CABINET

MINUTES OF MEETING HELD ON TUESDAY 10 NOVEMBER 2026

Present: Cllrs Nick Ireland (Chair), Richard Biggs (Vice-Chair), Shane Bartlett, Matt Bell, Simon Clifford, Jack Jeanes, Gill Taylor and Ben Wilson

Apologies: Cllrs Steve Robinson and Clare Sutton

Also present: Cllr Jon Andrews, Cllr Belinda Bawden, Cllr Ray Bryan, Cllr Spencer Flower, Cllr Derek Beer, Cllr Les Fry, Cllr Rob Hughes, Cllr Craig Monks, Cllr Piers Brown, Cllr Simon Gibson, Cllr Sherry Jespersen, Cllr Louie O'Leary, Cllr Mike Parkes and Cllr Chris Tomes

Also present remotely: Cllr Ryan Hope, Cllr Beryl Ezzard, Cllr Alex Fuhrmann, Cllr Margaret Goringe, Cllr Jill Haynes, Cllr Carole Jones, Cllr Stella Jones, Cllr Paul Kimber, Cllr Cathy Lugg, Cllr Rory Major, Cllr David Morgan, Cllr Steve Murcer, Cllr David Northam, Cllr Andrew Parry, Cllr Val Pothecary, Cllr Andy Skeats and Cllr Duncan Sowry-House

Officers present (for all or part of the meeting):
Jan Britton (Executive Director - Economy and Environment), Sean Cremer (Director - Resources (Section 151 Officer)), Kate Critchel (Senior Democratic & Governance Services Officer), Sam Crowe (Executive Director - Housing, Prevention and Communities), Steven Ford (Assistant Chief Executive), Lucie Laker (Executive Director for Modernisation & Customer Delivery), Jonathan Mair (Director - Assurance (Monitoring Officer)), Catherine Howe (Chief Executive), Graham Duggan (Head of Regulatory Services), Carly Field (Service Manager - Strategic Asset Management), Jessica Maskrey (Head of Service – Assets & Property), Matthew Penny (Service Manager - Flood & Coastal Erosion), Ed Carter (Harbours Manager & Weymouth Harbour Master) and James Potten (Communications Business Partner - Place)

Officers present remotely (for all or part of the meeting):
Paul Dempsey (Executive Director - Children's Services) and Julia Ingram (Director - Adult Social Care)

77. **Minutes**

The minutes of the meeting held on 6 October 2026 were confirmed as a correct record and signed by the Chair.

78. **Declarations of Interest**

The Senior Democratic Services Officer advised that in respect of agenda item 9 ‘Dog Related Public Spaces Protection Order 2027’, Councillors Ireland, Biggs, Bell, Clifford, Jeanes and Wilson had all indicated that they were dog owners.

Following advice from the Monitoring Officer, dispensations had been granted to enable them to participate in the discussion and vote on the item.

There were no other declarations to report.

79. **Public Participation**

There were two questions and a statement from the public. A copy of the statement, questions and the detailed responses were set out in Appendix 1 to these minutes.

80. **Questions from Councillors**

There were six questions from Councillors Dickenson, Monks, O'Leary and Brown. There was also a statement from the local ward Councillors of Portland. These along with the responses are set out in Appendix 2 to these minutes.

In response to Councillor O'Leary's supplementary question about a potential referendum on the final decision relating to the creation of a Wessex Mayoral Strategic Authority (MSA), the Leader of the Council advised that this was not currently an option to the Council. However, Councillors would have the opportunity to discuss and decide on this matter at a future Full Council meeting.

Responding to a supplementary question from Cllr Brown regarding dynamic pricing in respect of the Car Parking Review, the Cabinet Member for Place Services advised that this matter was currently being monitored by the service.

Addressing a supplementary question from Cllr Brown regarding a highway issue in his local ward, the Cabinet Member for Place Services advised that the matter would be reviewed and any proportionate additional measures that could further improve safety would be considered.

81. **Forward Plan**

The Cabinet Forward Plan for December was received and noted.

82. **Medium Term Financial Plan (MTFP) and budget strategy**

The Cabinet Member for Finance and Resources set out the report. He advised that Dorset Council continued to face ongoing financial pressures, high inflation and a significant funding gap of over 30 million with an in-year overspend risk similar to previous years.

He continued that while multiyear settlements offered better planning certainty, central government funding continued to be redistributed away from rural councils like Dorset. There was continued pressure in the areas of adult and children's social care which absorbed much of the budget due to rising demand. He further confirmed that the council would continue to lobby central government and work with organisations such as the council's network and the LGA to secure fairer funding for local rural councils.

It was proposed by Cllr S Clifford and seconded by Cllr R Biggs

Decision

(i) That the updated cost pressures and savings set out in the paper and the validation work that has been carried out on them, be noted.

(ii) That the assumptions being used in the Medium-Term Financial Plan, be noted;

(iii) That the financial gap arising from (i) and (ii) above, be noted

(iv) That the 2027/28 principles for multiyear budget setting outlined in section 13 of the report to cabinet of 10 November 2026, be noted.

(v) That the approach to closing the budget gap set out in the report, be noted recognising that this work was in progress

(vi) That Cabinet continued to lobby local MPs and work with peers to press the case for fair funding for Dorset

(vii) That Cabinet agree that Cabinet Members work with officers to continue to identify and develop further efficiencies and savings

(viii) That Cabinet endorse the next steps and timetable leading up to the 2027/28 budget which will be presented to full Council on 11 February 2027.

Reason for the decision

Local authorities were legally obligated to set a balanced annual budget, meaning that planned expenditure must be matched by sustainable income sources. This excluded reliance on one-off or short-term funding that could not be maintained over time.

The Cabinet report of 10 November 2026 provided an update on the projected budget gap for 2027/28, and the subsequent years covered by the MTFP. It also outlined progress made to date on identified actions and savings, including the forecasted financial performance for 2026/27 against the approved budget.

83. **Parking Review and Strategy**

The Cabinet Member for Place Services presented the report. He emphasised that any proposed adjustments to charges were not taken lightly, however the council had to address the operational reality of maintaining, operating and improving town parking facilities amidst the rising costs of maintenance, enforcement, technology and staffing.

He continued by advising that the review aimed to strike a fair balance by ensuring long-term financial stability while keeping car parks safe, accessible and fit for the

future. He further advised that parking charges were previously frozen in 2026/27 and this was the first comprehensive review of the service since that time.

In respect of feedback from listening events and input from town and parish councils, business improvement districts, Chambers of Commerce and transport action groups, parking enforcement had been highlighted as a primary concern. To ensure restrictions were respected and town centres functioned effectively, the proposals also incorporated significant reinvestment into the service, which included the recoupment of additional civil enforcement officers, investment in a new back-office system, and improved technology for enforcement teams.

The Cabinet Member also emphasised the value of the existing permit schemes and the need to improve their promotion. To assist households with upfront costs officers had been requested to explore a six-month permit option at half the annual cost alongside an additional flexible payment method to improve accessibility.

In respect of an electrical vehicle (EV) discount pilot scheme, the Cabinet Member advised that this was a modest incentive rather than a surge charge or penalty for petrol or diesel vehicle owners. Its design was to encourage cleaner transport choices, improve air quality in town centres and meet environmental objectives.

Before inviting non-executive members to ask questions, the Leader of the Council, referred to the receipt of a statement from the local ward members of the Portland wards regarding the proposed introduction of parking tariffs at some car parks in the Portland area.

The Leader of the Council reminded councillors that the cost of maintaining and improving car parks should be funded by their users.

The following comments and observations were made by non-executive members: -

- Concerns were raised regarding the lack of published information and evidence accompanying the paper. What would be the impact on businesses and residents?
- Cabinet was asked to commit to publishing expected income projections and the evidence supporting the proposed pricing.
- Cabinet was asked to commit to holding a full public consultation lasting 8 to 12 weeks, avoiding the Christmas Period.
- Return the financial pricing proposals to Cabinet prior to implementation and reserving the final decision regarding charging in car parks such as Portland, Blandford and other tariff changes for elected councillors to decide rather than delegate to officers.
- Consultation with residents over the Christmas period was unsatisfactory because residents would be busy and parish councils did not necessarily hold meetings in December. This could hinder proper responses. Members asked why the consultation couldn't be moved to January and extended to a full 8- or 12-week time frame.
- In respect of the changes to the Portland car parks, the local ward member asked what problem was being solved? What evidence was there to show that these

changes were necessary? How would residents benefit and how would local businesses be protected?

- Concern was expressed that the final proposals would bypass the Place and Resources Overview Committee before a Cabinet delegated decision. Additionally, it was noted that the overview committee had only reviewed the consultation process rather than the actual car park charges. Members argued that major policy decisions required proper prior scrutiny and debate before a formal decision was made.
- There were concerns raised regarding the financial strain on residents in respect of high fuel costs combined with the proposed extra parking charges. Members warned that the increased charges would reduce local shopping footfall driving consumers towards online shopping. There was already a poor public transport infrastructure and people were heavily reliant on cars.
- Concern was expressed regarding fairness of the proposed discount in EV parking charges.
- The Chair of Place and Resources Overview Committee advised that the committee did not support the EV Charging discount, but if Cabinet proceeded, he would welcome the results being reported back to the overview committee for further review.
- Concern was also expressed that more EV spaces would impact the number of spaces available for other vehicles as equipment for EV Chargers took up to 1 1/2 spaces in a car park.
- Members sought assurances that health partners would also be part of the consultation process. This was confirmed by the Cabinet Member.
- Concern was expressed regarding the analyses against cities such as Southampton and Portsmouth rather than other similar coastal areas.
- A member welcomed the consideration of new park and ride options.

The Cabinet Member made the following responses to the comments and observations above: -

- He clarified that the revenue forecast would be visible within the budget line and emphasised that pricing proposals were subject to an up-and-coming engagement process with parish and town councils and local businesses, with no final decisions yet made.
- He maintained that the report was primarily focused on managing parking demand, availability, and space turnover rather than generating revenue, noting that inappropriate pricing could increase congestion and affect local businesses.
- The Cabinet Member confirmed that the engagement event extended beyond the Christmas period into January and February and provided an 8-week window for representation.
- The Cabinet Member advised that the consultation approach had already been considered by the Overview Committee. This report focused on gathering feedback from businesses, residents and organisations. The proposed parking charges, including seasonal tariffs at some sites, would form the basis of public engagement, with scope for local adjustments. The aim was to balance affordability with the sustainable provision of parking services.

- The Cabinet Member referred to the competitive permit option designed to reduce costs noting that there was a long stay permit and a short stay permit available to residents. He also explained that the council was exploring more flexible options such as a six-month permit and an instalments model, allowing people to pay the cost on the permit over a series of months.
- In response to a question about the car parking charging app and the Equalities Act, in preparation for when the current contract ended, the Cabinet Member advised that other alternatives were being explored with alternative companies, where transaction fees were not associated with the use of their charging apps.
- The EV discount was for a one-year pilot scheme for the Flexi-stay permits and would help gather data for future decisions.

Members were reminded that Appendix 1B was amended post publication. All councillors had received that amended version as a supplement to the agenda pack.

The Cabinet members discussed the report in detail and unanimously supported the recommendation.

It was proposed by Cllr J Jeanes and seconded by Simon Clifford

Decision

(a) That the proposed 2027/28 tariffs for car parks, multi-use parking areas, on-street parking (set out in Appendices 1A, 1B, 1C of the report to Cabinet of 10 November 2026), be approved as the basis for further public engagement.

(b) That a one-year pilot scheme in which Electric Vehicle (EV) drivers will be eligible for a 15% discount for the Flexi Stay Permit, be approved.

(c) That authority be delegated to the Executive Director for Economy and Environment, in liaison with the Cabinet Member for Place, regarding:

i. Adjusting and promoting the existing resident permit schemes
ii. Conducting a public engagement about the parking proposals in this report
iii. Making possible minor adjustments to tariffs and maximum length of stay times in each town or car park, in liaison with local stakeholders
iv. Improving signage directing drivers to, and within, car parks
v. Introducing charging in free car parks under Dorset Council's control, for those car parks that are selected and viable to warrant the investment
vi. Conducting further feasibility work to assess options for:

<u>Medium term</u>

- Solar canopies above car parking bays
- Park and Ride options for new sites
- Methods to better utilise underused car park sites

<u>Long term</u>

- Multi-storey car parks (MSCPs)
- Dynamic pricing

(d) That authority be delegated to the Executive Director for Economy and Environment to prepare a five-year Parking Strategy and present it to Cabinet for approval.

(e) That the Director for Economy and Environment should build upon the many car park safety improvements already implemented, and review car park safety to identify and implement any further measures needed to keep women and girls safe.

Reason for the decision

The decision enabled Cabinet to make key decisions about parking tariffs for 2027/28.

84. Dog Related Public Spaces Protection Order 2027

The Cabinet Member for Public Health, Prevention & Communities set out a report that sought approval of the Dog-related Public Spaces Protection Order 2027 for the period 1 January 2027 to 31 December 2029. The Order formed an important part of the Council's approach to balancing the interests of dog owners with those of the wider public, helping to ensure that Dorset's beaches, parks, gardens, sports facilities and other public spaces remained safe, accessible and enjoyable for all.

The proposals before Cabinet had been informed by an extensive 12-week public consultation which had attracted over 5,000 responses, demonstrating significant public interest in dog control measures across Dorset. The consultation identified strong views on all sides of the debate and valuable evidence to inform the council's decision making. Having considered the consultation findings, officers recommended retaining the existing restrictions and exclusions, reflecting considerations of public safety, proportionality, consistency, enforceability and the absence of a clear consensus for change.

The Place and Resources Overview Committee supported the officer recommendations, with one amendment relating to Weymouth Beach to allow dogs on leads between 6.00pm and 6.00am during the summer restriction period.

Having considered the Overview Committee's recommendation, the consultation evidence, operational implications and the subsequent views of Weymouth Town Council, the Cabinet Member concluded that there was not a sufficiently strong evidential or operational basis to support a change at this time and therefore he proposed that the existing arrangements be retained.

Non-executive Members thanked the Cabinet Member for Public Health, Prevention & Communities for his careful and considered response to the recommendations made by the Place and Resources Overview Committee.

The Cabinet Member recognised the important role of overview in scrutinising proposals and offering alternative views. In response to a question, the Cabinet Member also accepted that arrangements for providing feedback on Cabinet

decisions could be strengthened. He agreed to consider how this could be improved in future.

Cllr M Bell proposed that the draft Dog-related Public Spaces Protection Order 2027 be approved as set out in Appendix 1 to the report. In seconding the recommendation, Councillor B Wilson considered that retaining the existing PSPO arrangements represented a balanced response to the consultation findings.

Decision

That the draft Dog-related Public Spaces Protection Order 2027 be approved with the proposed provisions as per the report of the Place and Resources Overview Committee of 1 October 2026 and as attached to the report at Appendix 1 (paragraphs 6.1 through to 11.9)

Reason for the decision

To protect public health and safety and animal welfare.
To comply with the requirements of the Anti-social Behaviour Crime and Policing Act 2014.
To assist with the efficient use of enforcement resources.
To recognise the public's support, through the consultation responses, for certain restrictions required for public health and safety and animal welfare. To recognise and implement the requirements of equality legislation and the Public Sector Equality Duty.

The Chair made a change to the order of the agenda and moved to item 12 "Care Dorset Annual Performance Report"

85. **Care Dorset Annual Performance Report**

In the absence of the Cabinet Member for Adult Social Care, the Chair invited the Chief Executive of Care Dorset to present the report.

The Chief Executive of Care Dorset explained that the report covered a slightly extended reporting period to align financial reporting with the fiscal year. He highlighted Care Dorset's commitment to delivering high-quality, person-centred adult social care on behalf of Dorset Council, the positive outcomes achieved for residents, progress against strategic priorities, and the actions being taken to address the ongoing challenges facing the adult social care sector.

It was proposed by Cllr N Ireland and seconded by Cllr B Wilson

Decision

That the Care Dorset Annual Performance report be received and noted.

Reason for the decision

To oversee the performance and governance of Care Dorset and the receipt and acknowledgement of the annual accounts by the shareholder enables review of the Care Dorsets financial health as of 31 March 2026.

86. **Proposed Procurement of Dredging Services for Bridport (West Bay) Harbour Report**

The Cabinet Member for Place Services presented a report seeking approval to procure a new dredging contract for West Bay Harbour and this was before members because the contract exceeded the Council's £500,000 key decision threshold.

It was proposed by Cllr J Jeanes and seconded by Cllr S Bartlett

Decision

(a) That the procurement of a five-year contract for annual maintenance dredging at Bridport (West Bay) Harbour from 2027 to 2031, be approved.

(b) That Cabinet approves, as a contingency, the procurement of a single-year contract for the 2027 dredging campaign if it is not practicable to complete the preferred five-year procurement within the required timeframe.

(c) That authority be delegated to the Executive Director for Economy & Environment, in consultation with the Section 151 Officer and the Cabinet Member for Place Services, to take all necessary steps to procure and award the contract(s) in accordance with the above approvals.

Reason for the decision

As the Statutory Harbour Authority, Dorset Council was responsible for the safe management of Bridport (West Bay) Harbour. Sediment build-up could reduce navigable depths and affect safe access, so regular maintenance dredging was essential to meet the Council's obligations under the Port & Marine Facilities Safety Code and Marine Safety Management System. A competitively procured five-year dredging arrangement would help ensure these works were delivered reliably, provide better value for money, and strengthen operational resilience.

87. **Chesil Cove Seawall Improvement**

The Cabinet Member for Place Services presented a report on the outline business case for the Chesil Cove Sea Wall Improvement Scheme.

Members were advised that investigations had shown that the structure was deteriorating and with an increasing risk of failure and significant landslip activity. The proposed scheme would strengthen and protect the sea wall, helping to safeguard homes, businesses and community infrastructure.

It was proposed by Cllr J Jeanes and seconded by Cllr M Bell

Decision

(a) That the Outline Business Case for the Chesil Cove Seawall Improvements Scheme, be approved.

(b) That the full value of the project and Dorset Council's capital contribution of up to £3.14 million towards delivery of the scheme and inclusion of the scheme within Dorset Council's Capital Programme, as detailed in section 7 of the report of 10 November 2026, be approved

(c) That subject to confirmation of the external funding and the scheme remaining within the approved overall budget, the scheme be authorised to progress through to construction delivery including detailed design, procurement, environmental assessment, planning, marine licensing and other statutory approval processes.

(d) That Cabinet authorise the submission of the Outline Business Case to the Environment Agency's National Project Assurance Service and any relevant approval body.

(e) That Cabinet authorise the ongoing drawdown and acceptance of external Flood and Coastal Erosion Risk Management (FCERM) Grant in Aid and any additional external contributions secured for the scheme.

(f) That subject to the total expenditure remaining within the approved budget and compliance with the Council's procurement and financial regulations, authority be delegated to the Executive Director for Economy and Environment, in consultation with the Section 151 Officer and the Cabinet Member for Place Services, to procure and award all works and associated professional services.

Reason for the decision

To enable Dorset Council to deliver a nationally significant coastal infrastructure resilience project which protected people, property, businesses, strategic transport infrastructure, economic activity, tourism and future investment, including opportunities such as MEMO, from the increasing risks associated with coastal erosion, landsliding and climate change.

The proposal was also expected to secure £7.34 million of external investment; deliver approximately £42.9 million of economic benefits; provide high value for money with a benefit cost ratio of approximately 3.9 and contribute directly to Dorset Council's strategic priorities relating to economic growth, resilient communities and climate adaptation, as well as other national strategic policies.

88. **Shillingstone Parish Neighbourhood Plan Review**

The Cabinet Member for Planning and Planning Enforcement asked Cabinet to adopt the reviewed Shillingstone Parish Neighbourhood Plan. The original plan was adopted in 2017, and the reviewed plan had been independently examined. The examiner had concluded that it met all required standards and that it could proceed without the need for a further referendum.

It was proposed by Cllr S Bartlett and seconded by Cllr N Ireland

Decision

(a) That the Council 'makes' the Modified Shillingstone Parish Neighbourhood Plan (as set out in Appendix A of the report to Cabinet of 10 November 2026) part of the statutory development plan for the Shillingstone Neighbourhood Area.

(b) That the Council offers its congratulations to Shillingstone Parish Council and members of the Neighbourhood Plan Group for producing a successful neighbourhood plan review.

Reason for the decision

To formally make the modified neighbourhood plan part of the statutory development plan for the Shillingstone Neighbourhood Area. In addition, to recognise the significant amount of work undertaken by the Parish Council and members of the Neighbourhood Plan Group in preparing the plan review and to congratulate the Council and the Group on their success.

89. **September 2026 financial management report 2026/27**

The Cabinet Member for Finance and Resources presented the report and advised that the current forecast of overspend was around 8 million pounds. This was broadly consistent with the position reported at the same point last year. He noted that the principle budget pressure continued to arise from Adult and Children's Services, but that work was ongoing to mitigate these pressures and reduce the forecast overspend.

It was proposed by Cllr S Clifford and seconded by Cllr N Ireland

Decision

(a) That the Senior Leadership Team's forecast as September 2026 including progress in addressing demand for services and on the transformational and efficiency savings incorporated into the budget, be approved.

(b) That an additional capital budget allocation of £482,829 from the Capital Contingency Fund to meet the unforeseen asbestos remediation costs incurred as part of the demolition and site clearance works at Bridport Connect (see section 26 of the report of 10 November 2026), be approved.

(c) That an addition to the capital programme: Countryside & Greenspace Mowers and Equipment up to £1.0m (see section 26 of the report), be approved

(d) That the number and extent of contract exemptions (as set out in Appendix B of the report), be noted.

Reason for the decision

Although the report was primarily for noting the outturn position, Cabinet approval was required for the changes to the Capital programme.

The report did not seek Cabinet approval of the forecast of the financial position. The information contained in the report was critical in informing the refresh of the Medium-Term Financial Plan (MTFP) and the development of the 2027/28 and 2028/29 budget strategy. It was important for Cabinet to review the risks the organisation now faced and to consider areas where it wished to make strategic investments and/or to repurpose and prioritise its reserves to facilitate these aims.

It is also important for Cabinet to understand the developing financial performance and projected position this year. This ensured that resources were deployed to deliver the Council's services in line with the Council Plan priorities, and so that the organisation remains in good financial health and that service delivery remains sustainable. The Council makes a significant contribution in supporting employment, training and economic prosperity, as well as being a provider and commissioner of critical public services. Balancing all of these strategic, and often, competing priorities is a responsibility taken extremely seriously.

90. **Disposals Update**

The Cabinet Member for Regeneration, Economic Growth and Strategic Assets presented the report. He advised that receipts from completed sales now totalled £4.034 million pounds from 12 assets, exceeding the previous year's performance, with further disposals expected to generate additional receipts. He noted that the programme was delivering financial benefits, reducing liabilities, supporting regeneration and housing objectives, and creating opportunities for community asset transfers. He advised that the work was ongoing and moved the recommendations set out in the report.

In response to a question from a member regarding an asset in their local ward, the Head of Assets and Property would arrange for a written response to be sent direct to that member.

It was proposed by Cllr R Biggs and seconded by Cllr G Taylor

Decision

That the inclusion of the properties listed in Appendix 1 (exempt) of the report to Cabinet of 10 November 2026 within the Asset & Property Disposals Pipeline to facilitate their disposal, generate future capital receipts, reduce ongoing liabilities and support the optimisation of the Council's estate, be approved.

Reason for the decision

The properties listed in Appendix 1 had been identified through the asset review process as no longer required for current or future service delivery, or as assets where disposal would represent the most effective use of resources. Their inclusion in the Disposals Pipeline would support delivery of the Strategic Asset Management Plan by enabling the generation of capital receipts, reducing holding and maintenance costs, managing risk and ensuring the estate remained aligned with service and corporate priorities.

91. **Proposed expansion of waste depot**

The Cabinet Member for Regeneration, Economic Growth & Strategic Assets presented a report on the proposal to acquire the former Hanson's site adjacent to Crookhill Depot., Weymouth to address existing site constraints, improve health and safety, enhance service resilience and support future growth in waste and recycling operations.

It was proposed by Cllr R Biggs and Seconded by Cllr J Jeanes

Decision

(a) That the leasehold acquisition of the former Hanson's site adjacent to Crookhill Depot be approved, subject to satisfactory completion of legal, property, environmental and financial due diligence and agreement of terms with the landlord and current leaseholder.

(b) That authority be delegated to the Executive Director for Economy and Environment in consultation with the Cabinet Member for Regeneration, Economic Growth & Strategic Assets and the Section 151 Officer, to approve leasehold acquisition of this site and method of acquisition.

Reason for the decision

Crookhill Depot was a strategically important operational asset supporting waste and recycling services across Dorset. The depot operated at capacity, creating operational constraints and significant health and safety challenges. Securing the adjoining site provided a rare opportunity to expand the depot footprint, improve operational efficiency and health and safety, strengthen service resilience and support future service requirements.

The proposal formed part of a wider programme of improvements to the council's waste depot estate.

92. **Urgent items**

There were no urgent items considered at the meeting.

93. **Exempt Business**

It was proposed by Cllr S Clifford and seconded by Cllr J Jeanes

Decision

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

Reason for taking the item in private

Paragraph 3 - Information relating to the financial or business affairs of any particular person (including the authority holding that information).

The live streaming was concluded at this juncture.

94. **Harbourside Car Park**

The Cabinet Member for Regeneration, Economic Growth & Strategic Assets presented the report and proposed the recommendation. This was seconded by Cllr N Ireland.

Decision

That the recommendations set out in the exempt report be approved.

Reason for the decision

The proposal provided certainty for the Harbourside Car Park.

95. **Disposals Update**

The exempt Appendix 1 associated with the “Disposals Update” was not discussed at the meeting. The report was considered in open business as set out in minute no 90 to these minutes.

96. **Proposed expansion of waste depot**

The exempt appendix associated with the “Proposed expansion of waste depot” was not discussed at the meeting. The main report was considered in open business as set out in minute no 91 to these minutes.

Duration of meeting: 6.30 - 9.00 pm

Chair

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