Key solutions are identified for each of the five goals. The Strategic Economic Plan (SEP), and future reviews, also have important implications for transport priorities.
55. The need for strategic transport infrastructure to support the delivery of future development across the area, in particular the potential increase in the rate of housing development, is a critical issue that needs to be addressed jointly as part of an integrated strategy to deliver infrastructure improvements alongside new homes and

²⁸ Dorset in Profile 2014 (based on data from 2012), available online at:

<https://www.dorsetforyou.com/article/339782/District-profile-leaflets-and-documents>

²⁹ Paragraphs 103-104 of the National Planning Policy Framework 2018.

jobs. Proposals are currently being put forward to the Local Enterprise Partnership for funding to prepare integrated transport studies for both South East Dorset and western Dorset.

Telecommunications

56. National planning policy states that, in preparing local plans, local planning authorities should support the expansion of electronic communications networks, including next-generation mobile technology such as 5G and full fibre broadband connections³⁰.
57. The Superfast Dorset project is currently progressing across the whole of Dorset, Bournemouth and Poole, and aims to provide as close as practicably possible to 100% superfast broadband connectivity at 30Mbps by 2020, as well as 50% connectivity to ultrafast services and businesses able to access faster services as required, and 50% take up of superfast services by residents and businesses. These aims are set out in the Digital Infrastructure Strategy for Dorset (September 2015). So far, access to superfast broadband has dramatically improved, with 620 structures across the county, 83,633 properties with access to superfast broadband and 96% of the county able to get superfast broadband.
58. No specific cross boundary issues have been identified in relation to telecommunications infrastructure, but there may be opportunities in any joint working to emphasise the importance of improving telecommunications across the area, through projects such as Superfast Dorset.

Waste Management

59. A new Waste Plan is currently being prepared to provide for Bournemouth, Dorset and Poole's waste management needs. This is at an advanced stage with examination hearings taking place in 2018. The Waste Plan identifies sites for new waste management facilities to meet the county's needs. Once adopted, it will provide the policy framework for determining planning applications for waste management facilities.
60. Any cross boundary issues relating to waste management will be dealt with through the emerging Waste Plan, which covers the whole of the area. It is important to recognise the importance of sustainable planning for waste to maximise its value as a resource and as a key supporting element for economic competitiveness.

Water supply and wastewater

61. The Dorset local planning authorities have contacted water suppliers and wastewater treatment providers during the preparation of each of the current and emerging local plans, in order to ensure that any issues arising can be addressed. Joint working on the options for development across the area will need to be informed by a similar exercise, to ensure that any proposed development strategy can be accommodated in terms of water supply and wastewater infrastructure.

³⁰ Paragraph 112 of the National Planning Policy Framework 2018.

62. At this stage, officers have not identified any specific cross boundary issues in relation to water supply and wastewater provision. However, it is important to ensure that appropriate infrastructure is provided alongside development.

Flood risk

63. The current and emerging local plans in Dorset are each supported by Strategic Flood Risk Assessments(SFRAs), as required by national planning policy³¹. As an example, a joint Strategic Flood Risk Assessment (Level 1 SFRA) was prepared in 2007 for Bournemouth, Christchurch, East Dorset, North Dorset and Salisbury. The study area for the SFRA was defined by the main river catchments of the Stour and the Avon, and the SFRA formed part of the evidence base for the participating local planning authorities. The 2007 SFRA has subsequently been replaced in 2017 by jointly-procured SFRAs for Bournemouth, Christchurch, East Dorset and North Dorset councils, providing updated evidence to underpin local plan production.
64. Another example of cross boundary work in relation to flood risk is the Dorset Stour Catchment Flood Management Plan (CFMP) (2009), which gives an overview of flood risk in the Dorset Stour catchment and sets out a preferred plan for sustainable flood risk management over the next 50 to 100 years. The Management Plan was produced by the Environment Agency and Christchurch and East Dorset Councils, and informed the preparation of the Christchurch and East Dorset Core Strategy.
65. It is worth noting that flood risk is a significant constraint to development within the urban areas of Christchurch, Poole and Weymouth. This has implications for the appropriate location of future development and will affect decisions about the distribution of growth across the area. There may also be opportunities for joint working on strategic scale flood attenuation and mitigation infrastructure. No other specific cross-boundary issues relating to flood risk have been identified.

Coastal change management

66. The Dorset coast is covered by two shoreline management plans³² which set out policies to assist decision making on flooding from the sea and coastal erosion risk management over the next 20, 50 and 100 years. The original shoreline management plans (SMP1) have been reviewed and updated to produce SMP2.
67. The Poole and Christchurch Bays SMP2 (October 2010) covers the length of coast between Hurst Spit near Milford-on-Sea and Durlston Head near Swanage, and includes the harbours of Poole and Christchurch. The Durlston Head to Rame Head SMP2 (June 2011) covers the length of coast from Durlston Head (near Swanage) to Rame Head (near Plymouth).
68. National planning policy states that local planning authorities should identify Coastal Change Management Areas to cover any area which is likely to be affected by physical changes to the coast. In addition, local authorities should be clear about what development will be appropriate in such areas and in what circumstances, and they

³¹ Paragraph 156 of the National Planning Policy Framework 2018.

³² Information about the Shoreline Management Plans can be accessed online via:

<https://www.dorsetforyou.com/article/408559/Shoreline-Management-Plans---round-2-SMP2>

should also make provision for development and infrastructure that needs to be relocated away from Coastal Change Management Areas³³.

69. This matter is being addressed in the local plan reviews of each of the coastal local authorities in Dorset. The local planning authorities will however liaise with each other to ensure that a consistent approach is taken along the full length of the Dorset coastline.

Provision of minerals

70. The Bournemouth, Dorset and Poole Minerals Strategy was adopted in May 2014 and sets out the strategy for quarrying stone, sand and gravel, ball clay and other minerals within the county, taking into account the need to meet requirements in a sustainable manner. The plan contains the policies and criteria used for considering planning applications for mineral developments. The Minerals Sites Plan, allocating suitable sites for quarrying of sand, gravel, building stones and ball clay to meet requirements, is currently going through its public examination.
71. Officers envisage that any cross boundary issues relating to the provision of minerals will be dealt with through the adopted and emerging minerals plans. Future joint work however offers the opportunity to ensure effective integration of minerals planning with growth and infrastructure needs in Dorset. There is also an opportunity to ensure the restoration of quarries has regard to economic, social and environmental opportunities that support sustainable economic growth.

Provision of energy (including heat)

72. National planning policy states that local planning authorities should have a positive strategy to promote energy from renewable and low carbon sources, and design policies to maximise renewable and low carbon energy development while ensuring that adverse impacts are addressed satisfactorily³⁴.
73. The Bournemouth, Dorset and Poole Renewable Energy Strategy to 2020 is being implemented by the Dorset Energy Partnership³⁵. The strategy sets out the agenda for renewable energy in Bournemouth, Dorset and Poole and identifies six priority areas:
- Supporting the development of community renewable energy;
 - Maximising the local economic benefits of renewable energy generation;
 - Creating a more supporting planning system for renewable energy;
 - Developing locally appropriate technologies;
 - Delivering leadership and partnerships that support renewable energy; and

³³ Paragraph 167 of the National Planning Policy Framework 2018.

³⁴ Paragraph 151 of the National Planning Policy Framework 2018.

³⁵ The Bournemouth, Dorset and Poole Renewable Energy Strategy to 2020 is available online at: <https://www.dorsetforyou.com/renewable-energy-strategy-2020>

- Improving renewable energy communications and learning.
74. The Renewable Energy Resource Assessment for Bournemouth, Dorset and Poole (March 2012) supports the Renewable Energy Strategy and summarises local renewable energy resources, based upon a national methodology³⁶. The assessment covers onshore wind, biomass, microgeneration, hydropower and offshore (wind, tidal and wave) resources.
75. In addition, the local planning authorities for Christchurch, East Dorset, North Dorset and Purbeck commissioned Land Use Consultants Ltd to undertake studies to assess landscape sensitivity to wind and solar energy development in each district. The studies were published in April 2014 and can be accessed on the relevant local planning authority pages of the Dorsetforyou website.
76. National planning policy states that planning applications for wind energy developments should not be considered acceptable unless it is in an area identified as suitable for wind energy in a development plan; and following consultation, it can be demonstrated that the planning impacts identified by the affected local community have been fully addressed and the proposal has their backing.³⁷ This is reflected in current and emerging local plans across the area. There may be a role for joint working to help ensure a consistent approach to renewable energy provision, including exploring the potential for cross boundary district heating.

Provision of health, security, community and cultural infrastructure

Promoting healthy communities

77. Councils have a legal duty to take appropriate steps to improve the health and wellbeing of residents³⁸ and in April 2015, Public Health Dorset launched the LiveWell Dorset lifestyle service, which provides a single point of contact to help people with their health and wellbeing across Dorset, Bournemouth and Poole³⁹.
78. National planning policy highlights the role of planning in facilitating social interaction and creating healthy, inclusive communities⁴⁰. This should include consideration of how best to promote:
- Opportunities for meetings between members of the community who might not otherwise come into contact with each other;

³⁶ The Renewable Energy Resource Assessment for Bournemouth, Dorset & Poole can be accessed online at: <https://www.dorsetforyou.com/renewable-energy-strategy-2020>

³⁷ Footnote 49, paragraph 154b of the National Planning Policy Framework 2018

³⁸ See Section 12 of the Health and Social Care Act 2012, available online at: <http://www.legislation.gov.uk/ukpga/2012/7/contents/enacted>

³⁹ Further information on the LiveWell Dorset service can be accessed at: <http://www.livewelldorset.co.uk/index.html>

⁴⁰ Paragraph 91 of the National Planning Policy Framework 2018.

- Safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- Safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

79. This also includes planning positively for the provision and use of shared space, community facilities and other local services; guarding against the loss of valued facilities and services; ensuring that established shops, facilities and services are able to develop and modernise in a way that is sustainable; and ensuring an integrated approach to considering the location of housing, economic uses and community facilities and services.
80. These matters are considered through the current and emerging local plans of each of the local planning authorities in Dorset. However, the Strategic Planning Forum is also working with Public Health Dorset and the Dorset Clinical Commissioning Group to improve the links between planning and health systems in Dorset, foster shared understanding and identify opportunities for future collaboration. The aim of this is to highlight the importance of promoting healthy communities through planning, thus contributing to the wider duty on Councils to take steps to improve health and wellbeing. A joint workshop between officers from the planning and health systems was held on 25 June 2018 and the health authorities are regularly invited to the Strategic Planning Forum meetings.

Green infrastructure

81. Green infrastructure can be defined as a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities⁴¹. National planning policy states that local planning authorities in their local plans should take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure, and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries.⁴²
82. The South East Dorset Green Infrastructure Strategy (Investing in Green Places, July 2011) was jointly prepared by the councils in South East Dorset (Bournemouth, Christchurch, Dorset, East Dorset, Poole and Purbeck) in partnership with Natural England, the Environment Agency and the Forestry Commission⁴³. The Strategy provides a non-statutory framework for green infrastructure across South East Dorset. It sets out a vision for the area which seeks to co-ordinate the planning for, and investment in, parks, open spaces, wildlife corridors, street trees and other green spaces.
83. The Stour Valley forms an important sub-regional area of green infrastructure, and the South East Dorset Green Infrastructure Strategy identifies a key strategic project to

⁴¹ Page 67 (Glossary) of the National Planning Policy Framework 2018.

⁴² Paragraph 171 of the National Planning Policy Framework 2018.

⁴³ The South East Dorset Green Infrastructure Strategy, Investing in Green Places, can be accessed online at: <https://www.dorsetforyou.com/greeninfrastructure>

develop a strategy for the Lower Stour Valley. The project aims to develop a strategy for the river Stour and its floodplain from Sturminster Marshall to Christchurch. Key aspects include provision of an accessible route for walking and cycling, encouraging access to existing 'hubs' (recreational facilities, greenspace, visitor centres, etc) and encouraging multifunctional uses via provision of footpaths, cycle routes, access to river, flood attenuation and biodiversity and landscape enhancements.

84. Suitable Alternative Natural Greenspaces (SANGs) have a key role in heathland mitigation in the eastern Dorset area, and this is discussed further below, in the section on the conservation and enhancement of the natural environment.
85. Green infrastructure networks are being identified within the current round of local plan reviews.
86. The councils will consider jointly whether any update is needed to the South East Dorset Green Infrastructure Strategy, and whether there could be merit in preparing a single joint Green Infrastructure Strategy to cover Dorset in future.

Housing Standards Review

87. The Housing Standards Review highlighted the issue of councils imposing a range of local technical requirements on the construction of new dwellings (e.g. requiring specific levels of the Code for Sustainable Homes or different wheelchair accessible housing standards). The recommendations of the review have been encompassed in the Deregulation Act which received royal assent in March 2015⁴⁴.
88. The Deregulation Act provides a set of national standards (space, water efficiency and accessibility) that can only be applied if they are included in an adopted local plan. The Act also ended the Code for Sustainable Homes (Part L of the Building Regulations is now the only energy efficiency delivery mechanism) and replaced 'Secured by Design' with Part Q (Security) of the Building Regulations. This means that existing local plan policies which seek to set standards for new development in relation to these matters are now likely to be out of date.
89. Each local planning authority will consider the implications of these changes within their local plan reviews, but the Strategic Planning Forum and joint officer working may offer an opportunity to consider the consistency of approaches to the new national standards across Dorset.

Addressing climate change and conservation and enhancement of the natural and historic environment

Climate change mitigation and adaptation

90. National planning policy highlights the role of planning in helping to shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and

⁴⁴ The Deregulation Act 2015 can be accessed online at: <http://services.parliament.uk/bills/2014-15/deregulation.html>

providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure⁴⁵. Climate change mitigation and adaptation are broad ranging topics, encompassing issues of flood risk, coastal change management, water supply and demand, green infrastructure, and planning positively for renewable energy provision. These issues are each considered in more detail elsewhere in this paper, but joint working across Dorset offers an opportunity to re-emphasise the role of planning in supporting climate change mitigation and adaptation.

Conservation and enhancement of the natural environment

91. Dorset has a high quality natural environment. Around 55% of Dorset is covered by an Area of Outstanding Natural Beauty (AONB), whilst 19,000 hectares of the county (7% of the land area) are designated as Sites of Special Scientific Interest⁴⁶. The county also includes a number of internationally protected sites (Special Areas of Conservation and Special Protection Areas) including the Dorset Heathlands and Poole Harbour.
92. The Dorset Local Nature Partnership (LNP) has adopted a vision and strategy for enhancing 'natural value' in Dorset⁴⁷. The strategy identifies six strategic priorities which will guide the LNP's actions:
- Natural capital – investing in Dorset's natural assets;
 - Natural value – adding value to the local economy;
 - Natural health – developing Dorset's 'natural health service';
 - Natural resilience – improving environmental and community resilience;
 - Natural understanding – improving understanding of, and engagement in, Dorset's environment;
 - Natural influence – integrating natural value in policy and decision-making, locally and beyond.
93. The Dorset AONB stretches from Lyme Regis in the west, along the coast to Poole Harbour in the east, and north to Hambledon Hill near Blandford Forum. It covers parts of North Dorset, Purbeck, West Dorset and Weymouth and Portland. The current Dorset AONB Management Plan (2014 to 2019)⁴⁸ sets out the AONB Partnership's vision for the landscape and describes how the area's authorities, communities and businesses might work together to achieve that vision.
94. The Cranborne Chase AONB extends from Wimborne Minster in the south to Warminster in the north, and covers parts of North and East Dorset. The current

⁴⁵ Paragraph 148 of the National Planning Policy Framework 2018.

⁴⁶ Dorset in Profile (2014), available online at: <https://www.dorsetforyou.com/article/339782/District-profile-leaflets-and-documents>

⁴⁷ Dorset Local Nature Partnership: A vision and strategy for enhancing 'natural value' in Dorset (March 2014) can be accessed online via: http://www.dorsetwildlifetrust.org.uk/dorset_local_nature_partnership.html

⁴⁸ The Dorset AONB Management Plan can be accessed online at: <http://www.dorsetaonb.org.uk/the-dorset-aonb/management-plan>

Cranborne Chase AONB Management Plan (2014 to 2019)⁴⁹ sets out objectives and policies to help conserve and enhance the AONB.

95. Joint working on strategic planning matters will be an opportunity to highlight the importance of the natural environment and nature conservation issues across the county, and to ensure that these are given full consideration when appraising options for future growth.

Dorset Heathlands

97. The Dorset Heathlands cover an extensive area of South East Dorset, with many sites designated as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar sites. The local authorities of Bournemouth, Christchurch, Dorset County, East Dorset, Poole and Purbeck have been operating a strategy for the protection of heathland since 2007. During this time the local authorities and Urban Heath Partnership have been gathering evidence into the effects of urban pressures on the protected heaths to inform the future strategy for avoiding and mitigating the significant adverse effects of development.
98. Local plans and any other planning strategies will need to be accompanied by a Habitats Regulations Assessment (HRA) to demonstrate that any proposed development strategy will not adversely affect the ecological integrity of the European designations (SAC, SPA and Ramsar). The HRA will test growth options, and will include consideration as to whether appropriate mitigation is achievable for the level of growth proposed.
99. The local planning authorities in south east Dorset have jointly produced a planning framework to manage pressures on sensitive heathlands resulting from development. Joint working on the topic has been taking place since 2006 and the latest Dorset Heathlands Supplementary Planning Document (SPD), covering Bournemouth, Christchurch, East Dorset, Poole and Purbeck, was published in January 2016. The SPD aims to ensure that there continues to be a strategic approach to the protection of the internationally important heathlands in South East Dorset. The updated SPD is based on the current local plan housing requirements, and a further update is likely to be required following adoption of any revised local plans by any of the local authorities.
100. Strategic Alternative Natural Greenspaces (SANGs) can be provided alongside development to mitigate adverse effects on the Dorset heathlands. The identification of broad locations for strategic SANGs will need to be considered alongside the locations for additional housing development, through local plans and any joint working on the distribution of development.

Poole Harbour

101. Poole Harbour is an outstanding natural feature and is designated as a Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and Ramsar site for its nature conservation importance. Increasing nitrogen levels from sewage and agriculture are

⁴⁹ The Cranborne Chase AONB Management Plan can be accessed online at:
<http://www.ccwdaonb.org.uk/publications/aonb-management-plan/>

contributing to the growth of algal mats in the harbour, restricting the growth, distribution and variety of important food available for wading birds protected under European law and smothering estuarine habitats.

102. As with the Dorset Heathlands, it will be necessary to demonstrate that any proposed development strategy will not adversely affect the integrity of the Poole Harbour SPA/Ramsar. Adverse effects could arise in relation to recreational pressures and/or impacts on water quality. Habitats Regulations Assessments will need to be prepared alongside local plans and any other relevant planning strategies, to include consideration as to whether appropriate mitigation can be provided.
103. A joint 'Nitrogen Reduction in Poole Harbour' SPD has been adopted, providing detailed guidance to ensure that development does not lead to an increase in the level of nitrates in Poole Harbour. The SPD covers the catchment for Poole Harbour, which incorporates parts of North Dorset, Poole, Purbeck and West Dorset⁵⁰. It has been adopted by all four local authorities in 2017.
104. One of the options for providing mitigation is to purchase agricultural land and change the use to a sparsely treed landscape. This leads to a reduction in the amount of nitrogen which is being spread onto the land within the catchment from agriculture, which offsets the additional nitrates arising due to residential development. It is worth noting that land purchased for nitrogen mitigation can also be considered for SANGs or more general green infrastructure, thus offering multiple benefits. Nitrogen mitigation can be delivered anywhere within the catchment, and local authorities will work together to ensure that appropriate mitigation is delivered.

Conservation and enhancement of the historic environment

105. Dorset has a rich historic environment, and includes 5% of the nationally scheduled monuments⁵¹. 95 miles of the Dorset and Devon coast, between Orcombe Point near Exmouth and Studland Bay near Poole, are protected under World Heritage status as the Jurassic Coast. The county also includes numerous other heritage assets, including listed buildings, conservation areas, and parks and gardens of special historic interest.
106. The current Jurassic Coast World Heritage Site (WHS) Management Plan (2014 – 2019)⁵² outlines aims and policies for managing the WHS over the coming years, and indicates a range of activities for achieving them.
107. National planning policy states that local planning authorities should set out in their local plan a positive strategy for the conservation and enjoyment of the historic

⁵⁰ A small part of the Poole Harbour catchment falls within East Dorset, but as it is protected habitat where no development is planned, mitigation is not necessary.

⁵¹ Dorset in Profile (2014, data from 2013) available online at:

<https://www.dorsetforyou.com/article/339782/District-profile-leaflets-and-documents>

⁵² The Jurassic Coast World Heritage Site Management Plan (2014 - 2019) can be accessed online at:

<http://jurassiccoast.org/conserving-the-coast/management-files/category/14-management-plan-current>

environment, including heritage assets most at risk through neglect, decay or other threats⁵³. Each of the Dorset local planning authorities will have considered these issues through the preparation of the current and emerging local plans, but there is an opportunity for joint work to reinforce the importance of conserving and enhancing the historic environment through planning policy. There may also be scope to develop a positive strategy for conserving the historic environment across Dorset as a whole.

Summary and Priorities for joint working

108. This paper has summarised broad cross boundary matters which affect the local planning authorities in Dorset, many of which are already the subject of joint policies or joint evidence base studies. Joint working through the Strategic Planning Forum provides the opportunity to highlight key planning themes and issues across the area, and to promote continued effective joint working. There is also an opportunity for this joint working to develop further, to set out a positive planning strategy to provide for additional growth in Dorset, including additional homes. The priorities for future strategic planning work are set out in table 6. It is important to emphasise that at this stage the suggested scope of the work is necessarily broad. Each of the issues will require further investigation, and further issues may arise, as the work progresses.
109. At the time of preparing this first Statement of Common Ground, the local planning authorities are all in the process of moving towards the establishment of two new unitary councils in Dorset in April 2019. Decisions about the geography of future local plans have not yet been made, and such decisions will need to include the consideration of how best to achieve joint working between the two unitary councils on strategic planning matters including the distribution of development.
110. The table below summarises the issues raised in the main body of this Statement, identifying the potential scope for joint working between the local planning authorities. As described earlier in this Statement, the most significant challenge remains that of meeting the housing needs under the new standard methodology: whether these can be met within individual local authority areas; if not, whether they can be met within neighbouring areas of Dorset; and what the most sustainable and appropriate distribution of development across the area would be. This will be the highest priority for joint working between the local planning authorities.

Theme	Potential scope for joint working
Overall strategy	<ul style="list-style-type: none"> Determining the most sustainable pattern of growth to meet future needs, taking account of objectively assessed needs, environmental and other constraints including Green Belt
Homes and jobs	<ul style="list-style-type: none"> Setting out a positive planning strategy to provide for additional growth in Dorset, including additional homes. Setting out a strategic approach to the provision of additional homes in Eastern Dorset, to meet objectively assessed needs. This strategy will need to be informed by an appraisal of all reasonable options for the distribution of growth, taking account of

⁵³ Paragraph 185 of the National Planning Policy Framework 2018.

	<p>issues such as housing mix, land availability, infrastructure capacity, and development constraints. It will need to include consideration of all options including urban potential, urban extensions and new settlements.</p> <ul style="list-style-type: none"> • A Strategic Green Belt Review to help inform the strategy. • Identifying and addressing any issues of ‘unmet’ housing need arising from areas adjoining Dorset. • Providing an overview of the broad mix of housing types needed • Addressing any cross boundary issues relating to employment land provision identified through the Workspace Strategy. • Addressing any strategic issues relating to education and skills.
Retail, leisure and other commercial development	<ul style="list-style-type: none"> • Identifying key relationships between town centres, both within Dorset and in neighbouring areas. • Emphasising the importance of a ‘town centre’ first approach to new retail development. • Considering any implications of the location of additional housing for the retail hierarchies identified in the current and emerging local plans. • Addressing any cross-boundary issues that may be identified through updates to existing retail studies. • Highlighting the importance of planning for sustainable tourism across Dorset.
Infrastructure and resources	<ul style="list-style-type: none"> • Emphasising the importance of improving infrastructure, including improvements to transport, telecommunications, water supply and wastewater infrastructure. • Ensuring effective integration of minerals planning with growth and infrastructure needs in Dorset. • Ensuring sustainable planning for waste to maximise its value as a resource and as a key supporting element for economic competitiveness. • Ensuring the restoration of quarries has regard to economic, social and environmental opportunities that support sustainable economic growth, where appropriate. • Highlighting the importance of avoiding inappropriate development in areas at risk of flooding. • Exploring opportunities for strategic scale flood attenuation and mitigation infrastructure. • Developing a consistent approach to Coastal Change Management Areas, to be applied along the full length of the Dorset coastline. • Ensuring a consistent approach to renewable energy provision, including wind energy, across Dorset. • Exploring the potential for cross boundary district heating.
Health, security, community and cultural infrastructure	<ul style="list-style-type: none"> • Highlighting the importance of promoting healthy communities through planning. • Encouraging a consistent approach across Dorset to the new national standards for space, water efficiency and accessibility. • Considering whether any update is needed to the South East Dorset Green Infrastructure Strategy, and whether there could be

	<p>merit in preparing a single joint Green Infrastructure Strategy to cover Dorset.</p>
<p>Climate change and historic and natural environment</p>	<ul style="list-style-type: none"> • Emphasising the role of planning in supporting climate change mitigation and adaptation. • Highlighting the importance of nature conservation issues across the county, and ensuring that these are given full consideration when appraising options for future growth. • Securing renewed commitment to the existing joint approaches to address heathlands and nitrates mitigation. • Identifying broad locations for strategic SANGs (Suitable Alternative Natural Greenspaces), to link in with the preferred strategy for additional housing, once this is identified. • Habitats Regulations Assessments (HRA) to demonstrate that any proposed development will not adversely affect the ecological integrity of the European designations. • Reinforcing the importance of conserving and enhancing the historic environment through planning policy, and developing a positive strategy for conservation of the historic environment across Dorset as a whole.

Table 6: potential scope for joint working

Recommendations from Regulatory Committee - 6 December 2018

Proposed parking restrictions on the C8, West Road, West Lulworth

65 The Committee considered a report by the Service Director – Environment, Infrastructure and Economy on proposals to introduce no waiting at any time restrictions on the C8, West Road, West Lulworth; in extending those which already existed northwards to the junction with Dagers Gate and southwards to the junction with Church Road. This proposal was designed so as to facilitate access to the village more readily, ease congestion which was being experienced; improve the means by which traffic could more readily flow; and on safety grounds, particularly for those vulnerable road users accessing the road and to allow unfettered access for emergency service vehicles, as necessary. The proposals had been initiated by West Lulworth Parish Council who considered them to be necessary for the reasons given. Following the advertisement of the proposals, objections had been received and, as a consequence, the Committee was now being asked to consider whether the proposals should be implemented as advertised.

With the aid of a visual presentation, and having regard to the provisions of the Update Sheet and statements from third parties provided to members prior to the meeting, officers explained the reasoning behind the need to impose the waiting restrictions, what these entailed and the basis of the objections received. Photographs and plans were shown to the Committee by way of illustration. This showed where the proposals would be situated, the characteristics of the road and its setting within the village. It also showed the relationship between the road and commercial and residential properties; where off street car parks operated by the Lulworth Estate were situated; what other opportunity there was for on street parking within the village and the effect congestion was having on access arrangements.

Objections received considered that the proposed arrangements would be detrimental to their parking needs and affect trade. However, officers considered that the proposals were, on balance, the best achievable to meet competing needs and addressed the issues currently being experienced.

Primary consultation had been carried out on the proposals and was supported by the local County Councillor for South Purbeck, Purbeck District Council, West Lulworth Parish Council and the Dorset Police. There was an alternative view that any additional restrictions should be on a seasonal basis only, as much of the congestion being experienced only happened during the summer season. However, with ever increasing parking needs given the popularity of the village - owing primarily to its access to Lulworth Cove as a destination – maintaining accessibility was seen to be fundamental to the prosperity of the village and it was essential for emergency services to be able to gain access on every occasion needed.

However, objections received had cited the loss of much needed on road parking spaces as the reason why the proposals were not beneficial to either the business interests of the village nor on an individual basis in meeting residents own parking needs.

Officers acknowledged the contribution made by the Lulworth Estate towards the management of parking in the village; being critical to how off-street car parking could be managed throughout the village. This cooperation was much valued and could not be underestimated.

How parking needs should be assessed was seen to be a balanced choice; in what arrangements were considered to be the most beneficial. Whether there was a significant problem with access for emergency vehicles was seen to be somewhat debateable, but still needed to be given careful consideration.

The opportunity was provided for public speaking with the Committee first hearing from James Weld of the Weld Estate who welcomed what was being proposed as a means to manage the traffic being generated by what the village and Lulworth Cove had to offer. He considered the proposals would benefit residents and visitors alike and enable access to be more readily achieved. Congestion had been experienced in the recent past and this was detracting from the overall experience for visitors and inconveniencing residents. He confirmed that the Estate would continue to play its part in providing what parking was necessary and particularly now, to ensure that those displaced vehicles could be accommodated. He was confident that this could be achieved.

Carole Matthews, a local business owner and Parish councillor, considered the proposals not to be in the interests of the village and would adversely affect trade by the loss of on street parking provision and the ability to readily access the church. She said that double yellow lines on one side of the road would be acceptable, but not on both sides. Moreover, displaced traffic would create increased congestion in the centre of the village by motorists seeking alternative on street parking and cause accessibility issues to residential properties. The resultant decrease in parking options would be detrimental to the prosperity of the village and its vibrancy and disenfranchise residents.

Jon Davey, the Chairman of the Parish Council, considered the proposals to be necessary and would complement what parking management already existed. There had been a significant increase in the number of visitors over the previous five years. He confirmed that the Parish Council had taken into consideration local opinion and had come to the view that the proposals, as advertised, would best meet the parking needs of the village. He acknowledged there to be sufficient car parking to deal with demand, provided that motorists were considerate in how they parked. However, this had not always been the case and had led to the need for the restrictions now proposed. It was essential that access was maintained for emergency vehicles and these proposals would serve to achieve that.

The County Councillor for South Purbeck, Cherry Brooks, was provided with the opportunity to address the Committee but was satisfied that her statement in Appendix 3 to the report set out her position clearly. Whilst she considered the proposals to be adequate as they stood, she thought that these would not necessarily solve all the parking issues being experienced.

The Committee were then provided with the opportunity to ask questions of the officer's presentation and about what they had heard and officer's provided clarification in respect of the points raised as necessary.

In asking what consideration had been given to some variation of the proposals to provide for waiting restrictions on the northern side of the road only, some members felt this compromise would go some way to satisfying the needs of all concerned. Officers confirmed that various alternative options had been explored but it was felt that these would not achieve all that was necessary and what was proposed was the only option agreed upon by all the primary consultees. Moreover, the Senior Solicitor confirmed that, should the Committee be minded to

pursue an alternative option, there would be a need for the process to start afresh to allow for the necessary consultation on this.

Nevertheless, some members considered such a compromise to be a viable option in the circumstances, so a resolution was proposed and seconded on that basis, in that whilst there was concern about congestion on the road, there was a need to recognise the absence of alternative, suitable parking facilities.

Other members considered what was being proposed to be satisfactory in meeting the parking needs of the village and in addressing the issues being experienced. Whilst there was recognition that vehicles might well be displaced, there was felt to be adequate alternative provision to deal with this. On the basis of the alternative resolution, on being put to the vote, the proposal was lost.

Then, having considered the objections received and in being mindful of how displaced vehicles might be accommodated, the Committee considered that the proposed waiting restrictions were necessary to address the issues being experienced and were seen to be both reasonable and proportionate in achieving this. Given this, and taking into account the views of the primary consultees and, in particular, those of West Lulworth Parish Council - in being the best representation of local opinion, thought and will - on being put to the vote, it was decided that the proposals should be implemented, as advertised.

Recommended

That the Cabinet agree that the Traffic Regulation Order for extending the current waiting restrictions northwards and southwards on West Road (C8) at West Lulworth be introduced, as advertised.

Reason for Recommendation

To avoid danger to persons or other traffic using the road and preventing the likelihood of any such danger arising and for facilitating the passage on the road, of any class of traffic, including pedestrians.

Proposed Puffin Pedestrian Crossing - Broad Street, Lyme Regis

66

The Committee considered a report by the Service Director Environment, Infrastructure and Economy on the advertisement of a proposal for the implementation of a Puffin pedestrian crossing on Broad Street, Lyme Regis in facilitating the crossing of the road by a controlled means. Following the advertisement of the proposals, 57 representations had been received, primarily objections, on the basis that the crossing would erode already limited on street limited parking provision; spaces which were much in demand for accessing the businesses in the town centre and also would cause tailbacks and congestion.

The proposed crossing had been requested by Lyme Regis Town Council following a local campaign for a safer crossing point to be installed, particularly for less able pedestrians and vulnerable road users. As primary consultees, West Dorset District Council, Dorset Police and the County Councillor for Marshwood Vale all agreed the proposals should be advertised. However, as a consequence of the objections received, the Committee was now being asked to consider whether the proposals should be recommended to Cabinet for implementation, as advertised.

With the aid of a visual presentation, and having regard to the provisions of the Update Sheet and Statements from Third Parties provided to members prior to the meeting and appended to these minutes, officers showed where the crossing was advertised to be sited, the characteristics and configuration of Broad Street; what access arrangements were affected on the surrounding road network; what parking could be retained, including disabled parking provision; the part the bus stop arrangements played in how parking provision was able to be managed in the road; the setting of the crossing within the townscape and what amenities and facilities would be served by the crossing. Officers also explained what other options had been considered for alternative locations and what reasons there were for these being deemed to be either unachievable or impractical. Effectively the only point at which a crossing could be situated to meet the needs of users and in meeting the engineering practicalities of doing so to ensure the necessary regulations were complied with was adjacent to No.20 Broad Street.

Having received such a significant number of objections to the proposal, and having made an assessment of the benefits and otherwise of pursuing the proposals, officers were now recommending that in light of the objections, whilst a crossing could well be beneficial to pedestrians, those benefits were considered to be outweighed by the loss of much needed on street parking, which could lead to an adverse effect on the viability of businesses and could result in increased air pollution from stationary traffic. Given that the availability of parking provision was limited, the loss of 4/5 spaces to provide for the installation of a crossing, was considered to be detrimental and not necessarily justifiable. Furthermore as traffic speeds were low, whilst a crossing could well assist in some cases, it was not considered to be essential on road safety grounds. On that basis, officers were now recommending that the Cabinet should not support the introduction of the crossing.

The County Councillor for Marshwood Vale noted the assessment made by officers and the reasoning for coming to their recommendation. Whilst he was provided with the opportunity to address the Committee as local member, he declined as he wished to have the opportunity to do so at Cabinet.

The opportunity was provided for members of the public to address the Committee and they first heard from Cheryl Reynolds, Lyme Regis Town Councillor, who considered the crossing to be necessary and would prove to be advantageous for those more vulnerable road users, particularly those with mobility issues and those visiting during the busy summer season. She considered that more parking provision could be achieved by relocating the bus stop and that congestion and air quality concerns were not necessarily significant. She also made reference to a petition containing 600 signatories supporting these measures. (Officers understood this petition had been submitted to the Town Council and had played a part in that Council's original support).

Lizzie Wiscombe's views were expressed on her behalf by Councillor Reynolds, in explaining that as she had very limited visibility, a crossing would assist her invaluable and would be a beneficial asset to the town as a whole. As it stood, there was seemingly no recognition of what needs disabled or other vulnerable road users had and the installation of the crossing would go some considerable way to addressing this so that they were no longer disadvantaged. Given the lack of disabled parking spaces available, she too considered that the relocation of the bus stop could contribute to more spaces being identified. She said that

traders often used the parking spaces and said that there had been five injuries, with one being serious, of people trying to cross Broad Street.

As part of their public participation, Cheryl Reynolds and Lizzie Wiscombe both submitted statements complementing their respective addresses to Committee; these being included as part of the statements of third Parties to these minutes.

The Committee were then provided with the opportunity to ask questions of the officer's presentation and about what they had heard and officer's provided clarification in respect of the points raised, as necessary.

The practicalities of siting the crossing elsewhere was discussed and the reasoning understood for why this had to be limited to being outside No.20. What provision had been made for minimising the loss of parking spaces was also recognised.

Some members were of the view that the officer's recommendation should be supported given the strength of local feeling following its advertisement and in supporting the viability of local businesses. It was suggested that other, uncontrolled crossing provision could be achievable, if at all practicable, and officers were asked to see what this might entail. However other members considered that the loss of parking was not as significant as claimed given the availability of three, off street car parks in the vicinity which could comfortably accommodate any displaced parking.

The Senior Solicitor confirmed that any decision taken had to be based on the proposals before members and that any alternative would require the process to start afresh and consulted upon accordingly.

A proposal was made, and seconded, not to make an Order based on the reasons given in the officer's report, but with a request for officers to look at other solutions to assist pedestrians, particularly the less able, to cross Broad Street.

Other members of the Committee were on the view that, on balance, the provision of a crossing and the benefits this brought in terms of road safety, assurance and accessibility, outweighed the loss of parking provision, particularly given the demographic profile of the town and visitors to it. There appeared to be little compelling evidence that air pollution would deteriorate significantly as a result or that congestion would worsen either.

Given this, the Committee considered that they had a responsibility to ensure that every opportunity was taken to improve road safety where practicable and that the introduction of a Puffin crossing would go some considerable way to achieving this. There was a recognition amongst members that the perception and judgement of some vulnerable road users in being able to cross a road safely and confidently varied considerably from those who were more able to do so. There should be an acknowledgement that any assistance that could be given in doing this should be taken.

The Committee also took the opportunity to address how the issue of the management of the bus stop arrangements might be achieved as a means of compensating for those spaces lost to the crossing's installation and in providing for more parking opportunities. This was referred to in paragraph 1.8 of the report, together with what progress had been made in that regard. Officers were

asked to see how this might be achieved, if at all practicable, but should not be conditional on their recommendation being progressed.

Following this discussion, the original proposal was withdrawn by the proposer and seconder and a new proposal was made and seconded for a recommendation to Cabinet to proceed with the implementation of the crossing and a request for officers to look at providing additional on street parking elsewhere, for example, by moving the location of the bus stop.

Having heard what they had from those addressing the Committee, assessed the options before them and in understanding the reasons for the officer's recommendation, on being put to the vote, the Committee considered, on balance, the crossing to be necessary on road safety grounds and that the benefits of providing a crossing to facilitate pedestrian movements by a controlled means outweighed the risk of any potential impacts on local businesses, from the loss of parking and loading provision or in a deterioration of air quality or worsening of congestion and that Cabinet be asked to endorse this recommendation on that basis.

Recommended

1. That having regard for the officer's recommendation and the reasons for that, the Cabinet be asked to support the provision of a Puffin pedestrian crossing for Broad Street, Lyme Regis, as advertised.
2. That Cabinet be asked to agree that consideration be given by officers to the possible relocation of the bus stop in Broad Street, if at all practicable, to provide for increased provision of limited waiting so as to compensate for that lost by the installation of the puffin crossing.

Reason for Recommendations

To facilitate pedestrian movements and benefit road safety in Broad Street and in contributing to the Corporate Aim and Outcomes of encouraging people to lead active lives and in maintaining their independence.

Regulatory Committee

Dorset County Council



Date of Meeting	6 December 2018
Local Member	Cllr Cherry Brooks – Member for South Purbeck
Officer	Matthew Piles - Service Director, Environment, Infrastructure and Economy
Subject of Report	Proposed waiting restrictions on the C8 at West Lulworth
Executive Summary	This report considers objections received resulting from public advertisement of a proposal to extend the existing 'no waiting at any time' on the C8 at West Lulworth.
Impact Assessment:	<p>Equalities Impact Assessment:</p> <p>The proposed waiting restrictions will have the usual exemption for disabled badge holders.</p>
	<p>Use of Evidence:</p> <p>Site investigations, public consultation and support of the Local Member, District Council, Parish Council and the Police.</p>
	<p>Budget:</p> <p>The cost of making the Order if extending the existing double yellow lines is estimated at £2,500 inclusive of advertising costs. This will be met from the current TRO budget.</p>

	<p>Risk Assessment:</p> <p>Having considered the risks associated with this decision using the County Council’s approved risk management methodology, the level of risk has been identified as: Current Risk: LOW Residual Risk LOW</p>
Recommendation	That the Committee recommend to the Cabinet that the Order for extending the current waiting restrictions on West Road (C8) at West Lulworth is introduced as advertised.
Reason for Recommendation	To avoid danger to persons or other traffic using the road and preventing the likelihood of any such danger arising and for facilitating the passage on the road, of any class of traffic (including pedestrians).
Appendices	<p>Appendix 1 – Consultation plan showing existing and proposed restrictions</p> <p>Appendix 2 – Summary of objections received</p> <p>Appendix 3 – Statement from the local County Councillor for South Purbeck</p> <p>Appendix 4 – Plan of West Lulworth</p>
Background Papers	<p>Copies of objections received are available on the case file.</p> <p>Consultation responses from the local County Councillor, District Council, Parish Council and the Dorset Police are held on file in the Environment and the Economy Directorate.</p>
Officer Contact	<p>Name: Denise Stubbs – Senior Technical Officer, Traffic Team (Regulation)</p> <p>Tel: 01305 221709</p> <p>Email: denise.stubbs@dorsetcc.gov.uk</p>

1. Background

- 1.1 A request was received from West Lulworth Parish Council and the local County Councillor to extend the current 'no waiting at any time' on West Road (C8) at West Lulworth from Church Road up to Daggars Gate (as shown at Appendix 1) to allow emergency vehicles easier access to the village.
- 1.2 The proposal was advertised for public consultation on 5 April 2018.
- 1.3 Nine objections were received to the proposal for the Church Road end, six from the same property on West Road (C8). No objections were received for the Daggars Gate end.

2. Law

- 2.1 Sections 1, 2, 3 and 4 of the Road Traffic Regulation Act 1984 allow the County Council to make an Order to restrict or prohibit vehicles from using a road in certain circumstances. The circumstances where an Order may be made include:
 - For avoiding danger to persons or other traffic using the road;
 - For allowing certain classes of vehicles to use the road.
- 2.2 Section 122 of the Road Traffic Regulation Act 1984 imposes a duty on the County Council. It must exercise the functions conferred on them by that Act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. In doing so, the Council must have regard, so far as practicable, to the desirability of securing and maintaining reasonable access to premises; the effect on the amenities of any locality affected; the national air quality strategy; the importance of facilitating passage of public service vehicles and the safety and convenience of persons using such vehicles and any other matters that appear relevant.
- 2.3 The County Council is required to advertise the draft Order it intends to make to allow a period for objections and representations to be submitted. The County Council has to consider any objections received. Having done so, it can make an Order as advertised, make a modified order (subject to first consulting those likely to be affected by the modifications) or abandon it.

3. Consultation

- 3.1 Under County Council procedure, primary consultation was carried out on the proposed scheme and was supported by the local County Councillor for South Purbeck, Purbeck District Council, West Lulworth Parish Council and the Dorset Police.
- 3.2 There have been nine responses to the public consultation process, which are summarised in Appendix 2.
- 3.3 Six of the responses are from joint owners of a property fronting West Road (C8) that do not have off-street parking except for a single garage. They are generally concerned about parking as the property can sleep up to ten people and therefore more than one car is often there. They have also mentioned that they have elderly and / or disabled guests that need to be able to load or unload from cars outside the property. It has been explained to one of the owners that double yellow lines allow boarding / alighting and loading / unloading.

3.4 Others have said:

- problems only occur on a few fine days of the year and at certain times of the day
- at the eastern end the road is wide so could the restrictions just be on the north side of the road

3.5 Additional consultation with the emergency services has taken place since the advertising of the proposal with the following comments received:

3.5.1 Received from a local paramedic – ‘We have not had to abandon our vehicle at all, we were caught in a jam last August bank holiday partly due to a broken down vehicle which exasperated the situation of getting through where cars were parked on both sides of the road on West Road leading to Durdle Door. Our vehicle is standard width so we manage to get through. My personal concern is that by stopping all the parking people will still find somewhere to park and then creates the problem in another place’.

3.5.2 Received from the Fire Service – ‘During peak tourist times, the section of road between West Lulworth and Durdle Door Holiday Park experiences poor and double parking which has in the past created delays to our attendance to some incidents. Although we have always managed to get through, these delays could be significant to those requiring our help’.

3.5.3 Received from the Ambulance Service – ‘We had issues accessing the area due to parking and excess traffic which effectively cut both Lulworth and Durdle Door off which was highlighted in a cardiac arrest at The Festival of Lights at Durdle Door back in 2015 where attending paramedics has to abandon their vehicles and get to scene on foot (or the back of someone’s bike). I have asked staff based at stations in the local area if they had encountered any problems and I had three instances highlighted where access to scene had been significantly delayed due to parking and gridlocked traffic. It always has the potential to be difficult in that area given the type of roads and the congestion at busy times but it hasn’t created any issues for us recently’

3.5.4 Received from the Coastguard Service via Dorset Highways – ‘They drive a small vehicle and have found at peak times the number of vehicles parked have slowed their entrance and exit but they have never been prevented from getting to the station’.

3.6 Parking Services have also commented that when patrolling over the two bank holidays in May air-wave discussion between the Lulworth Estate staff showed they were well organised and monitored the car park usage closely and were ready to open up additional car park space as and when car parks at the bottom of the village became full. It was felt that this contributed greatly to the lack of vehicles parking on the roads.

4. Discussion

4.1 As a result of the objections received officers considered what parking restrictions already exist in other areas of West Lulworth that may be suitable for West Road (C8). In Britwell Drive and Main Road there is a restriction of ‘no waiting between the hours of 10.00am and 7.00pm, between 15 March and 30 September’ plan of the village is attached at Appendix 4 showing the location of Britwell Drive and Main Street.

Councillor Cherry Brooks believes that a similar seasonal restriction would be a reasonable compromise to deal with the issues on West Road.

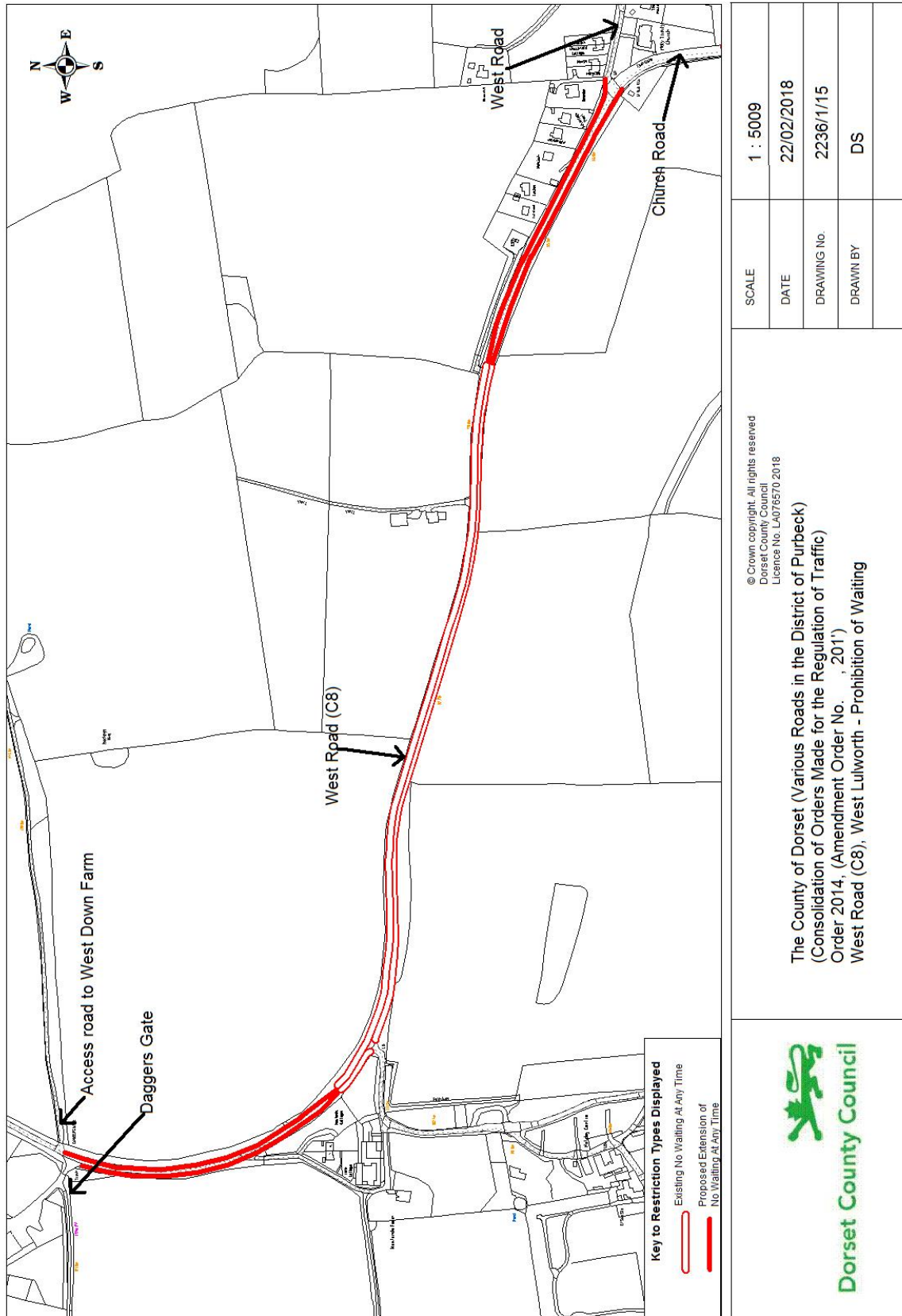
- 4.2 The Parish Council however has concerns regarding a seasonal restriction as it has monitored Main Road and Britwell Drive and feel that the seasonal restriction does not work as the restrictions are ignored and not enforced. The Parish Council would prefer to see 'no waiting at any time' introduced.
- 4.3 The Parish Council put forward a suggestion of reducing the length of proposed 'no waiting at any time' on the northern side of West Road (C8), back to the junction line. Parking in a position which endangers other highway users is already an offence and so officers do not consider this to be appropriate. The Highway Code states 'DO NOT stop or park opposite or within 10 metres (32 feet) of a junction except in an authorised parking space'.
- 4.4 Cllr Cherry Brooks has provided a statement that is attached at Appendix 3 for consideration. Cllr Brooks is concerned that the current proposal will not solve the whole problem of parking in the village and, if approved, will need to be revisited in light of other restrictions which are needed.
- 4.5 If members are minded to support the current proposal, and it is also approved by Cabinet, the Order can be made and the matter finalised early in 2019. If it is considered that significant changes are required, a new draft Order will need to be advertised and any further objections will need to be considered and brought before this committee.

4. Conclusion

- 5.1 Members need to consider whether in light of the objections received and comments made, the current proposal should be taken forward as advertised, or whether amendments need to be made.
- 5.2 Taking in to account all comments received it is recommended that Committee recommend to Cabinet that the current waiting restrictions are extended on West Road (C8) as advertised.

Matthew Piles
Service Director, Environment, Infrastructure and Economy

November 2018



Address	Owner of	Comments	Comments from Officer
Owner of property in West Street	Advantage Point, 6 West Road, West Lulworth, Dorset BH20 5RY	House accommodates 10 people but only has parking for one car with a small garage. Elderly relatives and disabled holiday makers need to be able to load and unload cars outside the house. Young families that rent the property will need to walk small children up to the house, tired after a long day at the beach.	
Sheppards Bush, London	Advantage Point	Parents are nearly 70, often have disabled guests.	
Owner of property in West Street	Advantage Point	Advantage Point does not have a driveway only a garage directly onto the road. House sleeps ten people so it's quite normal to have two or three cars at the house at the same time. In the fullness of time creating a driveway in the current garden could be a possibility but will need some major earth moving and it would require planning permission which is not a foregone conclusion as it's close to the junction of West Road and Church Road. Not clear why the proposed parking restrictions, particularly on the south side of West Road, go as far to the east. It would be an advantage if the limit were ended some fifty yards further west.	Spoke to consultee on 24 April 2018 and explained that loading / unloading and boarding and alighting is allowed on double yellow lines.
Owner of property in West Street	Advantage Point	1) Concerned that double yellow lines will mean that the traffic coming down the hill from Durdle Door will greatly increase the speed endangering pedestrians walking down to the Cove. 2) Proposal does not take into consideration the parking needs of residents. 3) Family have been parking on the road for 58 years and some are becoming elderly and need to be able to load and unload cars outside the house. 4) House is let out (sometimes to disabled) and will expect to be able to park at the house. 5) Equally important is that the house is very popular with young families who need to be able to walk small children from the car up to the house, tired after a long day at the beach. Would it be possible to have double yellow lines on the Cove side of the road only, or perhaps for a specific summer period when there are a lot of tourists? Or could residents have a parking permit to allow them to park outside own house?	

Owner of property in West Street	Advantage Point	Same letter as above	
Owner of property in West Street	Advantage Point	Same letter as above	
West Road, West Lulworth	Beandon	<p>Double yellow lines will probably result in unintended consequences. On a few days a year and at certain times of the day cars come to Lulworth at a far greater rate than the rate at which they can get through the entrances to the car parks at Lulworth Cove and Durdle Door. Secondly, the natural contours and layout of existing houses and roads in Lulworth are not suitable for large buses and lorries or indeed for large volumes of vans and cars. Thirdly, everyone involved wants to keep the unique character of the village and its environment and of the coast. Wish to object to the proposed double yellow lines because: double yellow lines will not solve the problem (see above), the police will not be able to ensure that people observe the double yellow line restriction, the problems with traffic only occur on a few fine days a year, double yellow lines 'urbanise' the village, double yellow lines encourage faster driving and faster cycling, particularly at the junction with Church Road where West Road is wide. Double yellow lines tend to give out a signal that the road is clear and it is safe to go fast, conversely parked cars tend to slow vehicles down, double yellow lines prevent residents and their visitors from parking outside their homes, double yellow lines limit parking for weddings and funerals at the church. Such parking often extends some distance up the hill and right into the proposed yellow line zone, Double yellow lines limit parking for the Village Hall. Such parking sometimes extends some distance up the hill and well into the proposed yellow line zone, double yellow lines often lead to other traffic measures that also 'urbanise' the village, at the Beandon we rarely experience any cars parking directly in front of our bungalow, we need to increase the rate of flow if cars that can go through the entrances to the car parks so that it equals the flow coming into the village. Some ideas that may be worth</p>	

		<p>reconsidering are: separated entry and exit roads for Durdle Door car par, redesigned traffic and pedestrian flows within the Cove car park, long approach roads for car parks to allow queuing off the public highways, much wider entrances at Durdle Door to allow faster flow right to the parking slot, special traffic measures operating only on days when very high volumes of traffic are predicted, stopping overnight camping in cars and camper vans on the village roads particularly in Church Road outside and opposite the church. This is an issue of public health and of decency, we need to have predictions about the future traffic volumes and the numbers that can be allowed in. If current increases in peak traffic continues it may be necessary to limit the number of cars coming into the village, visitors need to be treated well, but to do that it may be necessary to limit the numbers coming into the village at peak times, should we really have empty buses running in tandem up and down West Road on the busiest days? They were just a mobile roadblock on the day, relief road allowing Durdle Door visitors to avoid going through Lulworth, staffed medical posts at the Cove and Durdle Door during the summer particularly on school holidays, West Road needs a separate footpath rather like the one connecting the village with the MOD campsite.</p>	
<p>West Lulworth</p>	<p>Newlands Farm</p>	<p>Welcomes the decision to control parking on West Road, but a total ban on both sides at all times is excessive. At the east end the road is wide and prohibition on the north side would be reasonable and sufficient. As church warden at Holy Trinity Church I am concerned that there will be insufficient parking for weddings, funerals and other major occasions. Excessive restrictions, as demonstrated at Easter, move the problem to other parts of the village. At the north end of the road, extending yellow lines to Daggars Gate makes sense, but I fear it will just push the problem down the road towards Marley Wood. Traffic management is needed to warn visitors when there is nowhere to park. Another problem is closure of Durdle Door car park at 4pm during the winter. There should be somewhere for fishermen, local walkers etc to park. Are the verges included in the prohibition? Yellow lines achieve little without enforcement at busy times. And do</p>	<p>Yes double yellow lines include the whole of the highway so verges are included</p>

		they need to be 24 hours, when the problems are restricted to the middle of the day?	
Main Road, West Lulworth	St Marys House	I agree that in order to make the road accessible to the emergency services yellow lines should be put in place, however, I strongly feel that these should be restricted to the north east side of West Road. The road here is wider than it is further up West Road and therefore yellow lines on one side of the road will still allow ample room for traffic to pass through. By installing the double yellow lines on the NE side of the road this would stop the parking which restricts access to those residents living on this side of the road. Some parking in the vicinity is essentially for those using the church, the village hall and staff working at various businesses in the area where there is no parking capability. In addition, people visiting the area will and it has been shown do look for parking elsewhere and this will only go to displace the parking further into the village where there is simply even less space for them to do so. In addition, businesses which are not visible from the Main Road into West Lulworth, rely for their existence on passing trade which this parking contribute to significantly. If the implementation of the yellow lines on both sides of the road goes ahead this could jeopardise their viability. The temporary measures which were put in place have already had a significant effect in this regard.	

Statement from Cllr Cherry Brooks, Member ofr South Purbeck

There appears to be a division in the village of West Lulworth over what traffic restrictions are desired, with some residents accepting that traffic management is required on the days when the pressures are high from tourists, but not wanting to see year round restrictions that will impact on their day to day lives for the rest of the year.

In an attempt to find a compromise on this proposed TRO, and to remove the current objections, County Council Officers, working with the Member for Purbeck South, suggested to the Parish Council and the Lulworth Estate, a possible amendment. This suggested changing the double yellow lines outside the houses, above the Church in the direction of Durdle Door, to seasonal restrictions, stopping parking between the hours of 10.00 a.m. and 7 p.m. This would allow the home owners to park outside of their properties, outside of those hours, in peak season. This would have been in line with other seasonal restrictions in the cove area of the village, but it was not supported.

The major concern over traffic in Church Road and West Road is safety. Currently, visitors can park outside of the Church, in the lower part of West Road, and from the existing double yellow lines through to Durdle Door. This has caused delays to emergency vehicles and causes problems with cars and lorries either blocking the road completely, or having to back up to allow people to pass. Two years ago, car drivers were filmed fighting in the street as no-one was prepared to give way. This current proposal does not go far enough to tackle the problem, leaving areas free from restrictions on the bend of the road opposite West Road junction, outside of the Church, and through the whole of the lower part of West Road. There is evidence of coaches and mini buses parking where they can on roads rather than pay the parking charges, and there is a concern that these will cause further safety issues if they choose to park there.

The TRO being considered in this report was put forward approx. 5 years ago and the situation has worsened considerably since then, as visitor numbers have significantly increased. However, temporary signs have, mostly, been effective in deterring motorists from parking on the hill up to Durdle Door. It is clear, though, that more needs to be done to tackle the problem, which would also include a priority give-way near to the Castle Inn at the entrance to the village, and restrictions, some seasonal and some year round, from the junction of Church Road and Main Road, through to Durdle Door. The lower part of West Road also urgently needs consideration as this becomes completely gridlocked when visitors arrive.

It is felt that, although most of this proposed TRO will be effective, it is not robust enough to solve the whole problem and, if approved, it will need to be revisited in light of the other restrictions needed to ensure the safe flow of traffic through West Lulworth during peak times.

**Summary of the address by the Weld Estate to
Regulatory Committee – 6 December 2018**

We will confirm our support for the Order. We will express our opinion that the Order has the support of the local community and that there is an immediate need to take proactive action on the issue of parking in this location, to ensure free movement along the highway for the safety and convenience of residents and visitors. We will make comment on the 9 objections made and note that 6 objections come from one property. We will confirm our willingness to discuss how the Estate can assist with additional measures, once the Order has been approved.

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Regulatory Committee

Dorset County Council



Date of Meeting	6 December 2018
Officer	Matthew Piles, Service Director – Environment, Infrastructure and Economy
Subject of Report	Proposed Puffin Crossing, Broad Street, Lyme Regis
Executive Summary	<p>The A3052, Broad Street, is the main road and high street through Lyme Regis.</p> <p>The proposed Puffin crossing was requested and supported by the Town Council following a local campaign to install a safe crossing point, particularly for less able pedestrians.</p> <p>Following advertisement of a Public Notice in July 2018, with the intention to install a Puffin crossing, 57 representations were received. This report considers the representations and whether the proposed Puffin crossing should be implemented as advertised.</p>
Impact Assessment:	<p>Equalities Impact Assessment:</p> <p>An Equalities Impact Assessment concluded that there will be neutral impact on any sector of the community on the grounds of gender, race or ethnicity, sexual orientation, sex, married or civil partnerships or other socially excluded groups.</p> <p>It was, however, unclear how the proposal would impact on the sectors of age, disability and pregnancy and maternity. It is considered that whilst a Puffin crossing would provide benefits for these sectors it would be in part balanced by the loss of on-street parking and ease of access to the shops.</p> <p>Use of Evidence:</p>

	<p>Pedestrian and traffic surveys which shows the Puffin crossing meets Dorset County Council's policy.</p> <p>Budget:</p> <p>Currently £7,500.00 to cover the design and consultation stage phase. The design budget is allocated from the Local Transport Plan for 2018/19 and there is currently no budget allocation for 2019/20 for the construction pending the outcome of the Cabinet resolution. The total cost of the scheme is estimated at £82,500.00</p> <p>Risk Assessment:</p> <p>The current risks faced by the authority at this location in terms of safety are low, due to the generally low vehicle speeds. If a crossing is not provided, there is a potential for complaint from less physically able people that their needs are not catered for.</p> <p>If a crossing is provided, the residual safety risks are likely to be similar as a high proportion of people wishing to cross the road are likely to do so at points away from the crossing. The risks in terms of reputational damage from the loss of on-street parking and its effects of the local businesses are difficult to quantify but there may be some medium-term adverse impact on public memory.</p> <p>Overall the level of risk has been identified as:</p> <p>Current Risk: LOW Residual Risk LOW</p> <p>Other implications:</p> <p>None</p>
<p>Recommendation</p>	<p>That having considered the representations received, that Cabinet be recommended not to support the provision of a Puffin Crossing as advertised due to the loss of on-street parking which would increase air pollution and could adversely affect businesses.</p>
<p>Reason for Recommendation</p>	<p>It is considered that the risk of potential impacts on local businesses, from the loss of parking and loading provision, outweigh the benefits of providing a crossing.</p>
<p>Appendices</p>	<p>Appendix 1 - Location Plan Appendix 2 - Scheme Plan Appendix 3 – Summary of Public Notice Responses</p>

Background Papers	Primary consultation responses from the District and Town Councils, Dorset Police, the local County Councillor and the public consultation responses are held on file in the Environment and the Economy Directorate.
Officer Contact	Name: Andrew Bradley Tel: 01305 224837 Email: a.l.bradley@dorsetcc.gov.uk

1. Background

- 1.1 Lyme Regis is a small seaside town and a popular holiday destination. The town itself is served by the A3052 which is effectively a spur off the A35 Trunk Road, 2 miles to the north, serving the coastal communities between Lyme Regis and Exeter to the west.
- 1.2 The A3052, Broad Street, is the only principal route through the town centre. This being the case it supports the vast majority of the traffic in, around, and through the town. It is also the main shopping street and a short distance from the sea, beaches, harbour and other attractions.
- 1.3 People tend to cross the road at will using convenient points but are constrained somewhat by the high pavements in places. The traffic is slow moving, at around 20mph, which does mean that crossing the road is not generally arduous. There are no signalised pedestrian crossing facilities in the town including at the signals at the junction of Bridge Street and Coombe Street.
- 1.4 There have been 6 personal injury collisions in Broad Street, in the latest 5 year period up to June 2018, between Cobb Gate Car Park and its junction with Silver Street, of which 5 were recorded as slight and one as serious. Two of the collisions involved young children on foot, including the one serious collision, but the road layout and lack of a crossing were not cited as causation factors, in common with the other collisions.
- 1.5 A signal controlled Puffin crossing point in Broad Street was requested by Lyme Regis Town Council in 2016. Alternatives to a formal Puffin crossing were considered as part of the design process but the Puffin option was considered, in principle, the most appropriate for the context. The proposed crossing meets with council policy and has been prioritised in the Local Transport Plan as it meets the criteria for funding.
- 1.6 Officers carried out an assessment of suitable locations for a crossing and concluded the most practical location was to site it in the environs of the Pug and Puffin shop (No. 20) Broad Street.
- 1.7 Designs were progressed and drawings were sent to the Town Council for approval, in particular because the design would entail the removal of between 7 to 8 (1hr - No return) on-street parking bays. This was necessary to accommodate the footprint of the crossing and the Zig-Zag markings either side of the crossing which is a legal requirement to keep sight lights clear of parked vehicles.

- 1.8 The council's Town Management and Highways Committee considered the Puffin crossing on 8 October 2017 and following a recommendation from this committee on 1 November 2017 the Full Council resolved:

'to support in principle a puffin crossing in Broad Street but to ask Dorset County Council's highways' department if the crossing could be installed elsewhere in Broad Street, possibly higher up the street near the post office, with an additional request that the bus stop outside Co-op is also moved up Broad Street near the junction with Silver Street to accommodate the puffin crossing.'

- 1.9 DCC responded that following further consideration of the potential position of the crossing the proposed site was the only practical location. This was due to the presence of vehicular accesses to private properties and car parks and a disabled bay outside the chemist. It was noted that the bus stop [and shelter] were already situated at the junction with Silver Street.

- 1.10 However officers suggested a possible concession in that the lengths of Zig-Zag markings on the downside (north eastern side) could be relaxed thus reducing the loss of parking to between 4 and 5 parking spaces (from 7 to 8 originally).

- 1.11 The puffin crossing with suggested concession was further considered at the Town Councils' Full Council on 14 February 2018 and members supported the scheme, resolving to:

'..support Dorset County Council's proposal for a puffin crossing in Broad Street.'

- 1.12 The design was amended to take account of the reduced zig-zags and the Scheme Plan is attached at Appendix 2.

2. Law

- 2.1 Under Section 23 of the Road Traffic Regulation Act 1984 the Puffin crossing Public Notice was advertised in July 2018. The advert included necessary changes to parking restrictions to accommodate the footprint of the crossing. Copies of the Public Notice were deposited with the Town Council and also sent, together with a scheme plan, to residential properties and businesses in the immediate vicinity of the proposed crossing.

3. Consultation Responses

- 3.1 Under Dorset County Council's procedure, primary consultation was carried out on the proposed scheme with the Local Member, West Dorset District Council, Lyme Regis Town Council and the Police. All primary consultees agreed that the proposals should proceed to Public Notice.

- 3.2 As a consequence of the Public Notice 57 representations were received:

	Number	%
Objections	43	75
Support	9	16

Proposed Puffin Crossing, Broad Street, Lyme Regis

Comments	5	9
<hr/>		
TOTALS	57	100

3.3 The representations in support were in favour of the proposal as they recognised the:

(a) The need for a safe crossing point to aid, in particular, the young, elderly and disabled users.

3.4 The main points raised in objection were:

(a) The potential for traffic congestion (due to traffic waiting on a red light) and possible tailbacks through the exiting signals at the Coombe Street junction

(b) The loss of on-street parking and the knock-on negative effect on businesses, and;

(c) The perception that it is easy to cross the road at present.

3.5 Officer comment (a)

The road is extremely busy in the summer periods and many out-of-season weekends and the crossing would only be a relatively short break (a maximum of 36 seconds on the pedestrian green phase and a 40 seconds of vehicle red) in what is slow moving traffic.

The signals would have radar detection fitted to the signal poles which would detect when the crossing has cleared and release the traffic early if necessary. The signals to the east, controlling the narrow one-lane section, are approximately 180m distant and calculations show that they would not be influenced by the proposed Puffin crossing, in terms of traffic backing up and causing tailbacks through the junction causing.

3.6 Officer comment (b)

Parking in the town is at a premium and in the summer all the main car parks can be full which puts pressure on residential streets and adds to pollution with vehicles circulating for spaces. It is difficult quantify potential impact on businesses but the proposal will entail loss of short stay parking in a prime location.

3.7 Officer comment (c)

It is true to say that for the majority of able-bodied people, crossing the road in Broad Street is largely not an issue given the low vehicle speeds. From observation there are often enough gaps to cross safely, with drivers giving way on establishing eye contact with pedestrians. However for the less physically able, for example, those who are registered blind, the road can act as a potential barrier to free movement with people potentially relying on the kindness of others to help them cross the road.

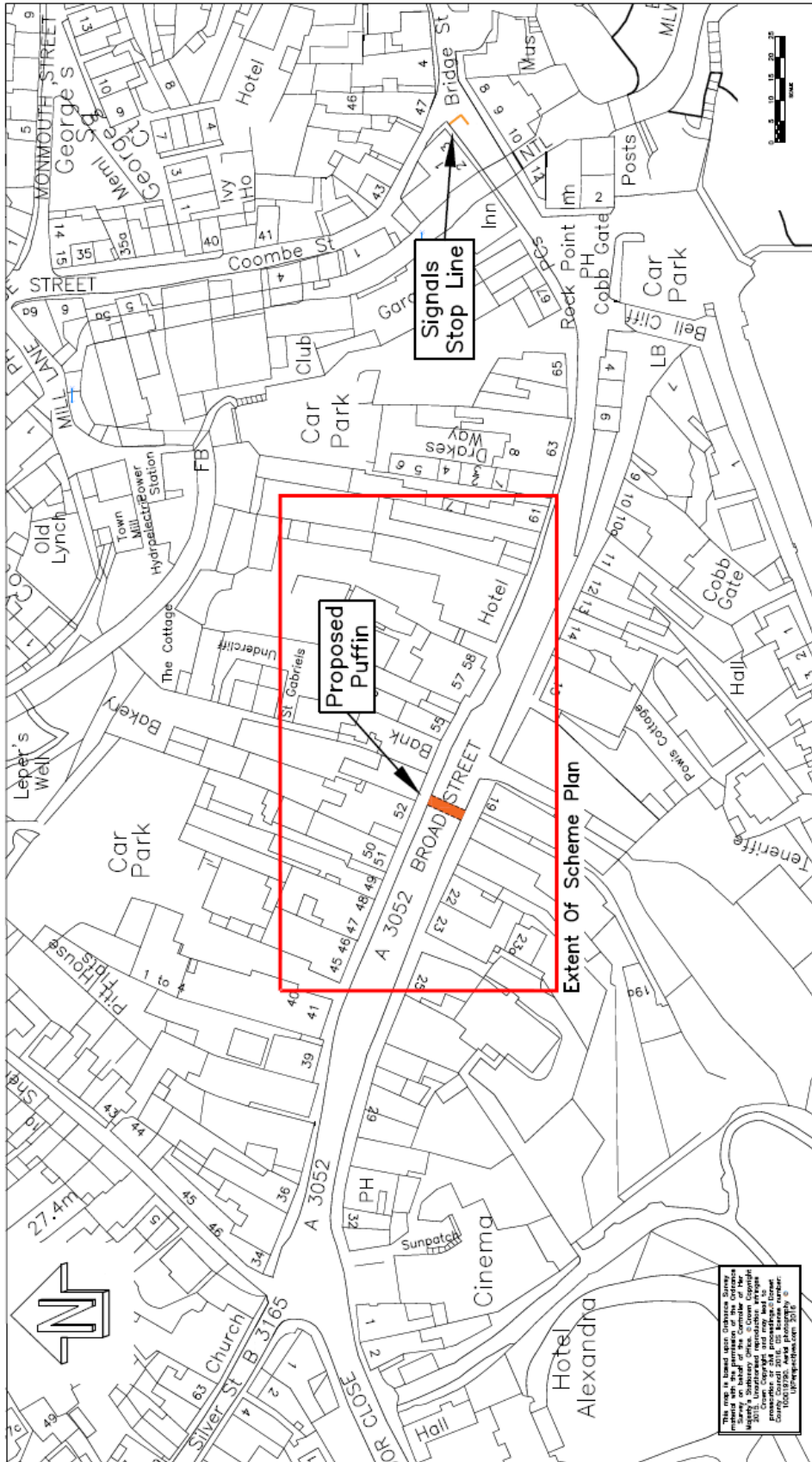
3.8 Of the “comments only” representations received four out of the five did not think a crossing was required whilst one thought it would be beneficial.

4. Conclusion

- 4.1 The proposed Puffin crossing would provide a safe crossing point for all pedestrians and in particular those less physically able in crossing Broad Street.
- 4.2 Having considered the objections submitted as part of the consultation process officers feel that the benefits brought by the crossing are outweighed by the potential disbenefits. These disbenefits are the loss of on-street parking which
- 4.3 It is recommended that the Committee recommend to Cabinet not to support the provision of a Puffin Crossing as advertised due to the strength of objections as outlined in this report.

Mike Harries
Corporate Director for Environment and the Economy
November 2018

Proposed Puffin Crossing, Broad Street, Lyme Regis

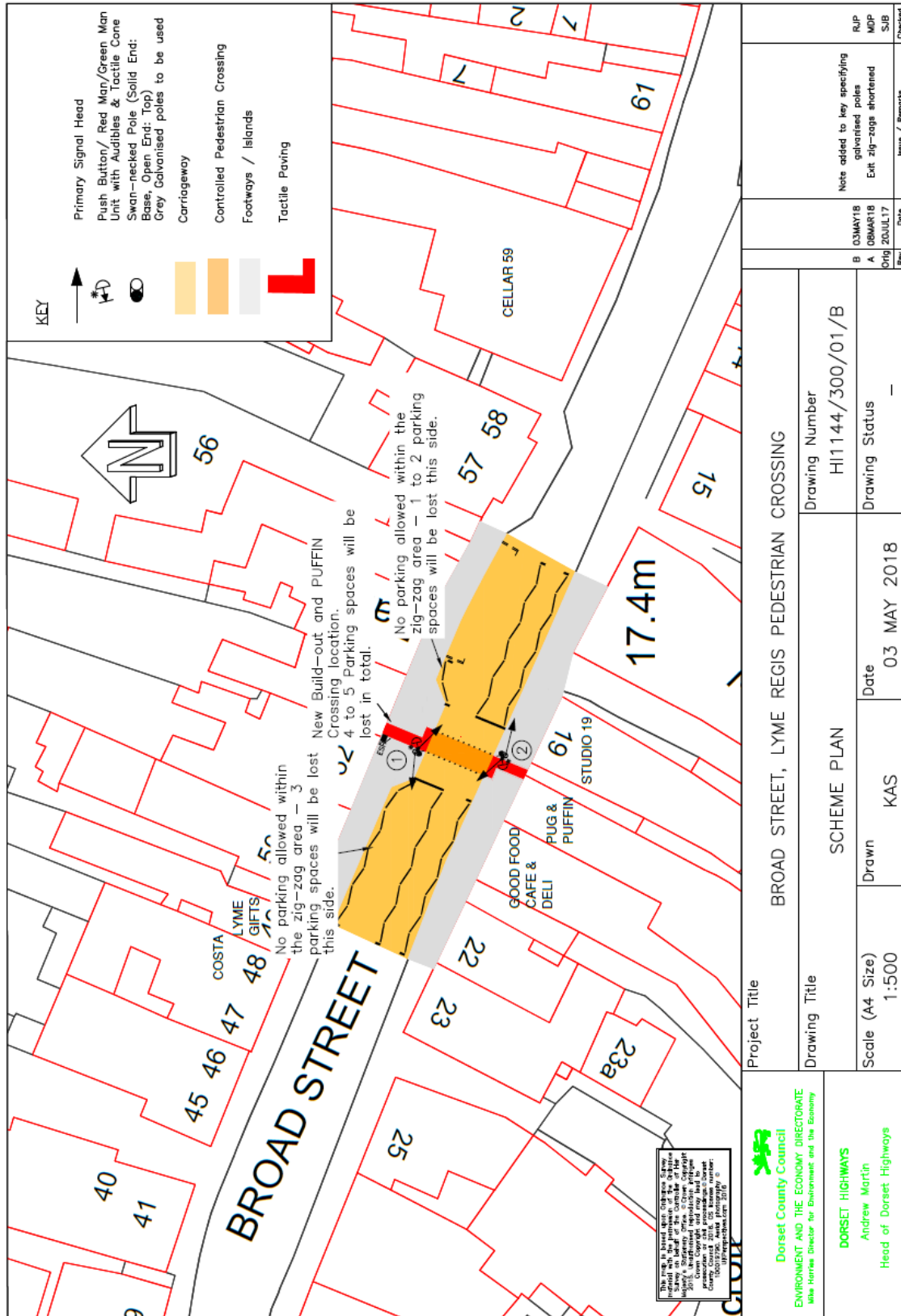


This map is based upon Ordnance Survey data and is not intended to be used for navigation. It is not a substitute for a road sign. It is not a legal document. It is not a guarantee of accuracy. It is not a warranty of any kind. It is not a contract. It is not a statement of fact. It is not a representation of any kind. It is not a promise of any kind. It is not a statement of opinion. It is not a statement of belief. It is not a statement of intention. It is not a statement of expectation. It is not a statement of desire. It is not a statement of wish. It is not a statement of hope. It is not a statement of faith. It is not a statement of trust. It is not a statement of confidence. It is not a statement of belief. It is not a statement of opinion. It is not a statement of belief. It is not a statement of opinion. It is not a statement of belief. It is not a statement of opinion.

<p>Dorset County Council ENVIRONMENT AND THE ECONOMY DIRECTORATE Mike Harris Director for Environment and the Economy</p>		<p>DORSET HIGHWAYS Andrew Martin Head of Dorset Highways</p>	
<p>Project Title BROAD STREET, LYME REGIS PEDESTRIAN CROSSING</p>			
<p>Drawing Title LOCATION PLAN</p>		<p>Drawing Number HI1144/001/01/Orig</p>	
<p>Scale (A4 Size) 1:1250</p>	<p>Drawn RPD</p>	<p>Date 11 Oct 2018</p>	<p>Drawing Status —</p>
<p>Issue / Remarks</p>		<p>Orig 11 Oct 18</p>	<p>Checked ALP</p>

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Appendix 2 – Scheme Plan (not to scale)



<p>Dorset County Council ENVIRONMENT AND THE ECONOMY DIRECTORATE Mike Harris, Director for Environment and the Economy</p>		<p>Project Title BROAD STREET, LYME REGIS PEDESTRIAN CROSSING</p>		<p>Drawing Number HI1144/300/01/B</p>		<p>RIP MPP SUB</p>											
<p>Drawing Title SCHEME PLAN</p>		<p>Scale (A4 Size) 1:500</p>		<p>Drawn KAS</p>		<p>Date 03 MAY 2018</p>											
<p>DORSET HIGHWAYS Andrew Martin Head of Dorset Highways</p>		<p>Notes Note added to key specifying enhanced poles</p>		<p>Issue / Remarks Exit zig-zag shortened</p>		<p>Checked [Signature]</p>											
<p><small>This plan is based upon Ordnance Survey data which has been corrected to reflect the current state of the ground. Dorset County Council is not responsible for any errors or omissions in this plan. All rights reserved. © Dorset County Council 2018. OS Street Name: Broad Street, Lyme Regis. OS Grid Reference: ST114430001.</small></p>		<p>Revision</p> <table border="1"> <tr> <th>Rev</th> <th>Date</th> <th>Issue / Remarks</th> </tr> <tr> <td>B</td> <td>03MAY18</td> <td>Note added to key specifying enhanced poles</td> </tr> <tr> <td>A</td> <td>08MAR18</td> <td>Exit zig-zag shortened</td> </tr> <tr> <td>Orig</td> <td>20JUL17</td> <td></td> </tr> </table>		Rev	Date	Issue / Remarks	B	03MAY18	Note added to key specifying enhanced poles	A	08MAR18	Exit zig-zag shortened	Orig	20JUL17		<p>File T:\Projects\Active Projects\HI (Highway Improvements)\HI1144\Draw\HI1144-300-01.dwg</p>	
Rev	Date	Issue / Remarks															
B	03MAY18	Note added to key specifying enhanced poles															
A	08MAR18	Exit zig-zag shortened															
Orig	20JUL17																

Appendix 3 – Summary of Public Notice Responses

Type	Public Notice - Breakdown of Main Points Raised	No. of mentions	Totals	%
Support	Representations:		9	16
	required on safety grounds for young/old/disabled	6		
	support crossing the road is difficult to cross	5		
	supports crossing but in wrong place as it impacts on the parking	1		
Object	Representations:		43	75
	will cause congestion	28		
	loss of car parking spaces/affects on businesses	27		
	easy to cross the road already	17		
	will cause pollution	2		
	displace traffic to residential roads (e.g. Anning Rd)	4		
	negative visual impact on Conservation Area	3		
	loss of parking would impact disabled drivers	2		
	make crossing elsewhere unsafe (drivers focussed on crossing)	3		
	unnecessary cost	4		
	make access to properties difficult (people queuing)	1		
	make deliveries difficult as zig-zags stop loading	1		
	loading vehicles will block crossing	2		
	noise and light pollution from signals	1		
	Introduce 20mph limit instead	1		
	needs parking to unload shopping (has restricted mobility)	1		
Comment	Representations:		5	9
	not required	4		
	will cause congestion	1		
	hinder deliveries	1		
	will cause pollution	1		
	crossing beneficial	1		
	suggesting 20mph limit instead	1		
	TOTAL REPRESENTATIONS		57	100

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Broad Street, Lyme Regis – Proposed Puffin Crossing. Update for 16th January 2019 Cabinet

A site meeting was held between officers and Cllr Turner on 18th December 2018 to explore the potential ways of mitigating the loss of on-street car parking following the Regulatory Committee meeting on 6 December.

A desktop study followed the meeting to investigate options and provide to provide Cabinet with an initial overview of the options.

Further to the west, up the hill, at junction with Silver Street there is a double length bus bay in front of the Post Office. This is illustrated in the Google screenshots 1. And 2. Below.

Officers do not know why the bus bay is double length but there have been calls from local people to relocate it to provide additional parking. Officers understand that from an operational point of view it is the best location for the bus company. It is also logically situated outside the Post Office and close to shops, including 2 supermarkets. Further, the bus shelter is situated outside the Co-Op. Officers consider that there is potential scope to shorten the bay and provide some parking or loading without detriment to the bus companies.

The junction with Silver Street is wide and there is also some scope to provide additional marked on-street parking without compromising the junction. Indeed there are often vehicles parked on the yellow lines with disabled badges (silver vehicle in picture 1.).

Most of the High Street is marked with no loading or no loading/waiting bans but goods vehicles servicing the supermarkets regularly do not observe the ban (see purple lorry in picture 2.), there is an opportunity to potentially provide a marked loading bay to formalise the situation.

1. Looking west towards the junction with Silver Street




2. Looking east down the hill



This initial review following the site visit [shows that](#) there does appear to be some scope to mitigate some, or all, of the parking lost for the proposed Puffin Crossing. This would all be subject to detailed design, consultation (TROs) in the normal manner including discussions with the bus companies.

Email 4th January 2019

Andrew Bradley || Project Engineer (Highway Improvements) - Environment, Infrastructure and Economy || Tel: 01305 224837 (x 710 4837)

Dorset County Council 

f.d.king@dorsetcc.gov.uk

For the attention of DCC Cabinet Meeting
on 16th January 2019

Vallemar
Charberry Rise
Charmouth
DT6 6BN
DORSET
Tel. 01297 561510
Mob. Mike 07817732489
Mob. Judy 07970926193
Michael.haines5@btinternet.com

Date 2nd January 2019

Dear Ms Knox

I am writing in support of a Puffin crossing in Lyme Regis and to record my opposition to the LRT Council's withdrawal of its support for the crossing.

The need for a crossing was brought to the attention of LRTC in 2016 when 600 people signed a petition in favour. The campaign was started in 2015 by a visually impaired lady, who had been refused a guide dog, due to the lack of a crossing. At that time, the LRTC supported the petition and in February 2018 this lady won her long battle for a guide dog. No doubt the support for a crossing by LRTC weighed in her favour.

The long decision making process for the crossing was almost complete. However this seems to have been jeopardised by a last minute U turn made by LRTC, unpicking it's own decision just before Christmas.

A report signed off by Mike Harries on the 18th. Nov 2018 recommended that the crossing not be implemented. No doubt you will be considering this report again, in which case I would also like to point out the following flaws:

- Clause 1.3 - this states that crossing in the face of a vehicle going at 20mph is "not arduous". This is a personal opinion and not one which we agree with.
- Clause 1.4 - this states that, the lack of crossing was not cited as a causation factor in the accident reports. Causation is a legal term that refers to the factors causing an accident. A factor will not be considered if it is too "remote". So the crossing or lack thereof was likely too remote to be considered. It would not be feasible to say that "had there been a crossing" the accident would not have happened. Although it is possible to say that a crossing would prevent children stepping out, that a car would stop for a crossing and that children are taught to only use a crossing.

Two reasons were highlighted in the conclusion; (1) the loss of parking spaces and (2) that there were 34 objections (9 in support) during the public notice period. The report however also went on the state:

- Clause 3.5 (officer a) that it was unlikely there would be a traffic tailback caused by a crossing,
- Clause 3.7 (Officer c) that a crossing would bring benefit to vulnerable groups.

Clause 4.2 states that the loss of on street parking is the main dis-benefit but this is stated out of context of the approximately 80+ public spaces in 3 car parks immediately off Broad Street. The spaces lost are a small percentage of the total available. Also it would be safer to have fewer cars manoeuvring to park on a steep narrow street and holding up traffic. This has not been considered.

On December 6th 2018 a meeting of the regulatory committee at DCC took place. This considered the report and further representations made by attendees at that meeting. We understand this committee decided, in spite of Mr Harries report and his conclusions, that the benefits **did** outweigh the dis-benefits and they would recommend to the Cabinet Committee that the crossing be implemented.

At this point, it is our understanding that this recommendation, in light of LRTCs previous declaration of support, would simply go on to be finalised by the Cabinet Committee at their next meeting.

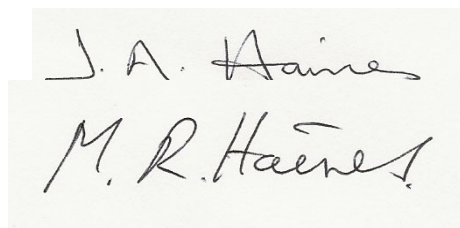
On December 19th an extraordinary meeting was held by the LRTC. Instead of the matter of the crossing now following the usual passage, LRTC was convinced to re-open the issue by County Councillor Mr D. Turner. It appears that his persuasion resulted in LRTC voting to retract its support for a crossing. This is a most unusual U-turn to make in the light of a petition of 600 people and a visually impaired resident being denied a guide dog for three long years due to the lack of a crossing.

Please take into account that there has been no change in circumstances to affect either the original support for a crossing by LRTC earlier this year, or the recommendation for a crossing made by the regulatory committee on December 6th 2018. The 600 people who signed the petition for a crossing far outweighs the 43 objections made at the public notice phase. In addition, 21 traders stated they were in favour of the crossing to 8 who didn't mind and 6 against, which again shows that the majority are for this crossing.

A comprehensive traffic plan for Lyme Regis is years down the road and I am sure Councillor D. Turner will work diligently for this as always. However a crossing has been requested by the public, supported by the regulatory committee and is needed NOW.

The public are not simplistic! They have declared what they want in 600 signatures. Councillors I urge you to endorse the Puffin crossing as the start of a comprehensive traffic plan for Lyme Regis. It is inconceivable that such a plan would not include a crossing, and it would be discriminatory if visually impaired residents are in future refused guide dogs because of the lack of such a crossing.

Yours faithfully



J. A. Haines
M. R. Haines

Sources

- Screen shot Daryl Turner social media post 18th. December 2018 (reposted Lyme Regis notice board (Facebook) 23rd. December 2018)
- Mike Harries report to the regulatory committee November 18th 2018
- Lyme on Lyme 20th. December 2018
- Lyme on Lyme 23rd. February 2018
- Bridport news 14th December
- Bridport news 3rd November 2015
- Councillor Reynolds for details of the Regulatory Committee meeting December 6th. 2018
- Google maps of Lyme Regis





Corporate Parenting Board

Minutes of the meeting held at County Hall, Colliton Park,
Dorchester, Dorset, DT1 1XJ on Tuesday, 11 December
2018.

Present:

Deborah Croney (Chairman)
Pauline Batstone, Richard Biggs, Susan Jefferies and David Shortell

Officers:

Thomas Fowler (Project Manager - Design & Development), Madeleine Hall (Safeguarding Officer, Corporate Parenting), Tanya Hamilton-Fletcher (Service Manager Care & Support), Nick Jarman (Corporate Director for Children's Services), Elaine Okopski (Dorset Parent Carer Council), Kevin Peers (Assistant Director, Children's Care and Protection), Kevin Stenlake (IRO Manager for Looked After Children), David Webb (Service Manager - Dorset Combined Youth Offending Service), Tim Wells (Senior Manager Placements & Resources) and Liz Eaton (Democratic Services Officer), .

Also in attendance:

Jayne Brooks (Permanence Co-ordinator/Agency Adviser Aspire), Antonia Dixey (CEO Participation People) and Ann Haigh (Participation Worker, Participation People).

(Notes: These minutes have been prepared by officers as a record of the meeting and of any decisions reached. They are to be considered and confirmed at the next meeting of the Corporate Parenting Board to be held on **Tuesday, 19 February 2019.**)

Apologies for Absence

77 No apologies for absence were received.

Code of Conduct

78 There were no declarations by members of disclosable pecuniary interests under the Code of Conduct.

Minutes

79 The minutes of the meeting held on 1 November 2018 were confirmed and signed.

Matters Arising

80 Minute 64 – Minute 60 Any Other Business

The Chairman informed the Board that she would be meeting with the Assistant Director for Commissioning and Partnerships, the Safeguarding Officer, Corporate Parenting and the Project Manager, Commissioning and Partnerships regarding the Score Card.

The Project Manager, Commissioning and Partnerships informed the Board that as part of the Service Improvement Plan they were looking at how to ensure services were in a good state of health by measuring performance. A whole range of performance measures would be included and it was hoped to have a centralised transparent list of measures placed on Sharepoint and that some of the measure would be available for the Board to see at its next meeting on 19 February 2019.

One member asked whether it was the intention to report back to each meeting of the Corporate Parenting Board. The Project Manager explained how the measures would be reported and that the Chairman of the Corporate Parenting Board would be informed of developments.

The Dorset Parent Carer Council (DPCC) representative asked how officers would ensure information was adapted and how accessible it would be for young people.

The Project Manager would liaise with the Chairman of the Board. The Chairman informed the Board that the Children in Care Council would have full input into the Score Card.

Minute 69 – Children’s Social Care Auditing Programme

The Chairman asked whether the monthly newsletter had been published. Officers informed the Board that quarterly reports were very close to being cascaded.

Minute 71 – Children in Care Council

The Chairman asked whether the Activity Day on 5 January 2019 was still going ahead. The Chief Executive of Participation People confirmed that it was and that everyone was welcome.

Preparation for Ofsted

81 The Corporate Director for Children’s Services informed the Board that all Councils were periodically inspected by Ofsted and those inspections were graded from Outstanding to Inadequate. A great deal of work had been carried out to improve performance for all children by the introduction of a Service Improvement Plan and meetings of the Service Improvement Board (SIB). The SIB oversaw the progress of the Service Improvement Plan and Children’s Services had recently started working with Essex County Council sharing expertise and knowledge. To date performance had improved considerably, for example in the timeliness of assessments. Over 90% of young people had a care plan and nearly all were of a good quality. The next challenge would be to ensure the quality of what was produced and the services commissioned made a positive difference to children and young people. The immediate priority was dealing with drift or delay, Children’s Services had made progress but there was still a lot to be achieved with help from Essex County Council and members, this was a very focussed programme.

The Director would give the Board a further update at the next meeting on 19 February 2019. He suggested the title of this item should be Service Improvement and not Preparation for Ofsted.

The Chairman mentioned there were a number of items on the agenda that fed into service improvement, ie health care assessments, fostering and regulation health care.

Resolved

1. That in future this agenda item should be called Service Improvement and not Preparation for Ofsted.
2. That the Director provide the Board with an update at its next meeting on 19 February 2019.

Looked After Children Health Briefing Update

82 The Corporate Parenting Board received a Health Briefing report on the Escalation of Performance of Initial Health Assessments (IHAs) Quarter 4 by the Designated Nurse for Looked After Children (LAC).

Dr Rachel Lachlan, Designated Doctor for LAC informed the Board the target for completing IHAs was 95%. Quarter 1 and Quarter 2 had delays as a result of social workers and foster carers not being able to attend appointments. Quarter 3 was better and October 2018 dipped again after having slightly improved in September 2018.

One member was concerned at the distance carers had to travel with young people for their appointments. The Designated Doctor informed the Board this was not normally the reason given for the Dorchester appointments, which were fairly full. If a specialist paediatric service was required then they may have to travel some distance, she exemplified Hampshire County Council's young people who had to travel to Basingstoke for IHAs.

The Corporate Director for Children's Services thought the performance had fluctuated due to the Service Improvement Plan, he confirmed that officers must take responsibility for the notification and obtaining of consents. It needed to be made very clear that these appointments were important but felt the 95% target was steep and notifications of consent were for people to agree to attend.

The Chairman asked whether there was anything that could be achieved collectively to improve the level of attendance bearing in mind the systems and service being offered at the present time, for example to ensure foster carers were fully aware of the importance of IHAs. The Designated Doctor confirmed that the foster caring team were notified of all appointments to enable them to contact foster carers in advance. There were sometimes problems with family and friends who had not realised there was a problem with the young person(s) and that they needed to attend an appointment. The Senior Manager Placements and Resources confirmed that there was still an issue with family and friends and connected persons, however, they all signed the same foster carer agreement and this was part of the role of the foster carer.

One young person from the Children in Care Council mentioned that some young people could not attend due to mock GCSEs. The Designated Doctor agreed that several appointments had been cancelled due to mock exams taking place on the same day and time.

The Chairman asked if there was any way of avoiding making appointments for young people who had Mocks and scheduling their appointments outside of the exam time. The Corporate Director was not sure how many LAC were in year 11 but was confident officers would be able to profile the young people who were in year 11 and ensure the appointments did not conflict with GCSEs.

The IRO Manager for LAC informed the Board that the information came to him on a weekly basis and although 95% was a steep target he would try not to let it slip again.

One member asked how Dorset compared when benchmarked against other authorities. The Corporate Director undertook to look into this further.

Resolved

1. That officers ensured all LAC in year 11 did not have health appointments the same date and time as mock GCSE's.
2. That the Corporate Director for Children's Services to look at benchmarking with other authorities and report back to the next meeting of the Board on 19 February 2019.

minute 82.

Noted

Children in Care Council

84 The Participation Worker, Participation People introduced the Children in Care Council (CICC) representatives who had made a short film covering the challenges and responses the Board had made to CICC.

The CICC informed the Board they would provide further challenges for 2019. The Christmas cards had recently been sold and they had made a list of the few things they enjoyed which included the new magazine.

One member circulated the Care Space Pack and all Board members confirmed they had seen it. The IRO Manager for LAC confirmed they were currently being distributed. The Chief Executive, Participation People mentioned 1000 packs had been printed and distributed and had asked questions in the user satisfaction card as to who had received the packs and 16 out of 37 people had received the packs, there was still a gap and Participation People would assist in distributing packs if necessary.

The Chairman asked the Assistant Director Children's Care and Protection if there was another way of auditing the distribution of the packs and who would be funding the next production run. The Assistant Director Children's Care and Protection confirmed there was a system on the computer but also mentioned the card approach was better as it could be replaced when information became out of date.

The Chairman discussed the youth magazine and confirmed to the CICC that the Board would keep in touch with Participation People to discuss future items for the magazine.

Resolved

That an item relating to the production and circulation of the Care Space Packs be placed on the agenda of the next meeting of the Board on 19 February 2019.

Aspire Annual Adoption Report

85 The Corporate Parenting Board received the Adoption Annual Report dated 1 July 2017 to 30 June 2018 from Aspire Adoption.

Jayne Brooks, Permanence Co-ordinator/Agency Adviser Aspire informed the Board that Bournemouth Borough Council, Dorset County Council and the Borough of Poole combined their adoption services in a Regional Adoption Agency (RAA) Aspire Adoption went live on 1 July 2017. Aspire was still part of the Dorset Service to Children. The numbers in the report were up to and including June 2018. The special guardianship and adoption team for Dorset had around 50% of referrals.

The Chairman mentioned the Board was interested in knowing what officers thought of the relationship between Aspire and Dorset County Council.

The IRO Manager for LAC had found the relationship to be very positive and busy in terms of adoption numbers. He mentioned the biggest challenge had been when Aspire went live, MOSAIC came in at the same time but RAA feedback had proved positive.

One member referred to paragraph 6.6 of the report and congratulated Aspire as there were no placement breakdowns. The Permanence Co-ordinator/Agency

Adviser confirmed that this only related to young people that Aspire had placed.

The Chairman mentioned that two of the CICC representatives had experienced an adoption breakdown.

Following a question from the Chairman regarding young people's views of the adoption service the Chief Executive, Participation People confirmed the young people they worked with regularly would welcome a discussion.

The Permanence Co-ordinator/Agency Adviser mentioned Aspire were looking to obtain feedback from young people who were with adoptive parents, but there were no formally regulated meetings to look at the assessment process.

The Senior Manager Placements and Resources confirmed he made decisions around whether a young person should be placed for adoption and special guardianship and could not fulfil that role without the positive relationship he had with Aspire.

The Chairman made reference to Appendix C of the report and asked whether there were any other measures of impact given the illustration of how Aspire worked with Dorset County Council. The Permanence Co-ordinator/Agency Adviser confirmed they were in their second year and were comparing how they worked with the first year. Aspire had data on the number of doctors that expressed an interest and she explained the procedure for collecting data and that Aspire were looking at how to receive feedback from all services users at various stages of the process.

The Chairman referred to feedback from young people about their adoption experience and mentioned she would be interested in looking into that outside of the meeting.

One member asked whether Aspire had any contingency plans in place relating to Local Government Reorganisation on 1 April 2019. The Permanence Co-ordinator/Agency Adviser confirmed that changes had already been made and nothing further was required, her colleague dealt with the Bournemouth and Poole area but the Adoption Panel was for all authorities. In the future it would become much easier collecting data for just two authorities.

Resolved

That the Chairman would liaise with RAA to look further into feedback from young people about their adoption experience.

Children's Placements - legislation, regulation and guidance

86 The Corporate Parenting Board considered a report by the Corporate Director for Children's Services on Children's Placements – legislation, regulation and guidance.

The Senior Manager Placements and Resources explained that from time to time young people were placed in unregulated placements. This was not unlawful but did not fall within the regulatory framework and such placements were not registered. The main cohort of young people this related to were those in the age range of 14-17 for whom it was often a challenge to find regulated placements. There were 6 young people in unregulated settings, 3 were now settled the remaining 3 were all aged 16 plus, and the law then changed for this age group.

In response to a question from one member relating to paragraph 7.6, the Senior Manager Placements and Resources confirmed the matter was before the Court and would be subsequently clarified.

One member expressed the view that it was important the Board knew exactly what the situation was in relation to these young people as it was 2 months since the Board were made aware of the situation. More importantly was whether the young people were happy as she had heard that they were not. It was imperative that young people were kept safe and secure and urged officers to keep the Board up to date. She was unsure if the situation had arisen due to the closure of the residential homes.

The Corporate Director for Children's Services explained that the County Council in common with all councils had a significantly high tariff, the 14-17 year age range had very little appreciation of the risk they exposed themselves to, this was not unique to Dorset. One young person set fire to the accommodation they were placed in. He explained that recently, Shropshire, East Sussex and Suffolk had put their finances in lock-down due to the costs involved. A considerable amount of work had been done in the last 12 months to identify these young people at a much earlier stage. Nationally there was a chronic lack of suitable accommodation for them and Dorset was frequently placed in a situation where it was one of 14 applicants for accommodation across the country. With regard to the closure of the residential homes unfortunately Ofsted had judged both Dorset's homes as "Inadequate".

The Chairman mentioned that in future she would like to see a standing item on the Board's agenda relating to this subject. She asked for a report to include information relating to each young person placed in unregulated accommodation, with a clear narrative as to why they were there and an action plan to state how they were going to be moved to a more suitable residence.

The DPCC representative asked what level of contact the young people had with their named advocate.

One member highlighted an issue he had with the recent closure of the homes. He remembered hearing that there would be no problems identifying accommodation for these young people and he was sure this problem would get worse, and wondered if it would have been better for the County Council to have gone into a partnership to enable the homes to have been retained.

The Assistant Director Children's Care and Protection explained they had put something in place to address the situation called the "Meaningful Day" and explained the procedure.

The Chairman asked that the Board be notified each month with an updated list of young people that had been placed in unregulated accommodation as they were concerned and wanted to ensure that action was being taken in an appropriate timeframe and manner.

The DPCC representative asked what work was being undertaken in Adult Services considering the age range of the young people. The Assistant Director Children's Care and Protection confirmed the responsibility for the young people remained with Children's Services until they were 25 years old.

Resolved

That Officers notify the Corporate Parenting Board each month, with an updated list of young people that had been placed in unregulated accommodation. In order to ensure that action was being taken in an appropriate timeframe and manner.

Children in Care and Care Leavers Placement Sufficiency Strategy

87 The Corporate Parenting Board considered a report by the Corporate Director for Children's Services on Children in Care and Care Leavers Placement Sufficiency

Strategy.

The Assistant Director for Commissioning and Partnerships confirmed this was work in progress and an action plan was due to be ratified in January 2019 giving an overview of work during the previous year. Focus was around inhouse fostering with progress regarding young people in police custody and safeguarding. The priorities for this year were to consider what the alternatives to care were and to explore different types of accommodation, and different providers. There was an opportunity to tender for a block contract for 8-12 year olds with complex needs and separately for 13-16 year olds for therapeutic placements. A framework was in place for providing supported housing and a finalised report would be submitted to a future meeting of the Board.

The Chairman expressed an interest in the timetable and impact assessment for the actions to be taken between October 2018 to September 2019, and felt this could be catastrophic for the 9 young people in long-term fostering and asked that this be monitored very closely.

The Assistant Director for Commissioning and Partnerships highlighted paragraph 4.1 of the report and mentioned that a Foster Plan was already in place. A block contract business case had been developed and was going to Children's Services Leadership Team in the new year. The tender for supported housing had closed that day and the action plan would be completed in January 2019.

One member ask how the Board would be assured that the block contracts would be affordable and meet the high standards expected. The Assistant Director for Commissioning and Partnerships confirmed the contract would be monitored by officers with quarterly monitoring reports on the services and would include involvement from the Corporate Parenting Board.

The DPCC representative referred to paragraphs 4.4/4.5/4.6 of the report and asked if the complex needs referred to included disability. The Assistant Director for Commissioning and Partnerships considered that it could include a learning disability.

Resolved

That the Corporate Parenting Board accepted the recommendation and agreed that a further progress report be submitted to a future meeting of the Corporate Parenting Board.

Care Leavers Accommodation and Local Offer

88 The Corporate Parenting Board considered a report by the Director for Children's Services on Care Leavers Accommodation and Local Offer.

The Operational Manager (C&S 13-25) informed the Board the report gave an update on the current accommodation position and Local Offer for Care Leavers. She informed the Board that most Care Leavers lived in accommodation defined as suitable. The majority lived in independent rented properties as there was a lack of housing association and local authority accommodation. There were currently 26 Care Leavers who, under Staying Put, were staying with their foster carers. It was difficult to find suitable accommodation and Dorset had very few Care Leavers who lived in accommodation considered to be unsuitable. Some young people were hard to place due to their lifestyle. The Care Leaver Local Offer would include information of the services and support available to Care Leavers and was available on Dorsetforyou.

The Chairman had spoken with the Dorset Youth Council who were interested in

developing the Local Offer and asked officers to ensure the Dorset Youth Council's ideas were incorporated.

The Chairman enquired how individuals in custody and bed and breakfast were kept track of. The Operational Manager (C&S 13-25) confirmed the Personal Advisers kept in contact and visited them. They also kept in touch with welfare services and social workers in prison to try and prepare the young people for coming out of prison.

The Chairman enquired about the 2 young people who were of no fixed abode. The Operational Manager (C&S 13-25) mentioned the data was slightly historical as MOSAIC was not real time, but in either way the County Council would support them to secure appropriate accommodation.

The Chairman sought assurance that the young people were supported with their applications for Universal Credit and asked how the County Council would support them to manage their finances. The Operational Manager (C&S 13-25) mentioned the biggest difficulty was not getting Universal Credit until 4 weeks after a claim. Although Care Leavers were identified as a priority need group, their claims were not paid any earlier or quicker. Officers would negotiate with the landlord if it looked as though the Care Leaver might lose their tenancy and provide the money.

The Chairman enquired as to whether officers used the Dorset Credit Union. They confirmed that they did use them when appropriate.

The Chief Executive of Participation People mentioned 3 Care Leavers who had a difficult experience trying to obtain Universal Credit and wanted to formally complain about how they had been treated. She thought they would be writing a formal letter to the Corporate Parenting Board. She also mentioned that pay day loans and getting money quickly was a big risk for Care Leavers.

The Chairman felt she would like to develop the area of money management and Universal Credit to see what positive help the Corporate Parenting Board could provide.

The DPCC representative mentioned the difficulty experienced by young people who were disabled and were returning to live with parents, with no benefit money coming in.

The Operational Manager (C&S 13-25) informed the Board that the Personal Assistants were well versed with Universal Credit and suggested that one of them attend a future meeting of the Board to explain the difficulties being experienced by Care Leavers.

Resolved

1. That the Corporate Parenting Board develop the area of money management and Universal Credit to see what positive help the Board could provide.
2. That one of the Personal Assistants attend a future meeting of the Board to explain the difficulties being experienced by Care Leavers.

Offending by Children in Care

89 The Corporate Parenting Board considered a report by the Corporate Director for Children's Services on Offending by Children in Care.

The Dorset Combined Youth Offending Service Manager informed the Board the report covered the combined service including Bournemouth Borough Council, Borough of Poole and Dorset County Council. He mentioned a protocol had been in place since January 2017 and they rarely got called-out to children's homes with the

Police. However, whenever possible low level offending was dealt with informally through a Youth Restorative Disposal (YRD) and up to September 2018 there had been 6 girls and 4 boys in Dorset receiving a YRD. There were 5 girls and 8 boys who had received a Youth Caution or a Youth Conditional Caution. There were approximately 26% of girls who had offended and there were more girls than boys who had offended. Some offending applied to placements outside of the county. The Dorset Combined Youth Offending Service Manager read out the paragraph on patterns of need and risk among this group of young people and explained that all these young people were at risk of sexual exploitation and all had school moves at secondary school age which was always a negative move. There was always continuity with the care workers working with the young people who ensured they had access to the services they required.

The Chairman responded that the report was really helpful, giving precise detail of the work undertaken by the team and asked how the services worked together from the Council's point of view.

Officers responded that working relationships were very good, although the Dorset Combined Youth Offending Service Manager mentioned there had been some IT issues, but otherwise the relationship with officers worked very well.

One member referred to paragraph 3.2 of the report and asked what happened in the second quarter of last year. The Dorset Combined Youth Offending Service Manager responded that this related to multiple interventions for the same young people.

The Chairmen mentioned that at a previous meeting of the Board the virtual school had looked at sexual exploitation and those who were at risk and asked for this to be discussed at a future meeting of the Board.

One member mentioned concern regarding county lines and officers agreed it was an issue.

Resolved

That officers provide a report to a future meeting of the Board relating to sexual exploitation and those who were at risk.

Meeting Duration: 3.00 pm - 5.15 pm

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Tricuro Executive Shareholder Group

Minutes of the meeting held at Beech House, Poole,
BH15 2BU on Thursday, 20 December 2018

Present:

Jill Haynes (Chairman), Ray Bryan, Blair Crawford, Mike Greene, Nicola Greene,
David Harris, Mohan Iyengar, Karen Rampton and David Walsh.

Officers Attending:

Helen Coombes (Transformation Programme Lead for the Adult and Community Forward Together Programme), Phil Rook (Finance Director - Tricuro), Jan Thurgood (Strategic Director - People Theme - Poole), Alison Waller (Managing Director - Tricuro) and Helen Whitby (Senior Democratic Services Officer).

In attendance for Part

Marcus Richards (Assistant Director, Ernst and Young LLP).

Apologies

1 Apologies for absence were received from Steve Butler and Tony Ferrari.

Code of Conduct

2 There were no declarations by members of any disclosable pecuniary interests.

Minutes

3 The minutes of the meeting held on 3 August 2018 were confirmed and signed.

Managing Director Update

4 The Group considered a report by the Managing Director which set out activity and progress since the last meeting.

The Managing Director presented her report highlighting that all savings in Tricuro's control had been delivered; Tricuro were working with Bournemouth Borough Council to remodel community support services; the outcome of Tricuro's bid in connection with the Bridport Gateway Project would not be known until the New Year; the work with Bournemouth and Poole Councils to address delayed transfers of care; the outcomes of the recent review of care homes and remodelling necessary to address these; and work with Dorset County Council on day services and activities.

In response to questions, it was explained that the need to modernise, be competitive and ensure service users were well looked after would affect staffing and involve the trade unions; due to commercial sensitivity information about the Bridport tender process could only be provided after procurement had been completed; the business case for this procurement had been considered and approved by Dorset's Cabinet; and that the Group needed to have some discussion about principles going forward.

With regard to the proposed partnership with Morgan Ashley, this would be similar to that for the Bridport Gateway Project. Potential risks had been identified and analysed and external legal advice was to be sought in the New Year. In view of the fact that work on viability and risks involved was continuing and legal advice was to be sought, members agreed in principle to the partnership with Morgan Ashley, but asked for more information to be provided at the Group's next meeting following further analysis and due diligence undertaken by Tricuro.

Resolved

1. That Tricuro forming a partnership with Morgan Ashley to support a bid application for the development of a care home in Havant as part of a planned Care Village Development commissioned by Hampshire County Council be approved in principal.
2. That further information be provided for the Group's next meeting.

Finance and Performance Update

- 5 The Group considered a report by the Finance Director which set out the forecast outturn for 2018/19 based on October 2018 data and work in preparation for the 2019/20 Budget

The Finance Director drew attention to the projected outturn figure of an underspend of £39k as at October 2018. He highlighted identified savings achieved for the current year, work being undertaken to progress those not yet achieved, reduced staff numbers, that HR were addressing increased staff sickness, work with local authorities on Local Government Reorganisation. The main financial challenge is exposure to the second year of the National Pay Award, which is estimated at an additional £1.45m as the average pay award is 4.59% across the company. DCP have included this in the contract price for 2019/20. Dorset Commissioners would confirm the financial position for the new Dorset Council to Tricuro by the end of December 2018. Following discussions with Commissioners, Tricuro would outline any service implications to the February Meeting of the ESG.

Resolved

1. That the forecast position for 2018/19 at the end of October be noted.
2. That the risks associated with and impacting upon the current financial year and future financial years be noted.
3. That the current position in preparation of the 2019/20 Budget be noted.

Tricuro: Shareholder Viability Assessment Report

- 6 The Group considered the Tricuro Shareholder Viability Assessment report commissioned by Dorset County Council and undertaken by Ernst and Young.

Mr Richards, Assistant Director, explained that the assessment had been requested by the County Council and was carried out in Summer 2018 in collaboration with Tricuro staff. The report highlighted future financial pressures, means by which unit costs and demand could be managed, challenges to revenue growth and identified opportunities to improve the strategic partnership with the County Council. The challenges experienced by Tricuro were not unique and the assessment provided suggestions to improve Tricuro's sustainability and resilience.

The Managing Director explained that Tricuro's Board had responded to the assessment and highlighted that opportunities for growth were very different now compared to the time of the assessment. She reminded members that Tricuro had delivered significant savings and efficiencies which provided a platform for strategic growth and development. A strategic vision for the future was needed and there needed to be some consideration of the future impact of local authority commissioning on Tricuro.

Members recognised that the current situation was far removed from that when Tricuro was established. They found the report to be useful in identifying future challenges for Tricuro and discussed their possible implications for both the company and the local authorities. It was also recognised that opportunities under the teal structure had not been fully explored as yet. All members confirmed their wish that the two new Councils continued to work with Tricuro to support the delivery of quality care for the residents of Dorset.

The Transformation Programme Lead for the Adult and Community Forward Together Programme, Dorset County Council, explained that the assessment had provided an independent view of the opportunities and challenges facing Tricuro given the amount of change since its establishment. She also drew attention to the changes that would arise from the introduction of the Integrated Care System. Following the assessment, the County Council would be considering different options to meet residents' needs within the available budget.

Resolved

1. That the Group noted that DCC have confirmed that the financial position for 2019/20 will be completed by December 31st in line with the two-year commissioning intentions set out in 2017/18.
2. That the Group approve the Tricuro Board and DCC to progress the exploration of options for their future to achieve sustainable care within the available resources including impact assessments on all shareholders and the company with progress to be reported to an ESG in February 2019.

Recommended

That the two future shareholders confirm their commitment to the provision of quality care for the residents of Dorset and commit to supporting the Commissioners to develop their strategic vision with Tricuro.

Dates of Future Meetings

7 **Resolved**

That the next meeting of the Executive Shareholder Group be held at the end of January or beginning of February 2019.

Meeting Duration: 12.00 pm - 1.25 pm

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