

## **Cabinet 6 October 2020**

### **Public Questions and Statements**

#### **1. Question from Catriona Ross**

What are Dorset council doing to encourage less car use around the main towns? The safe streets map was very helpful to let the public identify issues but I have not seen any updates or signs of change around Bridport. In the last few weeks two cyclists have been injured after being hit by vehicle drivers in Bridport. Vehicle use has to be reduced to combat climate change but the only way to do that is to make people feel safe cycling or walking. Why can't all town centres speed limits be reduced from 30mph to 20mph, a simple and cheap way to make roads safer.

#### **Response from the Portfolio Holder for Highways, Travel and Environment**

The thousands of individuals' contributions to the Dorset Safe Streets website have been useful in helping Dorset Council to understand residents' concerns and to identify potential schemes to support walking and cycling. Not all of the ideas submitted will be able to be funded in the short term, and many will be impossible to deliver due to other constraints, but in some cases these will help inform future funding bids and longer term strategies. Dorset Council is working with Bridport Town Council to identify priority schemes to improve conditions for people walking and cycling in the town. There has been substantial recent investment in provision for people on foot and bike in the town, including access to West Bay from the East Road Roundabout,

Any changes to speed limits requires careful consideration of Department for Transport guidance. Changing a speed limit is not a simple or cheap process, although I do appreciate why it may be seen this way. There are 'unseen' costs associated with speed limit setting. A lengthy and costly legal process is required for speed limits to be changed and costs associated with signing for speed limits is often not insignificant, particularly if considering area wide schemes in towns and villages across Dorset.

I am aware of a growing number of requests for 20mph limits/zones across Dorset and indeed nationally.

Department for Transport guidance encourages local highway authorities to install more 20mph limits/zones. There is evidence that 20mph limits/zones can help encourage active travel in urban communities and in turn improve emissions. However it is recognised that a reduced limit of 20mph may not be appropriate in all locations requested. Colleagues in Highways are carefully considering what could be feasible whilst being mindful of Department for Transport criteria for 20mph limits and zones; any decision will be evidence led.

## 2. Question from Caz Dennett

In a recent article in the Dorset Echo (14<sup>th</sup> September 2020), local residents and marine conservationists raised concerns about air pollution from cruise ships idling in Weymouth Bay. Emissions from ships' funnels (exhausts) are easily visible to on-lookers and smog is now a regular sight over the bay. Air pollution from cruise ship emissions are amongst the most deadly, due to the poor grade 'dirty' heavy-fuel oil the ships burn. This contains high levels of sulphur oxide (a known cause of acid rain and lung cancer), nitrogen dioxide and Particulate Matter (PM). Greenhouse gas emissions from cruise ships, even when idling or manoeuvring in port or anchorage are also extremely high.

The need to control air pollution at ports is a widely acknowledged concern, and Weymouth Bay currently has the characteristics of a busy port (with 5-8 cruise ships present most days).

In the same article on 14<sup>th</sup> September an unnamed spokesperson for Dorset Council dismissed concerns about air pollution from the cruise ships and stated the smog was caused by temperature inversions trapping pollutants from local sources in Weymouth ("vehicles, fires, industrial activities"), not due to air pollution from ships' emissions.

[www.dorsetecho.co.uk/news/18717749.dorset-council-claims-cruise-ships-weymouth-bay-not-causing-smog/](http://www.dorsetecho.co.uk/news/18717749.dorset-council-claims-cruise-ships-weymouth-bay-not-causing-smog/)

**Q. What evidence does Dorset Council have to state publicly that the air quality in Weymouth Bay is unchanged by the presence of the cruise ships between March–September 2020 and that residents are unfounded in their concerns over cruise ships emissions?**

### **Response from the Portfolio Holder for Customer and Community Services**

Thank you for your question. There are international conventions in place to help prevent pollution of the marine environment by ships during their operation. These set limits on certain emissions from ship exhausts and provide mandatory measures for the reduction of greenhouse gas emissions.

We continue to monitor for nitrogen dioxide at many locations throughout the Dorset Council area. The only anomaly identified since the ships commenced their lay up within Weymouth Bay was a significant reduction in levels of nitrogen dioxide largely due to reduced traffic.

During March and April, Defra reported moderate to high pollution across most of the South West England, including rural areas. The cause has been attributed to dust and other particulates from continental Europe carried over by prevailing winds then lingering in the calm conditions. The same conditions also limit the dispersion of local emissions, most notably, particulates.

Southampton City Council has not identified any concerns with regards to sulphur dioxide emissions breaching the Air Quality Objective when their port is fully operational. They advise that concentrations drop rapidly once emitted from the flue of the ships and are likely to be negligible should the wind direction be towards the land. They found that there is no correlation between peaks in pollutant

concentrations and a high number of berthed vessels. This is thought to be a result of energy usage per ship being far lower in berth than when under power at sea.

**Q. Assuming that the unnamed Dorset Council spokesperson is correct, and the smog in the bay is caused by temperature inversions trapping air pollution from vehicles, fires and industrial activities and not from cruise ship emissions, what measures are Dorset Council taking to reduce the acknowledged air pollution in Weymouth?**

### **Response from the Portfolio Holder for Customer and Community Services**

The Council monitors air quality in accordance with Government requirements and works with a variety of agencies to protect and improve air quality in Dorset.

Nitrogen dioxide is monitored at congested or heavily trafficked locations throughout the area and currently, there is one area, Chideock, where air quality objectives are not being met. Overall, monitoring demonstrates that Dorset has very good air quality.

Certain factories and other processes which emit emissions to air, land or water will have an Environmental Permit issued by the Environment Agency or this Council and inspections are carried out to ensure compliance.

Domestic burning of solid fuels is a growing issue as it is a significant source of particulate emissions in the United Kingdom. Many households are using open fires and stoves to heat their homes, and we encourage people to shift from burning more polluting fuels such as house coal and wet wood towards less polluting fuels such as low sulphur smokeless fuels and dry woods.

### **3. Question from Cleo Evans**

The Climate Emergency

- When presented with stats and facts it is sometimes too overwhelming to get one's head around it, so it is important to focus on how to get people to engage with aspects of climate change, which in turn can help behaviour change.
- We therefore suggest a county wide rolling arts programme of site-specific work, that engages people in a different ways and includes outreach projects that utilise the talents and teamwork of communities. The work would be specific to that community, so for eg where there is a threat of more flooding we would work with those communities on that subject. And likewise, for other elements, such as air pollution. We want this work to be truly collaborative, utilising our environmental partners' expertise and resources, to include events, such as talks, seminars, practical workshops and popups. This is not about lecturing people and telling them what to do; but sparking

conversations, provide information, and inspire community action – and we want people to have fun!

For the whole programme, and to make an impact – we'll be looking for work with a WOW factor. And we don't want to just reach out to people already concerned about climate change – we want to work directly with communities and reach people who aren't yet thinking about it.

Please can you ask the Counsellors, what the Council can do to achieve this with us ,The Arts Development Company? And what timeline are we looking at?

### **Response from the Portfolio Holder for Highways, Travel and Environment**

Following approval of the Strategy and Action Plan by the Council there are a number of actions to be delivered in order to raise awareness within the Dorset area - The Council will have a number of options of how to deliver these actions and will look to work in partnership with other organisations where appropriate.

#### **4. Question from Julie-Ann Booker (on behalf of Extinction Rebellion Dorset)**

##### **Climate and Ecological Emergency Strategy Delivery Plan**

Good to see the draft Action Plan (Delivery Plan) coming before Cabinet in preparation for going out to public consultation.

We note the plan is still only a Summary Action Plan. So at this stage Appendix A represents more of a 'wish list' of 187 actions. We understand that when it goes out for consultation there will be a detailed delivery plan for each of the 10 themes listed. Appendix B being an example of a delivery plan for the theme of 'Buildings'.

It's a shame Cabinet aren't receiving a full draft of the delivery plan. The 'devil' as the saying goes, is in the detail.

At this stage it is actually impossible to get a real grip on the detail, or the shape of the final detail that will be presented for consultation, for a number of reasons, including, but not exclusively that:

- Neither the summary plan (Appendix A), or the example detailed action plan (Appendix B), include any explanations and definitions on the metric's and measures being used
- The metrics and measures used are different between the two documents, so very difficult to 'read across'
- Visual graphics are always helpful in visualising priorities and progress. So a red, amber, green, colour code is helpful. But is meaningless without an explanation of what the colours stand for. There are a lot of green boxes and generally we all feel happy with green and think it is good. But that might not be the case and we can't work out what the colours mean in this summary plan
- Value for Money disappears in appendix B. But there is a 'cost' metric, symbolised with £ signs. But no 'value' for the one, two or three pound signs.

Without knowing this, no judgement or comment can be made on whether the carbon saving (the footprint signs) and any other co-benefits are worth the cost and the priority given to the action

- In the Buildings example there are no green leaf signs indicating that none of the actions improve ecology. We would like to think that this is surely not the case. But without having a clear definition of the green leaf 'measure' it is impossible to know or comment

It's likely there will be a two year gap between Dorset declaring an emergency, and the production of its strategy and delivery plan. It's important the public consultation is meaningful, transparent, accessible and productive. Cabinet should expect nothing less. This cannot happen without clear metrics and measures being included in the documentation.

**Question:**

When exactly will the metrics and measures be published and available so they can be included in the communications plan for the public consultation?

**Response from the Portfolio Holder for Highways, Travel and Environment**

The appendix B that has been attached to the Cabinet report is only an example of what will be published as part of the public consultation. The full consultation documents that will be published will include a key interpreting the info graphics and providing metrics and ranges.

**5. Question from David Warren**

1. It appears that one of the Indirect Actions listed in the published version of the Climate Emergency Strategy paper has not been included in the action log that will be presented to the public.

The action, listed under the Waste section of the report, aims to "Establish appropriate infrastructure to support the circular economy as part of Joint Municipal Waste Management Strategy for Dorset 2008 – 33" . This tacitly refers to the Council's identification of Direct Energy From Waste (EfW) as it's number one sustainable choice for managing its residual waste and acts as a catalyst for the Council to identify a number of possible sites for the development of an EFW Incineration plant.

EfW activities are notoriously CO2 intensive, please could someone outline why this item has not been included in the action log?, as the public should be given the opportunity to discuss this subject.

**Response from the Portfolio Holder for Highways, Travel and Environment**

Decisions regarding the Councils preferred method of waste disposal are dealt with by the Joint Municipal Waste Strategy and not the draft Climate Emergency Strategy. An electronic link will be included in the draft Climate Strategy to make this clear. The joint Municipal Waste Strategy is due to be reviewed in 2022.

2. Other than the above mentioned tacit support in the Climate Emergency Strategy paper for EfW activities, how does the Council justify its failure to mention EfW or EfW activities in its report, while others, possibly the contributors to this paper,

have, for years, discussed this subject, assessed its sustainability, and even selected it as the preferred method of managing the County's waste? It appears that representatives from within the Council have, for several months, been evaluating the monetary value of offsetting EfW CO2 emission levels with a potential developer that are so significant that the developer may have to pay £100,000 pa to atone for their carbon sins? (this information was disclosed during BBC Solent's interview with Steven McNab a Director of Powerfuel Portland). Perhaps it's time to stop filibustering and clearly document the Council's position on the environmental impact of EfW activities in the Climate Emergency Strategy document. The Public deserves to be properly informed.

### **Response from the Portfolio Holder for Highways, Travel and Environment**

The Council's waste disposal strategy is the Joint Municipal Waste Strategy and not the draft Climate Emergency Strategy. A link has been included in the draft Climate Strategy to ensure that this is made clear and all the facts are available.

#### **6. Question from Jane Fuhrmann**

Prior to Covid, I had actively been working to promote responsible dog ownership and the beneficial effect dog walkers have on our environment. I am also a committee member of 'Dog Friendly Weymouth'.

I had attended meeting with Tara Williams from the Parks Department looking at ways to encourage dog owners to bag and bin and help keep our open spaces free of mess. We had discussed the use of Poo Bag dispensers in certain areas and it had been agreed for the go-a-head to install them in various locations.

Meetings with Friends of the Rodwell Trail, Radipole Gardens and Castle Cove beach had been attended to look at how we could work together to promote responsible dog ownership. As well as a meeting with 'Dorset Dogs'.

Meetings had also been attended with local Beaver Scout groups to encourage children to become involved. This had been warmly greeted by the pack leaders and a start date for projects to begin was given.

My Facebook group 'Paws on Weymouth Beach & Open Spaces,' represents 320 members of like minded dog owners who are concerned with and act on environmental issues locally and nationally. This is evidenced within the group as members visit beaches and open spaces daily with their dogs, cleaning and clearing rubbish from our streets and parks and plastics washed up on our shores. Our dog walking members alert the appropriate department when there are bins requiring emptying, report occurring problems to the authorities and pinpoint issues of concern.

I had also been in talks with 'Litter Free Coast & Sea' and organised for the Nurdle 'Trommel' Machine to come to Weymouth to be operated by members of this dog walking group.

**My question is-**

As there are many dog owners and representatives already willing and actively working with the authorities and groups on issues affecting the public where dogs are a concern. Will the dog warden department and DCC take this into account in their decision and in future include, advise and consult where appropriate, to promote a good working relationship to benefit the general population?

### **Response from the Portfolio Holder for Customer and Community Services**

Thank you for your question and the good work that you do around responsible dog ownership in Weymouth. The public consultation to help inform the draft Order was widely distributed and received a very high response. The Council including the Dog Warden service, is committed to working with communities and groups to support responsible dog ownership. I will ensure that our officers liaise with groups such as your own to help achieve our shared ambitions.

### **7. Question from Linda Stevenson**

Can you please ask these question here"s a backstory to my questions I applied for this FOI 42786 request from the Dog Warden Department who I have been in contact with since 2016.

As a concerned dog owner I wanted to understand why the problem remains with people reporting dog fouling

Over this time I've met with Jane Williams and Kevin Good trying to find an answer to this problem, to be able to see what action the Dog Warden Department were taking to resolve this I needed these figures.

I have requested an updated Freedom of information request as you can see this covered the period from 2016 till January 2019. Unfortunately I have been unable to provide this to date.

The dog warden for the Weymouth and Portland has been regularly contacted by me, Ian Lewis and I attended a information day held at Littlemoor community centre, to try and help resolve the problems and share ideas.

He kindly gave me a range of stickers I could place in the area where I live, as these are often placed in a position where, to high above head height, in locations where no problems have been reported.

I decided I would take ownership of the area I live in Lodmoor Hill Weymouth, and as mentioned by one respondent to the consultation, as I cleared an area, I popped up empty biodegradable bags carrying a message to bag and bin it. Which proved successful until someone began to take them down again, and a rumour went around the area I was tying full poo bags up.

Increasing the fine to £1000 in my experience would make little difference, I belong to worldwide group of dog owners who litter pick every time they walk their dogs, many 3 times a day, I asked a question on the group (18000) they all agreed having regular patrols where dog owners will be fined is the only answer to stopping this,

Does Dorset Council have updated figures for dog fouling, and fines issue and will they be employing dog wardens to enforce this and work with local groups of dog owners who are trying their best to raise awareness in all areas?

	<b>Enforcing authority</b>	<b>Issued</b>	<b>cancelled</b>	<b>prosecuted</b>	<b>complaints received</b>	<b>complaints upheld</b>
<b>dog fouling</b>	W&PBC	5	1	0	1	0

### **Response from the Portfolio Holder for Customer and Community Services**

Thank you for your question which touches on a really important aspect of responsible dog ownership, the removal of fouling. The draft Order is very clear about this and will require removal of dog fouling. However, the Council has limited enforcement resources and we have to target these to hotspot areas. We rely on working with dog owners and groups to spread raise awareness and explain the public health dangers from fouling.

I have asked officers to reply to you about dog fouling statistics and the number of warnings and fixed penalty notices issued. However, I know that in the previous district and borough councils, there was concern about the relatively low numbers. It is often difficult for dog wardens to witness an incident of fouling and we have sought to improve local intelligence to help with this, and will continue to review this aspect of the service to see if there is more that we can do.

### **8. Question from the Dog Friendly Weymouth and Portland Group**

Dog Friendly (Weymouth and Portland) would like to say that while we are glad that the results are now being discussed, that we remain disappointed in the narrow date options put forward in the consultation and the lack of a question on early access to beaches during restricted times. We note that there was a large number of comments relating to this.

We have reviewed the draft PSPO and note that the dogs on leads section has a specific section for Studland and for Lyme Regis. There are no dates for Studland and a dogs on leads instruction for Lyme Regis. The National trust site for Studland states that dogs are welcome at all times with dogs on leads during the summer months (May to September). The PSPO should reflect this.

The overall view the council gave was that they wanted to have one PSPO for the council area. The fact that Lyme Regis beach stands out as the only area with a dogs on leads instruction goes against this aim. Considering that the results across Dorset was NOT in favour of dogs on leads outside the summer restrictions (including Lyme Regis by a small margin), we feel it would be more consistent to include Lyme Regis with the other named beaches.

Having one beach with that restriction could easily lead to visitors to Lyme falling foul of a rule that they believed applied across Dorset.

It applies equally to studland and lyme regis.

Will the council respect the consultation results and allow dogs off leads outside the restricted times, and will the council undertake to provide a wider range of time and date options on any future consultation?

### **Response from the Portfolio Holder for Customer and Community Services**

Thank you for your question. The results of the consultation have helped to inform the proposals but are not the only factor. We have looked to achieve consistency with the proposals where we can but also appreciate the need to take account of local circumstances for example where there are nearby unrestricted beaches such as at Lyme Regis. Some of the issues raised in the consultation including the timing of beach restrictions will feature in the next consultation as part of a review which must be undertaken within 3 years.

#### **9. Question from the "Paws on Plastic & Rubbish Lyme Regis Beaches" and "Lyme Regis's Loving Dog Owners & Friends" Groups.**

##### **Question One**

As representative of the Facebook Groups "Paws on Plastic & Rubbish Lyme Regis Beaches" and "Lyme Regis's Loving Dog Owners & Friends" I wish to challenge the comments published in the Dogs on Beaches Consultation by asking for evidence that the Lyme Regis Sandy Beach is "covered in dog poo".

We have documented daily evidence for the period Oct 2019 to March 2020 (up until the pandemic hit) in the form of both videos and photographs to show the beach isn't "covered in dog poo" but sadly as featured on both the Paws on Plastic & Rubbish Lyme Regis Beaches and the Lyme Regis's Loving Dog Owners & Friends Facebook Groups, we can prove there is a huge issue with littering and human antisocial behaviour, in the form of taking Nitrous Gas, vandalism, breaking glass bottles, and general hazardous littering (smashed glass bottles, cigarette butts each one polluting 7.5 litres of water, plastic / nylon rope / bio beads and Nurdles which cause harm to marine life and other litter items as documented) which until the pandemic were being cleared away each daily by caring dog owners from the Lyme Regis Front Beach to keep both marine life, animals and humans safe from harm.

Therefore without solid evidence that the Lyme Regis Beaches are "covered in dog poo" could we please request that this unsupported statement is removed from the consultation?

For reference the groups are:

<https://www.facebook.com/groups/PawsOnLymeRegis>  
<https://www.facebook.com/groups/lymeregisdogowners>

## **Response from the Portfolio Holder for Customer and Community Services**

Thank you for your question and your valued work in the community. The comments included in the report were carefully chosen to represent views on all sides. The appendix is a total list of all comments. Comments are not deemed to be facts or true, merely a consultation response. It would not be appropriate to remove any comment on the basis that somebody disagrees with it.

### **Question Two**

As representative of the Facebook Groups “Paws on Plastic & Rubbish Lyme Regis Beaches” and “Lyme Regis’s Loving Dog Owners & Friends” we would also like to ask how many fines were issued for dog fouling on Lyme Regis Front Beach for the period 1 October 2019 to 30 April 2020?

For reference the groups are:

<https://www.facebook.com/groups/PawsOnLymeRegis>

<https://www.facebook.com/groups/lymeregisdogowners>

## **Response from the Portfolio Holder for Customer and Community Services**

There have been no fines issued for dog fouling in this location during the period that you mention. It is often difficult for dog wardens to witness an incident of fouling and we have sought to improve local intelligence to help with this. As mentioned in a previous reply, we may look to review this aspect of the service to see that we are doing all that we can with the limited resources available. Lyme Regis Town Council has authorised officers who also carry out patrols in this area and give advice and guidance on responsible dog ownership.

## **10. Question from Debbie Conibere**

### **Question 1**

Given that the recent Dogs on Beach Consultation resulted in a higher percentage of 49.2% for those specifically responding to Lyme Regis, in which they stated, “No - I think dogs **should not be** required to be kept on a lead” referring to the out of season Winter period, and given that Dorset Council wished to have the same restrictions for all of the beaches listed in the consultation, why is consideration being given to not allowing dogs off leads on the Lyme Regis Front Beach when dogs are allowed off lead on the other beaches listed in the consultation?

## **Response from the Portfolio Holder for Customer and Community Services**

Thank you for your question. The consultation results were relatively close on this issue and regard was had to the views of the Town Council and the other factors mentioned in the report that have shaped the draft Order being presented at today’s meeting.

## **Question 2**

Could the Cabinet please inform of a safe accessible beach / dedicated dog exercise area in Lyme Regis Town that can be used by dog owners to exercise their dogs off lead during the permitted period that dogs are allowed on the front Lyme Regis Beaches (1 Oct - 30 April), given that Monmonth Beach and Black Venn Beach are away from the main town and the town's facilities, Monmonth Beach is uneven with large rocks leading to known falls by members of the public, a Town Council Worker and a Lyme Regis Town Councillor, Church Beach and Black Venn Beach are only accessible by steep steps, have large boulders to contend with and are tidal therefore these beaches get cut off at different times of the day making them unusable by the public plus Black Venn has warnings of rock falls, and Back Beach again is cut off at high tide, has uneven surfaces and slippery rocks therefore the alternative dogs off lead beaches are unsuitable for the vulnerable, elderly, pregnant women and those with mobility and sight issues? Please bear in mind most dog walkers stick to set walking times, mainly early mornings when most visitors are not up and children are being taken to or are in school, therefore tidal beaches cannot be used at e.g. 8.30am every day of the week.

### **Response from the Portfolio Holder for Customer and Community Services**

Lyme Regis and its surroundings is rich with unique natural and man-made features for people to enjoy. Whilst it is appreciated that the on lead restrictions are an issue to some dog owners, there are people who find these restrictions beneficial, a view also expressed by local residents. There is a wonderful parade and sea defence path that allows for long dog walks and beaches either side of the exclusion area are unrestricted.

#### **11. Question submitted by Sarah Locke-Lavell**

I would like to put forward my questions to the council regarding the above order.

1. I was shocked to hear the statement from Lyme Regis town council stating their view that the town would like dogs to be banned year round on the front beach. I also noted that all the other councils were happy to continue the current position of dogs either excluded or on leads in the summer whilst larger numbers are using the beaches and dogs allowed off leads during the winter off season months, to encourage tourism for dog owners throughout the quieter winter months. I would like to ask the question why has Lyme Regis taken the view that dogs are to be excluded from the only family and disabled accessible beach during quiet months when the towns business's rely on this tourism income to survive. This is incredibly relevant during the current pandemic and I also believed that having a unitary council, would mean the majority view would win over. Please can you clarify the councils overall position on this ?

## **Response from the Portfolio Holder for Customer and Community Services**

Thank you for your question. The draft Order does not exclude dogs from the Front Beach during the 'quieter winter months'. Dogs are welcome, albeit they must be on a lead.

2. Should each individual town council have held some sort of widely known referendum to find out the public's views, as I did not hear anything about this in Lyme Regis. I was only aware of the 10,000 Signatures on the petition that the public signed in favour of allowing dogs on the front beach of the lead to continue during the winter months. I would like to ask, will the petition in Lyme Regis be taken into account when Dorset Council make their final decision?

## **Response from the Portfolio Holder for Customer and Community Services**

The consultation was well publicised including through local press and on social media. There were 1,175 respondents to questions related specifically to Lyme Regis Front Beach so many people took the opportunity to respond. The petition mentioned was concerned with Lyme Regis Town Council and so was not considered as part of the consultation.

### **12. Question from Helen Freeman**

The anti 'share policy 'some people seem to have re dogs and beaches.

I am reg disabled Over 60 years old ,and look forward to being able to walk on a safe beach in the winter . I feel we all need a safe place to free run our dogs off lead. I cannot walk very well I use a stick for balance and have tripped and fallen , on all the other beaches due to uneven surfaces

I often study the web cams at Lyme Regis , and quite frankly in the winter off season time very few use the beaches apart from the dog people . The Day visitors , holiday makers and locals . Over the 13 years we have lived on the Lyme Road, I have spoken to lots of people visiting the Dorset Beaches. Most dog visitors do time holidays to visit the area when the beaches are open for dogs . Also the wonderful local pubs, cafes and shops are nearly all dog friendly . In fact many a time only with dog folk in them during the Winter mornings.

In fact our visits to Lyme Regis in the winter months , is one of my years hi lights . The beaches have been badly effected by a huge amount of visitors this year . I believe dogs are being blamed for poo littering when it has been human . I can tell the difference .For over 9 years I have been documenting Facts re dog poo at Burton Bradstock asPooo pin . We are in process of a re brand Currently to help More when we come past cv19 and it is safe. So I have in that time gained experience on this subject . I feel that this year we have seen far more human litter of all sorts . During

this summer I have been visiting all the coastal areas at sunrise to exercise our dogs .

So please do consider those like me who are older and unable to walk . We need our turn on the beaches with our dogs . I believe off lead time is needed by dogs to , on walk ways yes need To be on leads leads . but we all need to share this world , sadly some folk don't want to do this .

Finally during this year many of us suffered , it is not the right time to alter any arrangements as many have not been able to come out . If like me have been staying away due to cv19 , we need time to heal before things change .

### **Response from the Portfolio Holder for Customer and Community Services**

Thank you for your question and I appreciate the point made about littering on our beaches especially after some of the scenes seen this summer. We do appreciate that mobility issues can have an impact on people's ability to walk their dog and the draft Order does facilitate a range of on-lead and off-lead locations for dog owners to use at Lyme Regis. There are also other beaches in our area where dogs can be exercised off lead. However, dogs can also get sufficient exercise even when on a lead.

With regard to the pandemic, our dog wardens have been mindful of the current circumstances and will continue an appropriate approach to enforcement.

### **13. Question from John Calvert**

Given the shortfall in the budget, could the Council Cabinet confirm that it will recommend that the Council minimises the use of consultants and, more important still, minimize the creation of bespoke IT systems and instead use current software that works for lots of other councils.

### **Response from the Leader of the Council**

Thank you Mr Calvert for this question and suggestions of where we can look for savings.

Dorset Council's workforce is diverse with a broad base of skills, knowledge and expertise. There are however, occasions where specialist skills or expertise from outside of the Council need to be brought in. Often this will be for specific projects or programmes of work. I can confirm that the Council seeks to minimise such spend and only buys in Consultancy support when it needs to.

In response to the point about bespoke IT systems I can confirm that Dorset Council operates very few of these and the vast majority of our software applications are bought 'off the shelf'. However it should be noted that most 'off the shelf' systems require some form of configuration to allow them to support Dorset Councils businesses processes.

I can confirm that part of our approach to savings for this year and next is to reduce the number of software applications that the organisation uses.

**14. Question from Linda Nunn, Director, Cranborne Chase AONB, Rushmore Farm**

Dinah's Hollow is in the Cranborne Chase Area of Outstanding Natural Beauty where the purposes of designation are conserving and enhancing natural beauty. The Dorset Council scheme to stabilise the banks would entail converting extensive tree and fern covered habitats into exposed areas of geotextile and 'soil nails' [similar to the photograph in Appendix A para 2.4 of your report]. How is the Dorset Council Cabinet seeking to fulfil its obligations under section 85 of the Countryside and Rights of Way Act 2000 when it has not consulted or engaged with the Cranborne Chase AONB Partnership on Dinah's Hollow since the formation of Dorset Council?

**Response from the Portfolio Holder for Highways, Travel and Environment**

The former Dorset County Council cabinet suspended work on the project in December 2015 and no work has been done on the stabilisation project for nearly 5 years. Dorset Council was formed more recently in April 2019. It is acknowledged in the report to cabinet (Appendix A para 7.1) that, due to the time elapsed since the suspension of the project, reports and consents would need to be reviewed and updated. This includes consultation that runs alongside the ecological studies, the Landscape Visual Impact Assessment (LVIA) and tree surveys. The previous consent to fell trees covered by a Tree Preservation Order has expired and a new application will be required.

**15. Question from Richard Burden**

Dinah's Hollow and Melbury Abbas are on a C class road within an nationally designated Area of Outstanding Natural Beauty where tranquillity is a key characteristic. Why is Dorset Council actively routing HGVs onto this C class road through the AONB when there are obvious bottlenecks in the village, the vibrations from HGVs could increase the risks of landslides in Dinah's Hollow, and HGVs disturb an extensive area of the AONB?

**Response from the Portfolio Holder for Highways, Travel and Environment**

The council's HGV policy for the A350/C13 route strategy between Blandford Forum and Shaftesbury was agreed at the Cabinet meeting of the former Dorset County Council on 6<sup>th</sup> December 2017. The advisory routing works by directing northbound HGV's along the A350 and southbound on the C13 through Melbury Abbas. Mitigation measures have been put in place including the installation of Vehicle Activated Signs (VAS) in Blandford and Shaftesbury to direct HGV's, along with an additional VAS being installed in Melbury Abbas to complement the existing HGV warning signs. In addition, the traffic signals through the barriered section of Dinah's

Hollow have been made permanent to slow vehicles in the 20mph ensuring a smooth flow of vehicles through this narrow section within the village

## **16. Question from Peter Bowyer**

1 Can the Council please answer question 7 that was asked at the Cabinet meeting of 08.09.20? A directly relevant and meaningful reply is requested in the interests of maintaining confidence in the exercise of the planning function by the Council. The full question and the earlier response from the Council are contained in the minutes of the Cabinet meeting of 08.09.20 (contained within the papers for the Cabinet meeting of 06.10.,20).

2 Given that houses are financial assets, and that building more houses in Dorset shows no evidence of falling prices, how does the Council consider that proposals in the Planning White Paper (if adopted) will ensure that local housing need is the driver for the Dorset Local Plan?

## **Response from the Portfolio Holder for Planning**

Part 1:

At the Cabinet meeting of 08/09/20 question 7 Mr Bowyer asked how and when the residents of Dorset and their communities will be able to assist in the creation of a vision for the "Dorset People's Local Plan" other than responding to any consultation in late 2020/early2021. The follow-up question now seeks a directly relevant and meaningful reply.

The response I gave at that meeting is minuted and I believe answers the question, so I do not propose to repeat my reply. As a point of clarification, the emerging plan is called the Dorset Local Plan, not the "Dorset People's Local Plan". It will be a plan for Dorset and its communities and is subject to statutory processes for engagement, consultation and public examination. The people of Dorset are therefore able to comment, engage and help shape the final plan.

Part 2:

At present, housing needs are assessed based upon a national methodology. The Government is proposing revisions to the standard method for calculating housing numbers which, if confirmed, may set binding figures for local authorities. The White Paper also proposes that local plans should identify growth areas, renewal areas and protected areas, and so housing requirements (whether through the existing standard methodology or binding targets) would then be directed to suitable areas via local plans. In addition, it is proposed that a single infrastructure levy would replace the current Community Infrastructure Levy and financial contributions via Section 106 planning obligations (including affordable housing). There is still uncertainty over whether these proposals will carry forward or indeed how they would work in practice, and Dorset Council is considering its response to the Government's White Paper at this meeting. Having said this, it is anticipated that local affordability needs will continue to be a key priority for local plans and Dorset Council is committed to securing high quality affordable homes for its communities. At

present work is continuing on the emerging local plan and consultation will take place in the New Year on the proposals in the plan, including its approach to delivering affordable housing across Dorset.