

# Public Document Pack



## CABINET

### MINUTES OF MEETING HELD ON MONDAY 8 NOVEMBER 2021

**Present:** Cllrs Spencer Flower (Chairman), Peter Wharf (Vice-Chairman), Graham Carr-Jones, Ray Bryan, Tony Ferrari, Laura Miller, Andrew Parry, Gary Suttle, Jill Haynes and David Walsh

**Apologies:** There were no apologies

**Also present:** Cllr Cherry Brooks, Cllr Simon Gibson, Cllr Andrew Kerby, Cllr Nocturin Lacey-Clarke, Cllr Byron Quayle, Cllr Jane Somper, Cllr Jon Andrews, Cllr Shane Bartlett, Cllr Simon Christopher, Cllr David Gray, Cllr Matthew Hall, Cllr Rob Hughes, Cllr Sherry Jespersen, Cllr Maria Roe, Cllr David Taylor, Cllr Richard Biggs, Cllr Andrew Starr, Cllr Susan Cocking, Cllr Jean Dunseith, Cllr Beryl Ezzard, Cllr Les Fry, Cllr Barry Goringe, Cllr Brian Heatley, Cllr Ryan Holloway, Cllr Nick Ireland, Cllr Carole Jones, Cllr Stella Jones, Cllr Val Potheary, Cllr Molly Rennie, Cllr Gill Taylor, Cllr Kate Wheller and Cllr John Worth

**Officers present (for all or part of the meeting):**

Matt Prosser (Chief Executive), Aidan Dunn (Executive Director - Corporate Development S151), Jonathan Mair (Corporate Director - Legal & Democratic Service Monitoring Officer), John Sellgren (Executive Director, Place), Kate Critchel (Senior Democratic Services Officer), Vivienne Broadhurst (Interim Executive Director - People Adults), Theresa Leavy (Executive Director of People - Children), Jack Wiltshire (Head of Highways), Dawn Adams (Service Manager for Commercial and Procurement), Andrew Galpin (Infrastructure & Delivery Planning Manager), Elizabeth Murray (Strategic Parking Project Manager), Matthew Piles (Corporate Director - Economic Growth and Infrastructure), Grace Evans (Head of Legal Services and Deputy Monitoring Officer), Andy Frost (Community Safety and Drug Action Manager), Lesley Hutchinson (Corporate Director for Adults Commissioning), Heather Lappin (Head of Strategic Finance), Deborah Smart (Corporate Director – Digital & Change) and Vik Verma (Interim Director of Education and Learning)

### WELCOME AND INTRODUCTIONS

The Chairman welcomed all presented and advised that virtual meetings were continuing. Where a decision was required, the appropriate Portfolio Holder would make that decision after taking into account the views expressed by the wider Cabinet membership.

#### 1. **Declarations of Interest**

The following councillors advised that they had a registerable interest as members of the Shareholder Group for the Dorset Centre of Excellence Board. They had been granted a standing dispensation to enable them to continue to make decisions in respect of this matter.

Cllr Spencer Flower  
Cllr Andrew Parry  
Cllr L Miller  
Cllr Peter Wharf

The following councillors advised that they had a registerable interest as members of the Shareholder Group for Tricuro Support Ltd and Tricuro Ltd. They had been granted a standing dispensation to enable them to continue to make decisions in respect of this matter.

Cllr Peter Wharf  
Cllr G Suttle  
Cllr D Walsh

In the interests of transparency and although not members of Cabinet, Cllr Beryl Ezzard and Cllr Nick Ireland also indicated that they had a registerable interest as members of the Shareholder Group for Tricuro Support Ltd and Tricuro Ltd. They both had been granted a similar standing dispensation to allow them to make decisions in respect of this matter, where appropriate.

Cllr A Parry also advised that he was the Chair of Governors for the Dorset Virtual School.

## **2. Public Participation**

There were 12 questions/statements from the public. These questions were read out by Matt Prosser, Chief Executive and Jonathan Mair (Corporate Director, Legal and Democratic Services) and responded to by the appropriate Portfolio Holder.

In respect of questions 5 to 11, the Corporate Director, Legal and Democratic stated that there had been a number of similar questions and statements raised in respect of item 9 "Phase 2 Parking Charges Transformation Project. He then read out the following summary of the points raised by residents of Wimborne.

"The main concern that the Wimborne residents had was the increase in price from £80 to £260 for one permit and the increase from £120 to £520 for two permits. It is felt that this increase in price, which is much higher than the rate of inflation, is unaffordable for many residents who are also having to deal with other rising costs. The proposed monthly payments of £25 or £50 do not help residents who are already struggling financially.

The secondary concern was the lack of consultation with Wimborne residents directly. The residents do not have any other option for parking, and they felt that they will have to live with a decision made on their behalf without their input.

Lastly, residents were concerned that Wimborne Town Council were not aware of the permit prices when they responded to the initial consultation, thus their response: "... was minded to support the proposals within the draft Strategy and

agreed that it did not appear to affect Wimborne Minster residents unduly”, cannot be used as evidence of support for the permits.”

The full set out questions and statements were detailed in Appendix 1 to these minutes along with the portfolio holder’s response.

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### 3. **Questions from Councillors**

There were no questions from councillors.

### 4. **Forward Plan**

The draft Cabinet Forward Plan for December 2021 was received and noted.

### 5. **Quarter 2 (Q2) Financial Management Report**

The Portfolio Holder for Finance, Commercial and Capital Strategy set out the financial management quarter 2 report. The document provided information about the Council’s forecast performance against its revenue budget in 2021/22 and the impact this could have upon reserves.

Cabinet members:

- (a) noted the Senior Leadership Team’s forecast of outturn at the end of Qtr2 including progress of the transformation and tactical savings incorporated into the budget.
- (b) noted that work continued on the capital programme, by subgroups established by the Capital Strategy and Asset Management Group (CSAM).
- (c) Agreed the financial strategy statement as set out at appendix 2 of the report as the basis for financial management arrangements over the remainder of the year and into the Medium-Term Financial Plan (MTFP) period. *The statement incorporated much of the work being taken forward in response to the LGA finance peer review.*

### **Reason to note:**

The Council had responsibilities to deliver within its corporate plan and it must do this within the resources made available through the revenue and capital budgets for 2021/22. The report summarised the Council’s forecast financial performance for 2021/22 at the mid-point of the year.

### 6. **Commercial Strategy - Commissioning & Procurement Overview**

Cabinet considered a report on the approval of the Commercial Strategy – Commissioning & Procurement Overview. Members were advised that Place and

Resources Overview Committee had also considered the strategy, making minor amendments which had been incorporated in the final document.

Cabinet members indicated that they were “minded to support” the recommendations as set out in the report.

### **Decision of the Portfolio Holder for Finance, Commercial & Capital Strategy**

That the Commercial Strategy be approved.

#### **Reason for the decision**

Being more commercial is a key part of Dorset Councils transformation programme. In approving the revised Commercial Strategy, Cabinet is endorsing the approach of the Council becoming more commercially minded and more business- like in its activities.

[Executive Decision - Commercial Strategy - Commissioning & Procurement Overview - Dorset Council](#)

## **7. Transformation Annual Report**

In setting out the recommendation, the Portfolio Holder for Corporate Development and Transformation presented the first transformation annual report. She also set out the five themes for the programme of transformation and the progress that had been made to date.

Cabinet members expressed a “minded to view” to support the report’s recommendations.

### **Decision of the Portfolio Holder for Corporate Development and Transformation**

- (a) That the Transformation Plan Annual Report be approved.
- (b) That the shift from convergence plan following local government reorganisation towards more aspirational transformation plans over the next 10 years be noted.
- (c) That full financial savings projections for year 2 2022/23 be provided as part of the budget setting process and report in February 2022.

#### **Reason for the decision**

Fundamental change to systems enabling improved outcomes across demand-led services can take time, and as such, a long-term transformation programme will build incremental change to drive outcomes and realise financial stability.

[Executive Decision - Transformation Annual Report - Dorset Council](#)

## 8. **Phase 2 Parking Charges Transformation Project**

The Portfolio Holder for Highways, travel and Environment set out the purpose of the report; to seek agreement on the proposed parking charge changes. He confirmed that statutory and non-statutory consultations had taken place. Notifications had also been sent to Town and Parish Councils.

The Portfolio Holder further reported that Place and Resources Overview Committee considered a similar report which set out the details and recommendations of the phase 2 parking charges transformation project. The comprehensive notes from that meeting were attached to the Cabinet report.

In response to a question, the Portfolio Holder confirmed that he would meet with the Wimborne local councillor concerned to discuss a local issue.

In response to a question regarding Purbeck Park car park and potential Swanage congestion, the Portfolio Holder proposed the following addition to the recommendations:

“That Purbeck Park car park at Nordon be moved for level 2 to the level 1 parking tariff.”

Cabinet members indicated that their view was “minded to” support the proposals including the additional recommendation added by the portfolio holder.

### **Decision of the Portfolio Holder for Highways, Travel and Environment**

- (a) To align the day rate in the main tourist locations car parks during peak and low season
- (b) To align charges in all other car parks (rural and town locations)
- (c) To align on-street parking charges in areas that already have on-street pay & display
- (d) That all current public car park permits be withdrawn and that a long stay and short stay car park permit for residents and workers in the Dorset Council area be introduced.
- (e) That Purbeck Park car park at Nordon be moved from level 2 to the level 1 parking tariff.

### **Reason for the decision**

Dorset Council Parking Services is currently working under the Parking Orders of the former six Councils, this has led to a disparity of tariffs between areas to the extent that some areas are free to park all day and others pay £9. An alignment of

the Parking Orders is necessary to standardise charges to ensure equality for residents.

[Executive Decision - Phase 2 Parking Charges Transformation Project - Dorset Council](#)

9. **Dorset Council High Needs Block Management Strategy**

The Portfolio Holder for Children, Education, Skills and Early Help set out the refreshed strategy for Dorset's SEND services and the accompanying High Needs Block Management Strategy.

Cabinet members supported the recommendation and indicated that they were "minded to support" the proposal to adopt the strategy.

**Decision of the Portfolio Holder for Children, Education, Skills and Early Help**

That the revised Dorset Strategy for children and young people (CYP) with Special Education Needs and Disabilities (SEND) and the accompanying High Needs Block Management Strategy, be noted and approved.

**Reason for the decision**

Dorset Council's SEND strategy had been updated to reflect the significant progress and changes in Dorset's SEND services over the last three years.

The previous strategy which was launched in 2018 is due to expire and as a Council it is the right time to refresh this in light of the significant progress that has been made with our partners.

[Executive Decision - Dorset SEND Strategy 2021- 2024 - Dorset Council](#)

10. **Domestic Abuse Strategy**

Cabinet considered a report seeking support for the continued publication of the consultation draft of the Domestic Abuse Strategy for 2021 – 24. The Portfolio Holder for Housing and Community Safety confirmed that under the Domestic Abuse Act 2021 the council had a duty to establish a Domestic Abuse Local Partnership Board (LPB), produce a needs assessment and prepare, publish, and deliver a strategy.

The Portfolio Holder also confirmed that the strategy had been considered by the People & Health Overview Committee and where appropriate, their comments had been included in the report.

The Portfolio Holder reported a slight amendment to the recommendation, in that any delegation should be "in consultation with the Executive Director for People – Adults"

Non- executive members supported the strategy and in response to questions, the Portfolio Holder advised that he was looking to secure additional funding and hoped this project would be part of the future transformation programme.

Cabinet members indicated their “minded to view” to endorse the recommendations, as amended, put before them.

### **Decision of the Portfolio Holder for Housing and Community Safety**

- (a) That the continued publication of the consultation draft of the Domestic Abuse Strategy 2021-24 be endorsed; and,
- (b) That the authority be delegated to Portfolio Holder for Housing and Community Safety to approve a final Strategy for publication, in consultation with the Executive Director for People - Adults, taking into account the responses made to the consultation

### **Reason for the decision**

To ensure that the Council meets its statutory duty under the Domestic Abuse Act 2021 relating to preparing and publishing a domestic abuse strategy.

[Executive Decision - Domestic Abuse Strategy - Dorset Council](#)

## **11. Platinum Jubilee Civic Honours Competition - Bid by Dorchester Town Council**

The Leader of the Council set out a report supporting the Dorchester Town Council’s bid for city status. As the t was the upper tier council, Dorset Council had the responsibility to act as conduit for the bid process. The Leader of the Council welcomed the excellent bid and happy to propose its submission.

Cabinet members gave their “minded to view” in support of the application bid.

### **Decision of the Leader of the Council**

That the application, attached at appendix 1 of the report to Cabinet of 8 November 2021, be submitted on behalf of Dorchester Town Council.

### **Reason for the decision**

The entry guidelines for the Platinum Jubilee Civic Honours competition require applications to be submitted by local authorities. Dorchester Town Council has asked Dorset Council to submit the bid on its behalf.

[Executive Decision - Platinum Jubilee Civic Honours Competition - Bid by Dorchester Town Council - Dorset Council](#)

## 12. **Review of Community Infrastructure Levy (CIL) expenditure**

The Portfolio Holder for Planning presented a report outlining proposed detailed amendments to the governance arrangements for Community Infrastructure Levy (CIL) expenditure following examination by Place & Resources Scrutiny Committee on 13 July and Place & Resources Overview on 19 October 2021.

Members welcomed the recognition of the role of town and parish councils in bringing forward the communities' views at an early stage of development. It was acknowledged that there was an important role for ward Councillors to play, but the local community had a vital awareness of what was required in their local areas.

Cabinet members indicated that they "were minded to" support the recommendations as set out in the report.

### **Decision of the Portfolio Holder for Planning**

That the following changes to the governance arrangements for Community Infrastructure Levy (CIL) be approved.

- (a) That Dorset Council uses the Infrastructure Funding Statement to update members on progress with developer contributions. *The findings can also be reported in the quarterly finance reports.*
- (b) That the principle of widening the scope of CIL spend beyond current geographical limits set by the charging areas is taken forward when Dorset Council adopt and implements a replacement single charging schedule across the Council.
- (c) That the infrastructure categories associated with habitat mitigation be removed from the scope of the next spending round.
- (d) That the categories and proportions for the remaining in-scope infrastructure be revisited following the completion of the next spending round.
- (e) That the measures to support "up front" engagement with town and parish councils including the measures to support greater awareness of developer contributions as set out in the report to Cabinet 8 November 2021, be implanted as part of future spending rounds.

### **Reason for the decision**

To ensure the delivery of important infrastructure to support growth and development.



**13. Wareham Neighbourhood Plan 2019 - 2034**

In presenting the report, the Portfolio Holder for Planning advised that the neighbourhood plan had been subject to independent examination and referendum. The purpose of the report was to formally make the plan part of the development plan for use in planning decisions in the area that it covered.

Local ward councillors spoke in support of the report and Cabinet members indicated that they were “minded to” support the recommendations set out in the report.

**Decision of the Portfolio Holder for Planning**

- (a) That the Council makes the Wareham Neighbourhood Plan 2019 - 2034 (as set out in Appendix A) part of the statutory development plan for the Wareham Neighbourhood Area.
- (b) That the Council offers its congratulations to the Town Council and members of the Neighbourhood Plan Group in producing a successful neighbourhood plan.

**Reason for the decision**

To formally make the Wareham Neighbourhood Plan 2019 - 2034 part of the statutory development plan for the Wareham Neighbourhood Area. In addition, to recognise the significant amount of work undertaken by the Town Council and members of the Neighbourhood Plan Group in preparing the plan and to congratulate the Council and Group on their success.

[Executive Decision - Wareham Neighbourhood Plan 2019 - 2034 - Dorset Council](#)

**14. Cabinet member update on policy development matter referred to an Overview Committee(s) for consideration**

There were no referrals to report. However, the Portfolio Holder for Children, Education, Skills and Early help reported that the Social Mobility Self-Assessment report had been considered by People and & Health Overview Committee on 1 November 2021.

The committee asked that he highlight the issues raised in the document to Cabinet members and note that overview committees would be taking this work forward with the support of the portfolio holder.

**15. Portfolio Holder - Lead Member(s) Update Summary**

The Portfolio Holder summaries would be made available to members after the meeting and attached to these minutes as Appendix 2.

The Portfolio Holder for Housing and Community Safety updated members on the progress on developing the new housing register. People had until 1 December to register, or re-register, and the council would then be able to fully operate the Housing Allocations Policy passed by Cabinet earlier in the year.

He also updated members on the new software system in place to improve the 'customer experience'.

#### **16. Climate & Ecological Emergency Executive Advisory Panel Update**

The Portfolio Holder for Highways, Travel and Environment took this opportunity to

- Reflect on the International COP 26 conference
- Reported in detail on the progress being made with the implementation of the Climate and Ecological Emergency action plan and
- Updated members on the work of the decarbonisation plan for council owned buildings.
- Informed members that a new Corporate Director post for Climate Change would be established.

#### **17. Urgent items**

The Chief Executive report the following item of clarification:

At the last meeting of Cabinet on 5 October 2021, there had been several public questions asked regarding the Swanage based 24/7 Paramedic car service.

The Portfolio Holder's written reply indicated that in order to respond to the Clinical Commissioning Group's consultation, a working group would be set up from the membership of the People & Health Scrutiny Committee. However, this should have read "from the membership of the People & Health Overview Committee".

#### **18. Exempt Business**

It was proposed by Cllr G Suttle seconded by Cllr T Ferrari

Decision

That the press and the public be excluded for the following item(s) in view of the likely disclosure of exempt information within the meaning of paragraph 3 & 4 of schedule 12 A to the Local Government Act 1972 (as amended).

**The MS Teams Live Event ended.**

#### **19. Adult Social Care – Future Services**

The Portfolio Holder for Adult Social Care and Health set out the details of the exempt report and its recommendations.

Following debate and questions the Cabinet members indicated that their “minded to view” was to support the reports proposals.

### **Decision of the Portfolio Holder for Adult Social Care and Health**

That the recommendations as set out in the exempt report to Cabinet of 8 November 2021 be approved.

### **Reason for the decision**

To improve care services to Dorset residents.

[Executive Decision - Adult Social Care - Future Services - Dorset Council](#)

**Appendix 1 Public Participation - Questions and Responses**  
**Appendix 3 Portfolio Holder reports**

**Duration of meeting:** 10.00 am - 12.56 pm

**Chairman**

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## Public Questions for Cabinet 8 November 2021

### 1. Question from Linda Poulsen

#### Preamble:

During the draft Local Plan consultation a member of the public submitted a question asking if all house building included in the Local Plan would meet PassivHaus standards. The Council's response at that time indicated that good design would be encouraged but no specific sustainable design standards had been set; rather the Council would be suggesting the use of recognised assessments such as the Building Research Establishment's Environmental Assessment Method.

#### Question:

The Draft Local Plan proposes the construction of 39,000 houses across Dorset, many on green field sites such as 433 hectares of productive farmland north of Dorchester. With COP 26 well underway and with the Council's declared climate emergency, will the Council commit to moving from 'encouragement' and 'suggestions' to a definitive set of standards for net zero house building that are fit for purpose in a climate emergency?

### Response of the Portfolio Holder for Planning

Cabinet and full Council will be making decisions about the changes to be made to the content of the plan, and approving the amended document for publication, at meetings due to take place in spring 2022.

Until then we will not be making any decisions about the local plan. It is important that these decisions are made together, as different policies have impacts on each other. Higher environmental standards, while clearly desirable, are likely to have an impact on development viability and this is being assessed within the viability assessment that will accompany the plan.

Dorset Council is lobbying for stronger national policy on this issue, in fact I have just written to the Rt Hon Michael Gove, who was appointed Secretary of State for Levelling Up, Housing and Communities on this very matter.

### 2. Question from Mike Allen

A DLUHC spokesperson was quoted in "Planning" in their article about Ashfield District Council's pause in their Local Planning process, saying:

"Councils are ultimately responsible for setting housing targets, but our National Planning Policy Framework is clear that most new building is inappropriate in the green belt".

This accords with the recent Adam Smith Institute paper "Build Me Up, Level Up". In seeking a politically less-toxic way of increasing house building, the authors note that no group in the British population wants building in Green Belt, with only 20% of people in support. So:

- the Prime Minister doesn't want building in the Green Belt,
- the Ministry doesn't want building in the Green Belt,
- the British population doesn't want building in the Green Belt.

Evidenced by the draft Local Plan responses published recently\*:

- the people of East Dorset don't want building in the Green Belt,
- the Local MPs don't want building in the Green Belt,
- and a notable local political association doesn't want building in the Green Belt.

That leaves only Dorset Council and a few building developers in favour.

My question is:

Has the Cabinet considered that their policy of building more housing than needed by demography in the East Dorset Green Belt is "electorally toxic" (as the Adam Smith Institute puts it)? Local people are beginning to say they will vote differently if this continues. Why is the Dorset Council Cabinet so reluctant to reconsider this?

(\*A huge and welcome effort by the team, and searchable as requested – thank you)

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

National policy makes provision for amendments to green belt boundaries through local plans. Prior to concluding that amendments to the green belt are justified, Councils are required to examine all reasonable alternatives to meeting housing need including making use of brownfield and underutilised land and increasing density on development sites. This assessment needs to be undertaken in the context of the need to promote sustainable patterns of development including furthering the objective of reducing the distance people need to travel to fulfil their everyday needs.

### **Question from Peter Bowyer (CPRE)**

#### **3. Question**

Concerning the Dorset Council Draft Local Plan could the portfolio holder confirm that he agrees with the examiner's recent determination concerning Areas of Outstanding Natural Beauty (AONB) within the authority's borders for the next 17 years:

Exceptional Circumstances for major development will include a requirement to adhere to sustainable development principles and therefore the size and extent of the housing allocation challenge will mean it is inevitable that some areas in the AONB will be affected.

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

In his report on the examination of the West Dorset, Weymouth & Portland Local Plan, the Inspector concluded that the council faces the difficult problem of balancing the need for homes and jobs with the need to protect designated landscapes. Given there is a continued need to provide homes and jobs in sustainable locations, it is likely that some areas will be affected by development. The Council aims to minimise the impact of development and direct development towards the least sensitive areas.

#### **4. Question from Rupert Hardy**

##### **Question for the Portfolio Holder for Planning**

The Dorset Council Draft Local Plan (DLP) identifies the Dorset Local Enterprise Strategy (LEP) as the source of potential employment generation possibilities. The Dorset LEP Economic Growth Strategy identifies the following job opportunities:

- To open space at the Aviation Park, Bournemouth Airport, with the potential to generate up to 16,000 jobs
- To complete the regeneration at the Port of Poole with the potential to accommodate up to 5,000 jobs.

Please could the portfolio holder confirm that these are indeed the same 21,000 jobs as those identified on page 17 of the DLP which states, "Around 21,000 new jobs are to be created across the area over the lifetime of this Plan."

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

Economic forecasts prepared in 2017 were used to give a projected level of jobs growth for the local plan consultation document. These projections relate to the Dorset Council area and indicate around 21,000 jobs may be created across the area. Since these projections were produced, there have been some significant changes in the national and international economy which will have implications for Dorset and these implications are being explored with a revised set of economic projections.

The job opportunities in the Dorset LEP Growth Strategy mentioned are not within the Dorset Council area and therefore do not form part of the projected jobs growth in the proposed Dorset Council Local Plan.

## 5. Question from John Gatrell

The Phase 2 Parking Transformation Report states in Appendix 2 Response 1 that Wimborne Town Council "... was minded to support the proposals within the draft Strategy and agreed that it did not appear to affect Wimborne Minster residents unduly." This implies that the Town Council supported the 325% increase in the Residents' Car Parking Permits from £80 to £260, when in fact the figures were not known at the time of the Council's response to the consultation. On the basis that this statement is misleading, will the public record now be amended to reflect the context in which the Town Council's comments were made, and that a section of Wimborne Minster residents were unduly affected.?

## 6. Question from Nicky Dear

I am writing to object to the substantial price increase in regard to residents' parking permits by Dorset Council in the Proposed Car Parking Strategy at <https://moderngov.dorsetcouncil.gov.uk/documents/s26254/Phase%20%20Parking%20Charges%20Transformation%20Project.pdf>

The proposed increase is from the current £80 pa to £260 pa is extortionate (325%!), exceeds the rate of inflation, is not in line with household income (which in real terms has declined over the last 2 years and has been largely flat for a number of years preceding). With increasing pressure on household finances in the coming months, e.g., higher energy and food bills (together with a rumoured increase in mortgage rates), **the proposed parking increase is not financially sustainable for many Wimborne residents.**

From the strategy I can see that residents would fall under the 'Live, Work and Play' permit. It would seem to me that this not only prejudices and/or discriminates those that do not work (e.g. retirees), but also those who live on the border of neighbouring authorities (e.g. BCP Council, Hampshire Council and Ringwood Council). Many of us who live in East Dorset, work in neighbouring authorities and have family in neighbouring authorities and would not get the benefit of the 'work' or 'play' element of the permit. What impact statement has been carried out to mitigate these concerns?

To increase the charge is unfair to local residents who have no option but to use these car parks where there is no parking on their property. It is also unfair that existing resident permit holders were not consulted directly.

When we moved to Wimborne in 2000 our residents' permit cost £15pa per. A year on year increase would have added a few pounds over the years. **An inflation calculator estimates that £15 in 2000 is equal to £25.90 today, yet the Council wants to charge £260 per permit?**

It appears that the Council consulted with stakeholders (e.g. Town Councils (but not existing permit holders)) on the proposed strategy. Wimborne Town Council (WTC) considered the proposal in their 09/07/21 meeting. Their response was that the



proposed strategy would not affect Wimborne Residents unduly, and was included here (see page 36)

<https://moderngov.dorsetcouncil.gov.uk/documents/s26254/Phase%20%20Parking%20Charges%20Transformation%20Project.pdf>.

However, WTC had not received any information on the proposed increase in the price of residents permits when it made that response. I have reviewed the minutes of the meeting held by WTC on 9 July 2021 ( <https://www.wimborne.gov.uk/wp-content/uploads/2021/07/2021-090721-Minutes.pdf>). It would appear that the Parking Strategy reviewed by WTC **did not contain any information in regard to the increase in residents' parking permits**. In effect the WTC could not recommend or approve something that they did not know. WTC did not consider the impact to residents at their further meeting on 03.09.2021 either, therefore, I do not consider that proper consultation has taken place.

## 7. Question from Helen Sadler

As a Wimborne resident I am very concerned to read the proposals for the change in tariffs and permits. I currently live in a house with no off street parking. Once again, my family and I are at the mercy of people making decisions that directly affect us with little or no consultation.

As I understand it, the residents permit will become a live, work and play permit. £25 a month or £260 per year. Currently, the first household residents permit costs £80. This directly affects Wimborne residents. I am utterly appalled that residents who purchase permits have not been directly consulted via email or letter to advise them of the proposals and give them chance to object properly.

This decision has a huge impact on us financially and will also have a direct impact on the potential sale of property. I can no longer park in a short stay car park, closest to my house. I have to cross a very busy road often with 4 children because a car park committee met and changed the residents permits to long stay car parks only. I had an exchange of emails with Dorset CC who passed all to Wimborne residents who then passed it back to Dorset.

There seems to be no database for exactly who this affects at County/Carpark Dept level. I have to write to the car parks department to state that I don't have any parking and they issue me with a permit, based on my honesty. When I have enquired about how many households are affected, no one seems to know. Does the council know how many houses require a permit because they cannot park their cars anywhere but a car park? I can assure you they do not all need the same car park and it would be hugely beneficial to residents to be able to park in the closest car park to their homes. I have even offered to create the database.

It is very different living in a town, spending money on a house and all it entails to working in said town. £25 a month to park all day everyday for work doesn't seem too unfair but I work in Lytchett everyday so my car is parked mainly when the shops are shut. Obviously weekends are different, but I do feel this has not been thought

through. Surely there needs to be a working permit and a residents permit? The needs of people who require these are wholly different.

I sincerely hope this matter will be examined much more closely before another decision is made that does quite clearly negatively affect those who require residents permits in Wimborne.

## **8. Question from Janet Boniface**

My husband and I are residents in Leigh Road, Wimborne, BH21 1AB. As we don't have Off Street or On Street Parking , we currently both have Residents Parking Permits at an annual cost of £80 for our first car, and £120 for our second car. We understand that the total cost of our two parking permits is being raised to £520. This is, I feel, a huge and unfair increase and one that we would struggle to afford.

In addition, despite being permit holders, we find it virtually impossible to find a parking space in our nearest car parks ( Leigh Road and Poole Road), on our return if we go out during the day. We often need to, understandably go out during the day for work, shopping, medical appointments etc. We then have the choice of waiting for up to an hour to find a parking space, or parking in excess of 10 minutes' walk from home. This is very difficult when carrying heavy shopping, especially as we both suffer from long term health issues.

Possibly, there may be a further option of Leigh Road Car Park becoming Resident Permit Holders, Disabled Parking and Short-Term Parking only?

I sincerely hope that these issues will be considered.

## **9. Statement from Mel Ogden**

I live in Leigh Road in Wimborne in a 300 year old house and have done for 25 years. Due to having no off road parking or driveway, both my husband and I have no choice but to have Resident Parking Permit and park in the long stay car park opposite our home. We have two disabled children and work out of the area so cars in our household are essential.

I am absolutely horrified that resident parking permits are being given a 150% increase whereas the business permits are only seeing a £12 increase. This means that my household will now have to pay £520 for two permits because we have no off road parking/driveway, as opposed to the £200 we were paying.

It's claimed that us residents were consulted which is a complete lie. Certainly no residents in our area were consulted, the first I knew of it was on Facebook and the Bournemouth Echo.

I think it's absolutely disgraceful in the current financial circumstances that many people face including ourselves that a 150% increase is considered acceptable and justified!! As a resident who has lived here all my life, it's appalling that we the

residents are not given a fairer more manageable increase but actually appear to be punished for having no driveway and being expected to pick up the tab for everyone.

Over the years we have accepted rises year after year which with our ever rising council tax has made it difficult to manage and afford, but this 150% rise in one go is beyond extortionate. It's pure criminal.

It's made me feel that I'm not welcome in my own town and home anymore and that I should sell up and leave, not that I would be able to sell. My property has now been devalued as no one will want to buy a house without parking and pay completely over the top fees to use the car park opposite.

Please reconsider this decision and put in place a fairer, more reasonable deal for Wimborne Residents that have no choice but to use a permit for public car parks for their home.

## **10. Statement from Jane Arnold**

### **Wimborne Resident Parking Permit – Statement for Committee**

Although I am a resident permit holder (as I live in the centre of Wimborne with no alternative parking at my property) I was only informed by a neighbour yesterday regarding the proposed permit changes. **Why were existing resident permit holders not properly consulted by letter?**

Looking online Cllr Ray Bryan stated "we have found a great offer to benefit everybody, while making sure that residents and workers are not left out of pocket". Work permits are currently £248 per annum and under the new permit scheme would see a small manageable increase of £12 per annum (4.8% increase), however **residents, with no alternative parking, would see an increase of £180 per annum (a 225% increase). How is this not leaving residents severely out of pocket?**

Why have resident parking permits been lumped together with those that work and play? Resident parking permits are a necessity, we do not have the luxury of choosing not to get one. This proposed new permit scheme is penalising residents and hitting them the hardest financially. I do not need or want a permit that allows me to park in any car park in Dorset but I will be paying a premium for this nonetheless. I just need one that allows me to park near my home. Residents use the car parks at their quietest time while workers clog them up all day, why should we have to pay the same?

How are families supposed to afford this? A two-car family will now be paying £520 per annum (an increase of £320 per year). Even if monthly payments are an option this would be a huge sum of money every month and with additional administration charges added on top.

It has been advised that the charges are a levelling process and that some areas have been paying more but surely this highlights the need for permit costs to also be different over the 3 levels. Is it right that in our area the permit will increase by

225%? Is it right that an area like Wimborne pays the same as those that live in Weymouth that can walk to the beach!

**I implore you to continue offering a separate, more cost effective, permit for residents who rely on these to continue living in their homes, to have the option of solely having a resident permit without the extra frills.**

The proposed permit scheme and the increase imposed to Wimborne residents is unjust and unfathomable.

#### **11. Statement from Mike Dodd**

We have moved into 13 Leigh road recently and bought 3 permits to be able to park near our house. At the moment we often have to wait up to an hour in a queue just to park near our home as there is no off road parking available. The car parks are designated long stay and are very cheap for anyone to use. Putting permits up to the amount seems unfair especially as it is difficult to find a space in our only options near our residence. This seems morally wrong to do this when it is tough to park already at certain times of the day. Hopefully the council will see sense and not put the prices up.

#### **Response of the Portfolio Holder for Highways, Travel and Environment to questions and statements 5 to 11.**

Currently, our resident's car park permits range in price from £95 to £430, and the terms and conditions vary greatly. This is inconsistent, unfair for residents and needed addressing.

The new Live, Work and Play permit allows the holder to park in more car parks in Wimborne than the current residents permit. It can also be used in most of the long stay and short stay car parks, enabling holders to use Dorset Council car parks for work, medical appointments, shopping and other activities. In the long run this may be cheaper than paying on an hourly rate.

In January, invitations were sent out through Town and Parish Councils inviting the public to join parking project working groups. The groups included residents, Business Improvement Districts, Chambers of Commerce, surgeries, businesses, disability action groups and others. Details about the proposed charging strategy were shared and discussed during the working groups. The final proposed charges were sent to statutory consultees and communicated through the local press; the opportunity was given to residents to email comments directly to the project team.

The cost of the permits was not known when the original proposed charging strategy was released for consultation. The permit prices were included in the final proposed charging strategy that was distributed to all statutory consultees. Wimborne Town Council did not respond to the final strategy but did send an email with queries regarding the permits at a later date.

It should also be noted that Dorset Council has no legal responsibility for providing parking for residents who do not have parking at their property, however as we are

Dorset residents we also understand the difficulties the lack of parking can cause and so have tried to find a solution that works for everyone.

## **12. Question from Helen Sumblar**

I note from the website news item dated 29/10/21 that Dorset Council has submitted its bid for the Government's Bus Back Better fund to revitalise the nation's bus services. Could I ask how much of this £3 billion fund Dorset Council has bid for, in order to pay for the comprehensive and ambitious Dorset Bus Service Improvement Plan (BSIP)?

My understanding is that services in accordance with the BSIP, and the associated Enhanced Partnerships with operators, have to be implemented by April 2022. Should Dorset Council not be successful in its bid for money from the Bus Back Better fund, in whole or in part, what process will be followed to decide which policies and / or deliverables in the BSIP will be implemented, and which will be removed; specifically will there be any further stakeholder or public engagement in this decision making?

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

I refer you to paragraph 1.17 of the Bus Service Improvement Plan which states that delivering the objectives across the life of the BSIP will require initial investment between 2022 and 2025 of £92 million with further funding required beyond 2025 for some aspects of the BSIP, though with funding from the Department for Transport programmed to progressively decline.

In paragraph 12.2 it states that the BSIP is designed to be living document and will be altered and republished as is necessary. As part of this refresh process we will continue to engage the public and stakeholders through the formalisation of a bus forum which will include local bus operators, community and business voices, bus passengers, and the voluntary and health sectors. The forum will have a key role in the prioritisation of the policies and deliverables and decision making on money allocated from the Bus Back Better fund.

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## PORTFOLIO HOLDER/LEAD MEMBER UPDATE SUMMARY

PORTFOLIO:<sup>1</sup>

Cllr Ray Bryan  
Highways, Travel and Environment

CABINET DATE:<sup>2</sup>

8<sup>th</sup> November 2021

KEY ACTIVITIES SINCE  
THE LAST REPORT:<sup>3</sup>

Submitted a response to the DFT re the BSIP project which is about providing better bus services across the DC area. The total amount we are seeking is in the region of £130 million to create a better service to both urban and rural areas.

Finalising the Car Park Charges review ready to submit to cabinet. Starting work on phase three of the review.

Continue working on the winter plan for 2021/22

Much work done on the budget for year 2022/23, continually looking for either savings or revenue earners. Coming up with a mix of both. Still more work to be done.

SEN transport. We have charted each school and looked where each child comes from to go to that school. Meetings to follow with Children's Services to see where we can improve the service and reduce distance travelled by children.

Working with officers on numerous bid proposals. BSIP one submitted October 2021. New BSIP plans to be in place by April 2022. Looking at more opportunities on Climate Change funding

Continuing reviewing policies in highways and amending where required. Looking at winter policies to ensure they are fit for years ahead.

<sup>1</sup> Enter the portfolio area

<sup>2</sup> Insert the date of the Cabinet meeting to which this summary update is to be reported

<sup>3</sup> Provide brief details of the meetings attended, key activities or project milestones completed since the last report

Phase two of the EV charging programme has been provisionally submitted ensuring we use outside money rather than local tax payers money.

Working on our decarbonisation programme to ensure we get maximum benefit from the £19 million grant we received. All work has to be completed by end of March 2022. Around 30% is complete and orders are placed for both the work and components.

Working with Cllr Ferrari to look at opportunities for either wind or Solar panel build to power Dorset.

Harbour walls are ongoing as we repair a number of sections. Removal of sunken commercial ship removed during the last few days.

Harbours still show great potential and we are investigating opportunities for revenue growth. Harbour fees being compared to other harbours and will be reviewed during the next few weeks.

Presented to members the actions we are taking re the environment and the opportunities that this brings especially in Aquaculture. We are bidding to become the aquaculture centre for the South of England.

#### DELEGATED DECISIONS MADE:<sup>4</sup>

Removal of parking from along Custom House Quay as approved by the Western Planning Committee.

Numerous TRO's

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<sup>4</sup> Enter details of any delegated decisions made since the last meeting



ANTICIPATED  
ACTIVITIES/MILESTONES  
FOR NEXT PERIOD:<sup>5</sup>

Looking at all the budget pressures and finding ways of delivering a balanced budget. This work is ongoing.

Climate and Ecological Emergency update and set new targets for change. Working on decarbonisation plan for council owned buildings.

Considering further ways in which we can get support and action from the public

Looking at opportunities to be more commercial to help revenue. This includes the way we deal with highway repairs and also all methods of travel.

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<sup>5</sup> Provide details of key activities, project milestones or significant meetings anticipated in the next period

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## PORTFOLIO HOLDER/LEAD MEMBER UPDATE SUMMARY

PORTFOLIO:<sup>1</sup>

Housing and Community Safety

CABINET DATE:<sup>2</sup>

8 November 2021

KEY ACTIVITIES SINCE  
THE LAST REPORT:<sup>3</sup>

We have made good progress with the process to build a new Housing Register (which determines the allocation of social housing, and who is housed by local Housing Association Registered Providers). People have until 1 December to register, or re-register, and we will then be able to fully operate the Housing Allocations Policy passed by Cabinet earlier in the year. We have an excellent new software system in place to improve the 'customer experience'.

We have responded to new requirements placed on the Council through the Domestic Abuse Act 2021. This builds on the extensive work the Council and its partners have undertaken to tackle domestic abuse over many years.

We are currently running a domestic abuse awareness campaign with banners being put on Council owned vehicles so we reach as many people and communities as possible.

<sup>1</sup> Enter the portfolio area

<sup>2</sup> Insert the date of the Cabinet meeting to which this summary update is to be reported

<sup>3</sup> Provide brief details of the meetings attended, key activities or project milestones completed since the last report

The DELEGATED  
DECISIONS MADE:<sup>4</sup>

We have developed a new suite of domestic abuse training packages for staff which aim to develop their skills and knowledge so they can respond to domestic abuse issues appropriately.

We have put in place new arrangements, in line with government expectations, to help prevent people being drawn into violent extremism through our new Channel Panels.

Working with colleagues in the Place Directorate, we have secured around £380,000 from the Government's Safer Streets Fund for CCTV in Weymouth and other projects aimed at addressing violence against women and girls.

We have led various projects to raise awareness of the Council's responsibilities around Modern Slavery, including staff training.

We continue to lead work on Domestic Homicide Reviews, developing our local response and sharing lessons learnt at a national and local level.

To publish the consultation draft of the Domestic Abuse Strategy (see item 11).

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<sup>4</sup> Enter details of any delegated decisions made since the last meeting

ANTICIPATED  
ACTIVITIES/MILESTONES  
FOR NEXT PERIOD:<sup>5</sup>

Public consultation on the Domestic Abuse Strategy will start mid November. The results of the consultation will be used to inform the final Strategy (see item 11).

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<sup>5</sup> Provide details of key activities, project milestones or significant meetings anticipated in the next period

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## PORTFOLIO HOLDER/LEAD MEMBER UPDATE SUMMARY

PORTFOLIO: <sup>1</sup>	Corporate Development and Transformation
CABINET DATE: <sup>2</sup>	8th November 2021
KEY ACTIVITIES SINCE THE LAST REPORT: <sup>3</sup>	Informal Cabinet Webinar update on Transformation hub Panel member at Westminster gigabit conference John Sellgren formal appraisal with Matt Prosser and Ray Bryan Transformation Board Budget Café 1 21 different briefing meetings with various staff to start to understand new portfolio
DELEGATED DECISIONS MADE: <sup>4</sup>	None

<sup>1</sup> Enter the portfolio area

<sup>2</sup> Insert the date of the Cabinet meeting to which this summary update is to be reported

<sup>3</sup> Provide brief details of the meetings attended, key activities or project milestones completed since the last report

<sup>4</sup> Enter details of any delegated decisions made since the last meeting

ANTICIPATED  
ACTIVITIES/MILESTONES  
FOR NEXT PERIOD:<sup>5</sup>

Review of Performance Management process as next steps for the council to include benchmarking on both performance and financial spend

Work on time line for transformation bids process and vision for 3, 5 & 10 years.

Planning stage of enabling community's strategy

Further information on Gigabit roll out and funding

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<sup>5</sup> Provide details of key activities, project milestones or significant meetings anticipated in the next period



## PORTFOLIO HOLDER/LEAD MEMBER UPDATE SUMMARY

PORTFOLIO:<sup>1</sup>

Children, Education, Skills & Early Help

CABINET DATE:<sup>2</sup>

8.11.2021

KEY ACTIVITIES SINCE  
THE LAST REPORT:<sup>3</sup>

Welcome to Cllr Andrew Kerby, the new Lead Member for Safeguarding and our thanks to Cllr Jane Somper, who moves from Children's Services to take up a new lead role with Adults. Cllr Kerby has received briefings from directors and me, on areas of work he will be undertaking.

Cllr Parry, Quayle & Kerby, visited to St Mary's/Dorset Centre of Excellence, to meet with Mark Blackman & newly appointed Head, Katie Charles and inspect progress on the schedule for opening. Also visits to the Vale Pantry (by invitation of Cllr Carole Jones). Cllr Parry visited Hopscotch Nursey, Tricketts Cross at the request of Cllr Lugg, which proved to be a very informative discussion regarding early years.

Cllr Parry & Quayle attended School's Forum, which included members voting to approve early years funding.

People & Health Scrutiny Committee received a comprehensive report on Social Mobility, which included a request to brief Cabinet Members about the discussions held and how we progress work on this matter going forward.

Cllr Parry, was asked to make a presentation about the work of Dorset Council, Children's Services, to a recent meeting of the East Dorset DAPTC.

A joint meeting with Cllr Laura Miller & Wimborne area members, was held regarding QE Leisure Centre consultation.

The Harbour, Weymouth, launch event and conference. Fantastic to welcome key stakeholders who will be working in partnership with us.

Festival of the Future, included a presentation from Shaftesbury School, which has partnered with industry to showcase technology in the classroom.

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<sup>2</sup> Insert the date of the Cabinet meeting to which this summary update is to be reported

<sup>3</sup> Provide brief details of the meetings attended, key activities or project milestones completed since the last report

Cllr Byron Quayle has been working with Officers and the Lead Member for place, to establish the framework to review the post 16 transport, to ensure that our policies remains effective and we understand the needs of our young people.

**DELEGATED DECISIONS  
MADE:<sup>4</sup>**

The second round of Youth Grant funding awarded over £47k (of annual £100k fund) to 11 Dorset organisations.

**ANTICIPATED  
ACTIVITIES/MILESTONES  
FOR NEXT PERIOD:<sup>5</sup>**

Publication of Ofsted Inspection report has been confirmed for the 19<sup>th</sup> November 2021

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<sup>4</sup> Enter details of any delegated decisions made since the last meeting

<sup>5</sup> Provide details of key activities, project milestones or significant meetings anticipated in the next period

## PORTFOLIO HOLDER/LEAD MEMBER UPDATE SUMMARY

PORTFOLIO:<sup>1</sup>

Planning

CABINET DATE:<sup>2</sup>

8th November 2021

KEY ACTIVITIES SINCE  
THE LAST REPORT:<sup>3</sup>

Points of Clarification arising from Budget Café

As yesterday's slides read, there are 163 FTE in Planning and as I said the planning service is responsible for various roles, including:

- preparation of local plans and supporting neighbourhood plans
- securing and managing the community infrastructure levy and planning obligations
- minerals and waste planning
- maintaining the definitive map of rights of way
- determining planning applications
- enforcement of breaches of planning control
- conservation of heritage assets and protected trees
- providing specialist input on issues including landscape, design and environmental impact assessment
- Building control

With regards updates on progress of the Planning Transformation Programme, as I reported "We are at year 2 of a 4 year programme". As always, the latest updates were sent out to members and to

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the Town and Parish Councils to keep everyone informed. In our last release I asked for people to be patient and not to chase applications but rather leave the Planning Officers to concentrate on their work and clear the backlogs. As I have reported the validation backlog will be cleared by the end of the year, but the backlog baton will then be passed to Development Management and Planning decisions, where we will put all the resources we can, in to clearing that as soon as possible. Our officers are working their socks off and officers in Planning are working just like all other departments: working at County Hall for 2 or 3 days a week and from home the rest.

Every member is given updates on the Planning Transformation as are clerks to town and parish councils and local press, please ensure that they are receiving them.

At the Budget Café, I announced that we had been awarded £95k from MHCLG for Phase 3 of the transformation Programme to make our Planning Website more user friendly and a better customer experience in dealing with all Planning.

Please support your Planning department and Dorset Council because with a national shortage of Planning officers, every one of our 163 could get another job tomorrow somewhere, they are valued so let us ensure they are valued here at Dorset Council.

Government and every Planning Authority are watching Dorset Council closely because we are the first Authority to become a Unitary and carry out a Planning Transformation Programme, which is why, having no comparative council there are no statistic to compare. Once again Dorset Council are frontrunners.

Please read your coms and remind your clerks too if they are not already.

DELEGATED DECISIONS  
MADE:<sup>4</sup>

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ANTICIPATED  
ACTIVITIES/MILESTONES  
FOR NEXT PERIOD:<sup>5</sup>

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<sup>4</sup> Enter details of any delegated decisions made since the last meeting

<sup>5</sup> Provide details of key activities, project milestones or significant meetings anticipated in the next period

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