



Dorset Council

Date: Thursday, 13 July 2023
Time: 6.30 pm
Venue: Council Chamber, County Hall, Dorchester, DT1 1XJ

All members of Dorset Council are requested to attend this meeting of the Full Council.

Chief Executive: Matt Prosser, County Hall, Colliton Park, Dorchester, Dorset DT1 1XJ

For more information about this agenda please contact Democratic Services Meeting Contact susan.dallison@dorsetcouncil.gov.uk

Members of the public are welcome to attend this meeting, apart from any items listed in the exempt part of this agenda.

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Agenda

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5. PUBLIC PARTICIPATION - QUESTIONS AND STATEMENTS

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Representatives of town and parish councils and members of the public who live, work, or represent an organisation within the Dorset Council area are welcome to submit either 1 question or 1 statement for each meeting. You are welcome to attend the meeting in person or via MS Teams to read out your question and to receive the response. If you submit a statement this will be circulated to all members of Council in advance of the meeting as a supplement to the agenda and appended to the minutes as the formal record but will not be read out at the meeting. The first 8 questions and the first 8 statements will be accepted on a first come first served basis in accordance with the deadline set out below.

The full text of the question or statement must be received by 8.30am on Monday 10th July 2023. All submissions must be emailed to susan.dallison@dorsetcouncil.gov.uk

Please note that questions should be no more than 450 words, including the pre-amble to the question.

Full Council– 13 July 2023 Public Participation

1. Question from Alex Bailey

Bibby Stockholm

Councillor Laura Beddow, at a Portland Town Council public meeting on the sixth of June, shared that Dorset Council (DC) had sought legal advice over the secretive agreement between Portland Port and the Home Office. Based on that unknown advice and counsel, Dorset Council had weakly decided not to proceed with any legal challenge. DC, then, complied with their “duty of care” via laws still, again unknown, while secretly pursuing the Home Office for additional funds.

I consider this pivotal reasoning from an unknown legal person and their advice important, and frankly central, as is evident by the four other ports who were never in need. Perhaps, Dorset Council took in the wrong counsel due to the growing pressure from the Cabinet, though I would remind the members here that other councils pushed back. A list that includes, but isn't limited to, East Riding of Yorkshire Council, Ipswich, Stoke-on-Trent City Council, and Great Yarmouth Borough Council, which I shared with two members here in the hall.

I'll go on... in April of this year, Hambleton District Council raised concerns over a plan to convert a disused RAF base in Linton-on-Ouse to an asylum reception centre. The Home Office abandoned the plans after Hambleton Council threatened legal action claiming there had been a "lack of consultation" by the Government. Maybe, DC should have got a second opinion on their “specialist” legal advice it received - pause - I understand it has not been all plain sailing, such as the judgement that has been reserved at Braintree and Skegness.

I would share with you at nearly 300 words a story of a valiant gentleman from Bexhill-on-Sea, named Jeff Newnham, who is still fighting the Home Office over HMP Northeye, and was able to raise £15,000 for a judicial review over a Class Q ruling - how amazing is that, and better than what you - Laura - have offered. How can you a 'county' council be in debt by what Cllr David Gray, shared was around £47 million in June, wimble at the above... Be like Jeffery, be better.

There are unanswered questions around multiple occupancy, but I think this amble has pre'd enough, and my question is direct and is as follows: Please detail the legal advice Dorset Council sought and received, and from who, when, and where regarding the agreement between Portland Port and the Home Office? The people of Portland, Weymouth, and Dorset want answers, and your silence has been deafening... while your lies have just left a poor taste...

2. Question from Stephen Coggins

Bibby Stockholm

Why has Dorset Council not mounted legal action blocking Home Office plans to house asylum seekers on Barge in highly deprived area with limited single road access and the areas main income is Tourism while at least 3 other Councils have succeeded in Court Injunctions with little cost and 100% success.

3. Question from Susan Phoenix

Bibby Stockholm

I would like the council to raise as many local concerns as possible at your Thursday meeting, concerning the Barge to be placed in Portland harbour.

However, the one that I found most people were concerned about that were at very well attended March on Saturday was -? please would the council consider changing their position and challenging the placement of the Bibby Stockholm in Portland Harbour.?

It cannot be too late, and it would restore so much confidence in the local communities of Portland and Weymouth.

4. Question from Kevin Graham

Corelli Estate, Sherborne

There are numerous problems associated with the development of Corelli Estate in Sherborne, constructed by Persimmon. After close to 10 years on site, developers have now left the estate with incomplete roads, pavements, streetlighting, blocked drains, building material rubbish discarded in various locations on site, two 10 metre high soil spill tips, various poorly supported and dangerous metal grid fencing, alongside unmown verges for months at a time. Persimmon, via their Managing Agent, Blenheims, have imposed an Estate Rent Charge on purchasers and use this mechanism to collect an ever-increasing annual maintenance fee with no accountability or transparency. This gives them the power to dispossess owners of their property if the charge is unpaid or challenged. Why have DCC never enforced the Persimmon planning requirements and what are they doing about ensuring satisfactory compliance with all of their obligations to the residents of Corelli Estate?

5. Question from Paul Rollason

Barton Farm Estate

In December it will be ten years since planning permission for the development of the Barton Farm Estate by Corelli / Persimmon was granted. The former farm buildings, including the Grade 2 Listed Farmhouse and Dairy Cottage, have been allowed to decay throughout that time with no sign of the approvals given for their renovation being implemented. Soon they will rival the nearby Newell House in their

state of dereliction and decay. How and when will the planning authority ensure that redevelopment of the farm buildings is carried out?

6. Question from Cllr M Bell on behalf of Weymouth Town Council

Weymouth car parking

The new pricing structure for Dorset Council car parks is a complete U-turn from the 2019 manifesto to unify the charging structure across the county, which they announced in November 2021.

The current fees set by Dorset Council Cabinet are having a detrimental impact on Weymouth's residents and businesses.

Weymouth residents now pay 3 times more than residents in other towns to park in the main carparks, and spend a few hours on the high street, beach, attending medical appointments or enjoying other facilities. Recently we were informed that this is having an impact on the health of our residents in one of the most deprived areas. They are missing medical appointments as they cannot afford the parking, or they are leaving prior to receiving full care as they cannot afford longer durations.

As per Dorset Council's press release dated 29th March 2023

"an increase in the cost of parking in Dorset Council's car parks will be limited to busy tourist areas. The rates will be seasonal, with some only increasing for the spring/summer period. The changes will come into effect from 28 April 2023.

Prices in the Council's other car parks will not rise, except for some 6 hour stays in multi-use car park areas used by larger vehicles such as coaches, large motorhomes, and lorries."

It also stated that "income from car parking is re-invested into the running of the council's parking service and the maintenance of the car parks and on-street parking places." This statement is hard to believe when you look at the condition of the car parks in Weymouth.

If parking was cheaper, more people would visit Weymouth, and stay longer, which is necessary to support the Weymouth economy. It would also allow residents to attend medical appointments and receive the health care they need.

In reality, the car parks that are cheaper (away from the town centre) are being filled by tourists meaning residents are driving around looking for cheaper parking and ending up in the most expensive car parks. This also increases emissions.

With the deprivation in Weymouth, many residents cannot afford the parking permits that are offered by Dorset Council even with discounts.

There is also an urgent need to amend the bus routes to pick up from the free Park & Ride site and for the buses to run more regularly.

If Dorset Council uses a uniform approach and increases parking charges across the county slightly, whilst reducing seaside towns to the same level, there will be no revenue decrease and we will have an equitable system that benefits all stakeholders.

Question:

Will Dorset Council respond to the concerns of Weymouth's residents and tourists and reduce parking fees now?

7. Question from Honorary Alderman Christine James, Independent member Westham

Weymouth car parking

As the parking brief holder for the former borough council for nine years I feel I'm in a good position to speak on the matter regarding parking charges.

No one is happy regarding the inequality between towns over the high summer charges. They will and have made residents and visitors think twice before staying. All of which has a huge knock-on effect to our town's economy.

After a little investigating, I feel that DC could maximise their car park with a little jiggling to accommodate a possible extra 200 spaces within certain car parks.

This would enable a different charging regime to be brought in thus helping Weymouth but still giving DC extra income. My working out could increase the income by almost a million if done properly.

Looking at long stay and short stay, how DC charge, possibly having just parking with no designated length of stay?

During my term as brief holder I worked with former officers Alan Muncaster and Bob Savage to design the installation of 'aires'. Spaces for camper to hook up to, thus creating an income both for parking as well as the town's economy. Those plans are still in the ownership of those officers who are both keen to see this happen.

We also worked on possible evening boot sales, car dealer monthly sales, pop up and open-air cinema to boost income.

I'm proud that I took on and made happen the biggest shake up of parking for years which were agreed and then under the leadership at the time shelve it with their misguided view that a women could not possibly know what she is talking about. Times haven't changed much.

Parking should not still be a 'cash cow', the detrimental minuses to residents include those missing a doctor's appointment because the charges are extremely high for many. As we don't have a bus service of any value people need their cars. Trying to be 'green' is all very well but a combination of all those things are having a serious consequence on Weymouth economy.

In light of problems patients are having parking and not overstaying, would it be a gesture to allow so many £1 per hour slots for the surgery? Seeing a doctor is hard enough without the extra worry for many people.

Would Cllr Bryan be prepared to meet with me to discuss further my ideas as rather than just demand a decrease I'm giving you a possible solution for extra income?"

8. Question from Tia Roos

Weymouth car parking

How does Cllr Bryan propose that those needing to drive into Weymouth Town Centre, for mental health community support, during the summer season, afford the increased costs to parking, when they already often struggle to buy a coffee as it is?

9. Question from Chris Simmons

Weymouth car parking

When 14.5% of your revenue is from rates and you are £2.3 million down on parking revenue, why are you driving people out of town by doubling and tripling, as in the case of park street car park, the existing charges.

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