Public Document Pack

Cabinet

Date: Tuesday, 10 November 2026
Time: 6.30 pm
Venue: Council Chamber, County Hall, Dorchester, DT1 1XJ

Membership: (Quorum 3)
Nick Ireland (Chair), Richard Biggs (Vice-Chair), Shane Bartlett, Matt Bell, Simon Clifford, Jack Jeanes, Steve Robinson, Clare Sutton, Gill Taylor and Ben Wilson

Chief Executive: Catherine Howe, County Hall, Dorchester, Dorset.

For more information about this agenda please contact Democratic Services
Meeting Contact 01305 252234 - kate.critchel@dorsetcouncil.gov.uk

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Agenda

Page No

1. APOLOGIES

To receive any apologies for absence.

2. MINUTES 7 - 16

To confirm the minutes of the meeting held on 6 October 2026.

3. DECLARATIONS OF INTEREST

To disclose any pecuniary, other registrable or non-registrable interest as set out in the adopted Code of Conduct. In making their disclosure councillors are asked to state the agenda item, the nature of the interest and any action they propose to take as part of their declaration.

If required, further advice should be sought from the Monitoring Officer in advance of the meeting.

4. PUBLIC PARTICIPATION

Representatives of town or parish councils and members of the public

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

All submissions must be emailed in full to Kate.Critchel@dorsetcouncil.gov.uk by 8.30am on Thursday 5 November 2026.

When submitting your question or statement please note that:

- You can submit 1 question or 1 statement.
- a question may include a short pre-amble to set the context.
- It must be a single question and any sub-divided questions will not be permitted.
- Each question will consist of no more than 450 words, and you will be given up to 3 minutes to present your question.
- when submitting a question please indicate who the question is for (e.g., the name of the committee or Portfolio Holder)
- Include your name, address, and contact details. Only your name will be published but we may need your other details to contact you about your question or statement in advance of the meeting.
- questions and statements received in line with the council's rules for public participation will be published as a supplement to the agenda.
- all questions, statements and responses will be published in full within the minutes of the meeting.

5. QUESTIONS FROM COUNCILLORS

To receive questions submitted by councillors.

Councillors can submit up to two valid questions at each meeting and sub divided questions count towards this total. Questions and statements received will be published as a supplement to the agenda and all questions, statements and responses will be published in full within the minutes of the meeting.

The submissions must be emailed in full to kate.critchel@dorsetcouncil.gov.uk 8.30am on Thursday 5 November 2026.
Dorset Council Constitution – Procedure Rule 13

6. FORWARD PLAN 17 - 28

To consider the draft Cabinet Forward Plan.

7. MEDIUM TERM FINANCIAL PLAN (MTFP) AND BUDGET STRATEGY 29 - 50

To consider a report of the Cabinet Member for Finance and Resources.

8. PARKING REVIEW AND STRATEGY 51 - 96

To consider a report of the Cabinet Member for Place Services.

9. DOG RELATED PUBLIC SPACE PROTECTION ORDER 2027 97 - 124

To consider a report of the Cabinet Member for Public Health, Prevention & Communities and the recommendations of the Place and Resources Overview Committee.

10. PROPOSED PROCUREMENT OF DREDGING SERVICES FOR BRIDPORT (WEST BAY) HARBOUR REPORT 125 - 134

To consider a report of Cabinet Member for Place Services and the recommendations of the Harbours Advisory Committee.

11. CHESIL COVE SEAWALL IMPROVEMENT 135 - 204

To consider a report of the Cabinet Member for Place Services.

12. CARE DORSET ANNUAL PERFORMANCE REPORT 205 - 226

To consider a report of the Cabinet Member for Adult Social Care and Health and the recommendations of the Shareholder Committee for Care Dorset Holdings Ltd.

13. SHILLINGSTONE PARISH NEIGHBOURHOOD PLAN REVIEW 227 - 338

To consider a report of the Cabinet Member for Planning and Planning Enforcement.

14. SEPTEMBER 2026 FINANCIAL MANAGEMENT REPORT 2026/27 339 - 376

To consider a report of the Cabinet Member for Finance and Resources.

15. DISPOSALS UPDATE 377 - 384

To consider a report of the Cabinet Member for Regeneration, Economic Growth & Strategic Assets.

The exempt appendix associated with this report is set out at item 20 below.

16. PROPOSED EXPANSION OF WASTE DEPOT 385 - 398

To consider a report of the Cabinet Member for Regeneration, Economic Growth & Strategic Assets.

The exempt appendix 1 associated with this report is set out at item 21 below.

17. URGENT ITEMS

To consider any items of business which the Chairman has had prior notification and considers to be urgent pursuant to section 100B (4) b) of the Local Government Act 1972. The reason for the urgency shall be recorded in the minutes.

18. EXEMPT BUSINESS

To consider passing the following recommendation:

Recommendation

That in accordance with Section 100A(4) of the Local Government Act 1972 to exclude the public from the meeting for the business specified in the following item(s) because it is likely that if members of the public were present there would be disclosure to them of exempt information as defined in paragraph(s) 3 of Part 1 of schedule 12A to the Act and the public interest in withholding the information outweighs the public interest in disclosing the information to the public.

The public and the press will be asked to leave the meeting whilst the item of business is considered. (Any live streaming will end at this juncture).

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).

19. HARBOURSIDE CAR PARK 399 - 408

Para 3

To consider a report of the Cabinet Member for Regeneration, Economic Growth & Strategic Assets.

20. DISPOSALS UPDATE 409 - 410

Para 3

Exempt appendix associated with item 15 above.

21. PROPOSED EXPANSION OF WASTE DEPOT 411 - 420

Para 3

Exempt appendix associated with item 16 above.

Public Participation, Accessibility and Emergency Evacuation Information

Public Participation
This meeting may be viewed live or after the event via the YouTube link on the Dorset Council committee webpage. Members of the public may also attend in person. Details of the meeting venue are provided at the top of the agenda.

Members of the public wishing to participate in the meeting may do so in person or via a hybrid link. Further information is available in the Getting Involved guidance.

Please ensure mobile phones are set to silent during the meeting.

Dorset Council may record and broadcast the meeting, except where confidential business is considered.

Members of the public may film, photograph or report on proceedings that are held on public, including via social media, provided this is done unobtrusively and in accordance with the Chair's directions. Anyone wishing to film or record the meeting is asked to inform the Chair or the Democratic & Governance Services Officer.

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Password: Jurassic

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Dorset Council is committed to providing accessible and inclusive meetings. If you require any assistance, accessibility arrangements, or reasonable adjustments, please contact Democratic & Governance Services in advance of the meeting.

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- If the alarm sounds, leave the building immediately using the nearest safe exit as directed by a council officer.
- Proceed to the designated muster point in the car park opposite County Hall.
- Do not use lifts during an evacuation.
- Do not re-enter the building until advised that it is safe to do so.
- Anyone who may require assistance during an evacuation should notify Democratic & Governance Services before the meeting begins.

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Anyone requiring first aid should go to the main reception at County Hall. Outside of normal office hours the first aid contact will be a member of the Facilities Team.

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Dorset Council

CABINET

MINUTES OF MEETING HELD ON TUESDAY 6 OCTOBER 2026

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

Apologies: Cllrs Steve Robinson

Also present: Cllr Jon Andrews and Cllr Derek Beer

Also present remotely: Cllr Belinda Bawden, Cllr Alex Brenton, Cllr Ray Bryan, Cllr Beryl Ezzard, Cllr Margaret Goringe, Cllr Jill Haynes, Cllr Sally Holland, Cllr Ryan Hope, Cllr Rob Hughes, Cllr Sherry Jespersen, Cllr Carole Jones, Cllr Stella Jones, Cllr Paul Kimber, Cllr Chris Kippax, Cllr Cathy Lugg, Cllr David Morgan, Cllr Val Pothecary and Cllr Andy Skeats

Officers present (for all or part of the meeting):
Jan Britton (Executive Director - Economy and Environment), Kate Critchel (Senior Democratic & Governance Services Officer), Lisa Cotton (Corporate Director for Transformation and Customer Experience), Paul Dempsey (Executive Director - Children's Services), Steven Ford (Assistant Chief Executive), Julia Ingram (Director - Adult Social Care), Iain Sim (Interim Corporate Director for Housing), Jonathan Mair (Director - Assurance (Monitoring Officer)), Graham Duggan (Head of Regulatory Services), Andy Frost (Service Manager for Community Safety), Katie Hale (Head of Revenues and Benefits), Lee House (Service Manager for Finance), Lucie Laker (Executive Director for Modernisation & Customer Delivery), Jennifer Lowis (Head of Strategic Communications and Engagement), Jack Wiltshire (Corporate Director for Highways and Engineering) and Andrew Galpin (Infrastructure & Delivery Planning Manager)

Officers present remotely (for all or part of the meeting):
Sunita Khattra-Hall (Corporate Director for Quality Assurance and Safeguarding Families) and Michael Westwood (Service Manager for Parking Services)

63. **Minutes**

The minutes of the meeting held on 8 September 2026 were confirmed as a correct record and signed by the Chair.

64. **Declarations of Interest**

There were no declarations of interest to report.

65. **Public Participation**

There was one question from the public. A copy of the full question and the detailed response are set out in Appendix 1 these minutes.

66. **Questions from Councillors**

There were no Cllr questions to report.

67. **Forward Plan**

The Cabinet Forward Plan and the changes made to it since it was published with the agenda, were received and noted.

68. **Dorset Community Safety Plan 2026 - 2029**

The Cabinet Member for Public Health, Prevention and Communities presented the Dorset Community Safety Plan for 2026- 2029.

He explained that, while responsibility for the plan rests with the Dorset Community Safety Partnership, Dorset Council was required by law to formally adopt it.

The Cabinet Member further advised that the plan had been scrutinised in detail at the People and Health Overview Committee on 21 September 2026, which supported its adoption and recommendation to Full Council.

Recommendation to Council

That the Dorset Community Safety Plan 2026 – 2029 be adopted.

Reason for the recommendation
To ensure Dorset Council meets its statutory duties as set out in relevant legislation.

69. **Dorset Safeguarding Children's Partnership Annual Report**

Before presenting the report, the Cabinet Member for Children, Families and Education advised that the SEND Reform Plan had been submitted to the Department for Education for approval over the summer. Members were informed that, subject to approval, Dorset Council would receive £145 million in funding, which would address approximately 90% of the Council's current High Needs deficit. Members welcomed this as very positive news, reflecting the Department for Education's confidence in Dorset Council's SEND reform strategy and its approach to improving services and outcomes for children and young people with special educational needs and disabilities.

The Cabinet Member for Children, Families and Education introduced the report and highlighted the important work of safeguarding partners across Dorset in protecting children and improving outcomes for families.

In doing so, concern was noted regarding the increasing impact of social media and the online environment on children and young people. Whilst recognising the opportunities presented by the digital world, it was acknowledged that it also presented significant safeguarding challenges, including exploitation and exposure to harmful content, reinforcing the importance of effective partnership working.

Members were informed that the partnership's priorities for 2026/27 included further strengthening governance and quality assurance arrangements, enhancing the voice of the child, and improving the use of data to support better outcomes for Dorset's children and families.

The Cabinet Member thanked safeguarding partners, practitioners, volunteers and community organisations for their continued commitment to keeping children safe and invited Cabinet to note the report and endorse the priorities for 2026/27.

It was proposed by Cllr C Sutton and seconded by Cllr S Clifford

Decision

That the Dorset Safeguarding Children's Partnership (DSCP) annual report be received and its future priorities be endorsed.

Reason for the decision
To receive assurance regarding the effectiveness of local multi-agency safeguarding arrangements, note the progress made by the Dorset Safeguarding Children's Partnership during 2025-2026, and endorse the Partnership's priorities for 2026-2027 in support of improved outcomes for children and families in Dorset.

70. **Mampitts Community Hub Progress Update**

The Cabinet Member for Planning and Planning Enforcement introduced the report, which provided an update on the delivery of the Mampitts Green Community Hub in Shaftesbury. The Cabinet Member explained that the report sought approval to regularise the use of Chief Officer urgency powers, which had been exercised to allow the project to proceed to the delivery stage and avoid potential financial risks and delays to the scheme.

It was proposed by Cllr S Bartlett and seconded by Cllr S Clifford

Decision

That Cabinet adopts as its own decision action taken under the Council's urgency powers to enable the project to proceed to the delivery stage.

Reason for the decision
To regularise a decision made under delegated powers to progress the delivery of this important community infrastructure project.

71. **Temporary Accommodation Policies**

The Cabinet Member for Housing and Homelessness presented a report that sought approval of a suite of Temporary Accommodation policies for the Housing Solutions Service. The policies had been developed following recommendations from the Southwest Audit Partnership (SWAP) to ensure the Council's arrangements for sourcing, allocating and managing temporary accommodation reflected current legislation, statutory guidance and best practice.

The policies provided a clear and consistent framework for decision-making, support the Council in meeting its statutory homelessness duties, improve transparency for service users, and contribute to wider objectives to reduce reliance on unsuitable accommodation and create a more sustainable temporary accommodation portfolio.

It was proposed by Cllr G Taylor and seconded by Cllr S Clifford

Decision

That the following policies be approved for implementation by the Housing Solutions Service:

1. Sourcing of Temporary Accommodation Policy
2. Void Policy (management of unoccupied properties that are not generating income)
3. Emergency and Temporary Accommodation Placement Policy.

Reason for the decision
To provide safe, suitable and affordable accommodation for homeless applicants while ensuring value for money and compliance with statutory requirements.

72. **Charmouth Heritage Coast Centre Rollback Scheme (Hensleigh House Acquisition)**

The Cabinet Member for Place Services presented a report that sought approval to transfer Coastal Transition Accelerator Programme funding to Charmouth Parish Council to support the acquisition of a property for the future relocation of the Charmouth Heritage Coast Centre.

Members noted that the funding involved was not Dorset Council funding nor was it funding that could be spent on day-to-day council services. This was external government funding ringfenced to help communities to prepare for the impact of coastal erosion and the impact of climate change.

The Chair advised Cabinet that the local ward member, Cllr B Bawden had indicated her support for the report and its recommendations.

It was proposed by Cllr J Jeanes and seconded by Cllr N Ireland.

Decision

(a) That the transfer of Coastal Transition Accelerator Programme funding (as set out in exempt Appendix A) to Charmouth Parish Council for the acquisition of Hensleigh House (or a suitable alternative), be approved;

(b) That Cabinet approves Dorset Council acting as facilitator and enabling authority for the acquisition in support of the Future Coast Dorset programme;

(c) That authority be delegated to the Executive Director for Economy & Environment, in consultation with the Cabinet Member for Place Services, Monitoring Officer and Section 151 Officer, to finalise and enter into all necessary funding agreements, legal agreements and associated documentation and take all incidental decisions relating to the matter;

(d) That the Executive Director for Economy & Environment be delegated to sign the requisite PMG1 and Sealing Form; and officers be authorised to proceed with the transfer, subject to satisfactory valuation, survey, planning, legal and funding compliance outcomes.

Reason for the decision
To deliver a key coastal adaptation project, strengthen the long-term resilience of Charmouth, protect an important community asset, and maximise the benefits of external funding while supporting Dorset Council's priorities and ensuring timely use of programme funding.

73. **Urgent items**

The following items of business were considered by the Chairman as urgent pursuant to section 100B (4) b) of the Local Government Act 1972.

The item was urgent because a decision was needed to align decision-making with the procurement timetable for the supported bus network, enabling implementation of the enhanced Core Route Network for Summer 2027. Delay would have impacted programme mobilisation, procurement activity and the delivery timescales.

TRANSFORMING PUBLIC BUSES AND COMMUNITY TRANSPORT FULL BUSINESS CASE

The Cabinet Member for Place Services presented a report outlining a business case to transform public buses and community transport across Dorset. The proposals sought to improve connectivity, accessibility and independence through enhanced bus services, strengthened community transport provision and flexible transport solutions, particularly in rural areas.

He further highlighted that the programme would support access to employment, education, healthcare and local services, while also contributing to wider transformation across adult social care and SEND services. The Cabinet Member

highlighted that the proposals represented a significant investment in Dorset's transport network and would help create a more connected, resilient and sustainable county.

In seconding the report recommendations, the Chair advised that the business case directly supported Dorset Council's Plan priorities on economy communities and climate. He further confirmed that the programme would represent significant investment over a seven-year period to deliver wider social, economic and health outcomes.

In response to a question regarding engagement with town and parish councils, the Cabinet Member for Place Services advised that a written response would be provided to the councillor concerned. Responding to a question regarding partnership working with the NHS and Package C in the report, the Corporate Director for Highways and Engineering advised that the Council would continue to engage with NHS colleagues as the programme developed to explore potential opportunities for collaboration. Whilst there were clear areas in which the Council could support the NHS, the nature and extent of any such support had not yet been determined. It was noted that further discussions with partners would be required before any associated budget provision could be quantified.

The Chair of the Place and Resources Overview Committee confirmed that the overview committee were in full support of the approach and reports recommendations.

That Cabinet:

(a) Approves the Full Business Case and endorses the integrated transport programme.
(b) Approves the phased implementation of the six intervention packages set out in the Full Business Case.
(c) Approves the programme investment profile, recognising that delivery of individual interventions would remain subject to available funding, budget setting processes and any future business case approvals where required.
(d) Authority be delegated to the Executive Director for Economy and Environment, in consultation with the Cabinet Member for Place Services, to oversee implementation of the approved programme.

Reason for the decision

To approve the Full Business Case and associated investment programme, providing a clear framework for the long-term transformation of public, community and specialist transport, enabling implementation to proceed and supporting the delivery of a more integrated, accessible and financially sustainable transport system.

74. **Exempt Business**

It was proposed by Cllr S Clifford seconded by Cllr S Bartlett

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.

75. **Re-procurement - Enforcement Agent Provision**

The Cabinet Member for Resources and Finance presented the exempt report and its recommendations.

It was proposed by Cllr S Clifford and seconded by Cllr B Wilson

Decision

That the recommendations set out in the exempt report to Cabinet of 6 October 2026, be approved.

Reason for the decision
Existing contracts had reached the end of their original term and required replacement through a compliant procurement exercise.

76. **Charmouth Heritage Coast Centre Rollback Scheme (Hensleigh House Acquisition)**

The exempt appendix associated with the agenda item 15 “Charmouth Heritage Cost Centre Rollback Scheme (Hensleigh House Acquisition)” was not discussed at the meeting. The report was considered in open business as set out in minute no xx to these minutes.

Appendix 1 - Public Participation

Duration of meeting: 6.30 - 7.42 pm

Chair

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Cabinet – 6 October 2026

Public Question

Question from David Redgewell Dorset catch the bus campaign

With the bus service improvement plan for Dorset unitary Council
With need to provide social necessary bus services to ser work places Hospital, schools, colleges universities court facilities, shopping centres, public transport interchange with coach ,Rail Air and Ferry links as part of a full accessible network under the Buses Act 2025 .
What progress is now being made?
To provide 6 days bus service on Dorset core bus Network.
With only CR6 Bridport bus and coach station to Broadwindor Crewkerne and Yeovil bus and coach station,
CR2 Gillingham Railway station to Shaftsbury,
CR3 Sturminster Newton to Gillingham Railway station,
Blandford Forum to Weymouth
Have Saturday services
But service have no Saturday service
CR4 Yeovil bus and coach station to Blandford Forum
CR5 Dorchester to Yeovil Bus and coach station via Sherborne,
CR7 Blandford Forum to Shaftsbury
CR9 Blandford Forum to Dorchester
20 Salisbury City centre to Blandford Forum which is still not serving Salisbury Rail station.
When will Dorset Council using local funding Government bus grant to provide Saturday service on all Dorset core bus Network and look to provide a Sunday bus network.

Response from the Cabinet Member for Place Services

Thank you for your question.

I agree that a strong and reliable bus network is important for connecting people to jobs, education, healthcare and linking communities across Dorset.
We have already reintroduced Saturday services on parts of the council supported bus network, and the cabinet report in front of us today if approved includes plans to move towards a consistent six-day Core Route Network from Summer 2027.
Our immediate priority is to deliver that stronger six-day network, together with more frequent services and new strategic routes. Sunday services are not included in the first phase of the programme, but they will be considered as part of future network development opportunities, subject to available funding.

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The Cabinet Forward Plan - December 2026 to March 2027
(Publication date – 3 NOVEMBER 2026)

Explanatory Note:
This Forward Plan contains future items to be considered by the Cabinet and Council. It is published 28 days before the next meeting of the Committee. The plan includes items for the meeting including key decisions. Each item shows if it is 'open' to the public or to be considered in a private part of the meeting.

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

a) to result in the relevant local authority incurring expenditure which is, or the making of savings which are, significant having regard to the relevant local authority's budget for the service or function to which the decision relates (***Thresholds - £500k***); or
b) to be significant in terms of its effects on communities living or working in an area comprising two or more wards or electoral divisions in the area of the relevant local authority."

In determining the meaning of *"significant"* for these purposes the Council will have regard to any guidance issued by the Secretary of State in accordance with section 9Q of the Local Government Act 2000 Act. Officers will consult with lead members to determine significance and sensitivity.

Cabinet Members and Portfolios 2026/27

Nick Ireland	Leader and Cabinet Member for Climate, Communications, Performance & Safeguarding
Richard Biggs	Deputy Leader and Cabinet Member for Regeneration, Economic Growth & Strategic Assets
Jack Jeanes	Place Services
Shane Bartlett	Planning and Planning Enforcement
Simon Clifford	Resources& Finance
Matt Bell	Public Health, Prevention & Communities
Steve Robinson	Adult Social Care & Health
Clare Sutton	Children, Families & Education
Gill Taylor	Housing & Homelessness
Ben Wilson	Transformation, Customer & Workforce

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
2026					
December 2026					
Transformation Update **Key Decision** - No **Public Access** - **Open** Transformation update: Update on transformation portfolio delivery, benefits realisation, portfolio performance and investment position.	**Decision Maker** **Cabinet**	**Decision Date** **8 Dec 2026**		Cabinet Member for Transformation, Customer & Workforce	*Nina Coakley, Head of Transformation and Design* *nina.coakley@dorsetcouncil.gov.uk* *Executive Director - Modernisation and Customer Delivery (Lucie Laker)*
Enterprise Resource Programme (ERP) Update **Key Decision** - Yes **Public Access** - **Open** ERP Programme delivery, progress to date, programme governance, budget position key risks and next steps.	**Decision Maker** **Cabinet**	**Decision Date** **8 Dec 2026**		Cabinet Member for Transformation, Customer & Workforce	*Nina Coakley, Head of Transformation and Design* *nina.coakley@dorsetcouncil.gov.uk, Lisa Cotton, Corporate Director for Transformation and Customer Experience* *lisa.cotton@dorsetcouncil.gov.uk* *Executive Director - Modernisation and Customer Delivery (Lucie Laker)*

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
Annual ILACS Self Evaluation and Test of Assurance Checklist **Key Decision** - Yes **Public Access** - **Open** The ILACS Self Evaluation set out Dorset Council's assessment against the Ofsted Inspection of Local Authority Children's Service es. The test of Assurance checklist is used as part of the council's continuous improvement and self-evaluation process. It provides assurance to senior leaders, elected members, partners and inspectors the effective arrangements are in place and regularly reviewed.	**Decision Maker** **Cabinet**	**Decision Date** **8 Dec 2026**		Cabinet Member for Children, Families & Education	*Madeleine Hall, Operations and Oversight Manager* *madeleine.hall@dorsetcouncil.gov.uk* *Executive Director - Children's Services (Paul Dempsey)*
Rights of Way Improvement Plan (ROWIP) **Key Decision** - Yes **Public Access** - **Open** To consider the adoption of the Rights of Way Improvement Plan	**Decision Maker** **Cabinet**	**Decision Date** **8 Dec 2026**	Place and Resources Overview Committee 19 Nov 2026	Cabinet Member for Place Services	*Russell Goff, Senior Ranger* *russell.goff@dorsetcouncil.gov.uk* *Executive Director - Economy and Environment (Jan Britton)*
Mid year performance update **Key Decision** - No **Public Access** - **Open** To provide an update on mid-year progress in council plan delivery and broader organisational health.	**Decision Maker** **Cabinet**	**Decision Date** **8 Dec 2026**		Leader and Cabinet Member for Climate, Communications, Performance & Safeguarding	*Liz Crocker, Head of Strategy* *liz.crocker@dorsetcouncil.gov.uk, Chris Heighway, Performance and Analytics Team Manager* *chris.heighway@dorsetcouncil.gov.uk* *Chief Executive*

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
Adult Directorate CQC Inspection Findings and Improvement Plan **Key Decision** - No **Public Access** - **Open** To provide Cabinet with an overview of the recent CQC inspection of Adult Services and the directorates ambitions for improvement.	**Decision Maker Cabinet**	**Decision Date 8 Dec 2026**		Cabinet Member for Adult Social Care & Health	*Amy-Jane White, Quality Assurance and Programme Lead amy-jane.white@dorsetcouncil.gov.uk* *Director - Adult Social Care (Julia Ingram)*
Wareham Arc Landscape Recovery **Key Decision** - Yes **Public Access** - **Open** Wareham Arc Landscape Recovery is a well-developed proposal for a 20 year, Defra-funded programme of landscape transformation for nature in the West Purbeck, Lytchett Matravers & Upon, Southeast Purbeck and Wareham wards.	**Decision Maker Cabinet**	**Decision Date 8 Dec 2026**		Leader and Cabinet Member for Climate, Communications, Performance & Safeguarding	*Tom Munro, Dorset National Landscape Manager tom.munro@dorsetcouncil.gov.uk* *Executive Director - Economy and Environment (Jan Britton)*
MEMO Portland **Key Decision** - Yes **Public Access** - **Open** To report the progress of MEMO Portland and the continuing development of the project.	**Decision Maker Cabinet**	**Decision Date 8 Dec 2026**		Deputy Leader and Cabinet Member for Regeneration, Economic Growth & Strategic Assets	*Matthew Piles, Strategic Director - Weymouth 2040 matthew.piles@dorsetcouncil.gov.uk* *Executive Director - Economy and Environment (Jan Britton)*

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
Temporary Accommodation Rent Setting Policy **Key Decision** - Yes **Public Access** - **Open** SWAP Audit made a recommendation for Dorset Council to develop a rent setting policy in relation to temporary and emergency accommodation used for homelessness services.	**Decision Maker Cabinet**	**Decision Date 8 Dec 2026**		Cabinet Member for Housing and Homelessness	*Sharon Attwater, Head of Housing sharon.attwater@dorsetcouncil.gov.uk, Iain Sim, Interim Corporate Director for Housing iain.sim@dorsetcouncil.gov.uk Executive Director - Housing, Prevention and Communities (Sam Crowe)*
Discretionary Rate Relief - Policy Review **Key Decision** - Yes **Public Access** - **Open** This item provides a review of our Business Rates, Discretionary Rate Relief Policy.	**Decision Maker Cabinet**	**Decision Date 8 Dec 2026**		Cabinet Member for Resources and Finance	*Katie Hale, Head of Revenues and Benefits katie.hale@dorsetcouncil.gov.uk Sean Cremer, Councillor Ben Wilson*
Mosaic contract extension spend - retrospective notification **Key Decision** - Yes **Public Access** - **Open** An emergency spend approval for the Mosaic contract extension was required in September. The report is to give Cabinet sight of this emergency approval.	**Decision Maker Cabinet**	**Decision Date 8 Dec 2026**		Cabinet Member for Resources and Finance	*Glen Conroy, ICT Operations Manager glen.conroy@dorsetcouncil.gov.uk Catherine Howe, Lucie Laker*

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
Bere Regis Neighbourhood Plan Review (2019-2034) **Key Decision** - Yes **Public Access** - **Open** Report relating to the "making" (adoption) of the plan review following its independent examination.	**Decision Maker Cabinet**	**Decision Date 8 Dec 2026**		Cabinet Member for Planning and Planning Enforcement	*Ed Gerry, Community Planning Manager ed.gerry@dorsetcouncil.gov.uk, Anna Lee, Service Manager for Development Management and Enforcement anna.lee@dorsetcouncil.gov.uk Executive Director - Economy and Environment (Jan Britton)*
The Bridport Area Neighbourhood Plan 2020-2026 **Key Decision** - Yes **Public Access** - Open	**Decision Maker Cabinet**	**Decision Date 8 Dec 2026**		Cabinet Member for Planning and Planning Enforcement	*Ed Gerry, Community Planning Manager ed.gerry@dorsetcouncil.gov.uk, Anna Lee, Service Manager for Development Management and Enforcement anna.lee@dorsetcouncil.gov.uk Executive Director - Economy and Environment (Jan Britton)*
Parking contracts and procurement **Key Decision** - Yes **Public Access** - **Open** To seek Cabinet approval for a procurement exceeding £500k, plus delegated authority to procure new contracts for aspects of parking services (enforcement, permits, cash, app).	**Decision Maker Cabinet**	**Decision Date 8 Dec 2026**		Cabinet Member for Place Services	*Michael Westwood, Service Manager for Parking Services michael.westwood@dorsetcouncil.gov.uk Executive Director - Economy and Environment (Jan Britton)*

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
FutureCare Closedown Report **Key Decision** - Yes **Public Access** - **Open** The FutureCare programme set out, over eighteen months from January 2025, to help more people in Dorset avoid an unnecessary hospital stay or return home and regain independence more quickly, and in doing so to release bedded capacity, improve outcomes and deliver financial benefit across the system. This followed a diagnostic activity completed by Newton in the summer of 2024. This report provides an evaluation of the progress achieved through the completion of the FutureCare Programme.	**Decision Maker** **Cabinet**	**Decision Date** **8 Dec 2026**		Cabinet Member for Adult Social Care & Health	*Sue Evans, Head of Specialist Services* *sue.evans@dorsetcouncil.gov.uk* *Director - Adult Social Care (Julia Ingram)*
Safeguarding Families Together: approval of commissioning expenditure **Key Decision** - Yes **Public Access** - **Open** Cabinet endorsement of safeguarding families together approach and approval of commissioning expenditure.	**Decision Maker** **Cabinet**	**Decision Date** **10 Nov 2026**		Cabinet Member for Children, Families & Education	*Tracey Old, Strategic Commissioner* *tracey.old@dorsetcouncil.gov.uk* *Executive Director - Children's Services (Paul Dempsey)*

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
Weymouth 2040 Regeneration Programme **Key Decision** - Yes **Public Access** - **Part exempt** A progress report on the Weymouth 2040 Regeneration Programme.	**Decision Maker Cabinet**	**Decision Date 8 Dec 2026**		Deputy Leader and Cabinet Member for Regeneration, Economic Growth & Strategic Assets	*Matthew Piles, Strategic Director - Weymouth 2040 matthew.piles@dorsetcouncil.gov.uk* *Executive Director - Economy and Environment (Jan Britton)*
Dorset Council - Procurement of Hotel and Guest House Managing Agents **Key Decision** - Yes **Public Access** - **Part exempt** Report seeking approval to award the contract for the management of Dorset Council Hotel and Guest Houses following the recent procurement.	**Decision Maker Cabinet**	**Decision Date 8 Dec 2026**		Deputy Leader and Cabinet Member for Regeneration, Economic Growth & Strategic Assets	*Julian Wain, Strategic Property Advisor Julian.wain@dorsetcouncil.gov.uk* *Executive Director - Economy and Environment (Jan Britton)*
LiveWell Dorset digital Procurement **Key Decision** - Yes **Public Access** - **Fully exempt** Key decision about procurement of the LiveWell Dorset CRM and CMS	**Decision Maker Cabinet**	**Decision Date 8 Dec 2026**		Cabinet Member for Public Health, Prevention & Communities	*Jane Horne, Consultant in Public Health jane.horne@dorsetcouncil.gov.uk* *Executive Director - Housing, Prevention and Communities (Sam Crowe)*
Rough Sleeper grant agreements **Key Decision** - Yes **Public Access** - **Fully exempt** To approve the award of grant agreements to organisations providing support to rough sleepers.	**Decision Maker Cabinet**	**Decision Date 8 Dec 2026**		Cabinet Member for Housing and Homelessness	*Paul Derrien, Housing Enabling and Delivery Manager paul.derrien@dorsetcouncil.gov.uk, Melissa Johnson, Programme Manager melissa.johnson@dorsetcouncil.gov.uk* *Executive Director - Housing, Prevention and Communities (Sam Crowe)*

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
February 2027					
Crisis and Resilience Fund **Key Decision** - Yes **Public Access** - **Open** The policy to back up the Crisis and Resilience Fund Governance.	**Decision Maker** **Cabinet**	**Decision Date** **2 Feb 2027**		Cabinet Member for Public Health, Prevention & Communities	*Laura Cornette, Business Partner - Communities and Partnerships* *Laura.cornette@dorsetcouncil.gov.uk* *Executive Director - Modernisation and Customer Delivery (Lucie Laker)*
December 2026 Quarter 3 financial management plan 2026/2027 **Key Decision** - No **Public Access** - **Open** To consider the Quarter 3 financial management plan 2026/27.	**Decision Maker** **Cabinet**	**Decision Date** **2 Feb 2027**		Cabinet Member for Resources and Finance	*Sean Cremer, Director - Resources (Section 151 Officer)* *sean.cremer@dorsetcouncil.gov.uk, Sian Hedger, Deputy s151 Officer* *sian.hedger@dorsetcouncil.gov.uk* *Director - Resources (Section 151 Officer)*
Southwest Fostering Hub Proposals **Key Decision** - No **Public Access** - **Open** Report for oversight and decision making by Cabinet to extend the role of Southwest fostering hub in the recruitment and assessment of foster carers in line with DfE guidance.	**Decision Maker** **Cabinet**	**Decision Date** **2 Feb 2027**		Cabinet Member for Children, Families & Education	*Jane Maclennan, Head of Service Care Leavers, Fostering and Adoption* *jane.maclennan@dorsetcouncil.gov.uk* *Executive Director - Children's Services (Paul Dempsey)*

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
Review of Financial Assessment and Care Contributions Policy **Key Decision** - Yes **Public Access** - **Open** The policy was due to be reviewed and to update the policy in line with some legal challenges to the Care Act 2014 since its implementation. In doing so we have also amalgamated the Financial Assessment and Care Contributions policy and the Deferred Payment Agreement Policy and the two impact significantly on each other.	**Decision Maker** **Cabinet**	**Decision Date** **2 Feb 2027**	People and Health Overview Committee 18 Jan 2027	Cabinet Member for Resources and Finance, Cabinet Member for Adult Social Care & Health, Leader and Cabinet Member for Climate, Communications, Performance & Safeguarding	*Nicola Fowler, Financial Assessments Team Manager* *nicola.fowler@dorsetcouncil.gov.uk* *Director - Resources (Section 151 Officer)*
Budget & Medium-term financial plan strategy report (MTFP) **Key Decision** - Yes **Public Access** - **Open** To consider the medium Term Financial (MTFP) and budget strategy.	**Decision Maker** **Dorset Council**	**Decision Date** **11 Feb 2027**	Cabinet 2 Feb 2027	Cabinet Member for Resources and Finance	*Sean Cremer, Director - Resources (Section 151 Officer)* *sean.cremer@dorsetcouncil.gov.uk, Sian Hedger, Deputy s151 Officer* *sian.hedger@dorsetcouncil.gov.uk* *Executive Director, Corporate Development - Section 151 Officer*

Private/Exempt Items for Decision
Each item in the plan above marked as 'private' will refer to one of the following paragraphs.

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

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Cabinet
10 November 2026
Medium Term Financial Plan (MTFP) and budget strategy

Portfolio Holder:
Cllr S Clifford, Finance & Capital Strategy

Local Councillor(s):

All

Senior Leadership Team:
S Cremer, Director Resources, Section 151 Officer

Report Author: Lee House
Job Title: Acting Head of Financial Business Partnering
Tel: 01305 225032
Email: lee.house@dorsetcouncil.gov.uk

Report Status: Public

1. Executive summary

This report presents the latest position on the development of the 2027/28 revenue budget and the updated Medium-Term Financial Plan (MTFP) covering the period 2027/28 to 2031/32. It outlines the financial challenges facing Dorset Council, the assumptions underpinning current forecasts, and the actions being taken to maintain long-term financial sustainability while continuing to deliver essential services.

The financial outlook for local government remains challenging. Dorset Council continues to face increasing demand for services, rising workforce and provider costs, demographic pressures, and ongoing uncertainty surrounding government funding and policy reform. Alongside these national factors, Dorset's ageing population and rural geography create additional service and cost pressures that are expected to continue throughout the planning period. Changes to how funding is distributed across Local Government via Fair Funding 2.0 has not seen these characteristics of Dorset recognised and so increased Government funding cannot be relied upon to close any budget gap.

The MTFP has been developed using a service-led approach, drawing on service plans to identify expected demand, cost pressures and opportunities for transformation against a prioritisation framework. This strengthens the evidence base for financial planning and provides a more robust understanding of future funding requirements.

Despite this, the Council faces a significant forecast budget gap over the medium term. The position reflects increasing demand and expenditure pressures that continue to outpace expected growth in funding and income. Work is ongoing across all directorates to identify savings, efficiencies and transformation opportunities to reduce the gap and support a balanced budget.

The Council's strategy remains focused on prevention, demand management, service transformation and productivity improvements. Prevention is a whole-council approach that seeks to improve outcomes for residents while reducing the need for more costly interventions in the future. Service plans increasingly support these objectives by identifying opportunities to redesign services, improve outcomes and make best use of available resources.

Alongside the revenue budget, the Council continues to deliver a substantial capital programme that supports investment in infrastructure, assets and service improvement. The affordability of the programme and its impact on future revenue budgets continue to be closely monitored.

While the MTFP represents a prudent assessment of the Council's financial position, significant uncertainty remains around future government funding reforms, business rates arrangements and wider economic conditions. Cabinet is therefore asked to note the current position, endorse the budget assumptions and principles set out in this report, and support the continued development of a balanced budget for consideration by Full Council in February 2027.

2. Recommendation:

That Cabinet:

(i) notes the updated cost pressures and savings set out in this paper and the validation work that has been carried out on them;

(ii) notes the assumptions being used in the MTFP;

(iii) notes the financial gap arising from (i) and (ii) above;

(iv) notes the 2027/28 principles for multiyear budget setting outlined in section 13;

(v) notes the approach to closing the budget gap set out in this paper, recognising that this is work in progress;

(vi) continues to lobby local MPs and work with peers to press the case for fair funding for Dorset;

(vii) agrees that Portfolio Holders work with officers to continue to identify and develop further efficiencies and savings;

(viii) endorses 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 Recommendation:

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

This report is being presented to Cabinet to provide an update on the projected budget gap for 2027/28 and the subsequent years covered by the MTFP. It also outlines progress made to date on identified actions and savings, including the forecasted financial performance for 2026/27 against the approved budget.

3. Financial implications

Covered within the report.

4. Climate implications

The Council's budget continues to fund action set out in the climate and ecological emergency action plan, including commitments as part of the capital plan over the term of the MTFP.

5. Other implications

None that are not covered in this report.

6. Risk assessment

6.1 Having considered the risks associated with this decision, the level of risk has been identified using the new risk scoring methodology as:

Based on our current assessment, the MTFP risk would be categorised as **Capacity (High)** because at this stage significant work is still required to address the budget gap. Assuming the council continues to meet its requirement to set a balanced budget, and the proposed actions are successfully implemented, the residual risk would be **Tolerance (Medium)**.

This assessment reflects the current position and is based on present assumptions. Given the dynamic nature of the financial environment, risk levels may change over time and should be kept under regular review.

6.2 The council is required to set a balanced annual budget. Dorset Council is anticipating:

1. fully using its budgeted contingency in the current year 2026/27,

2. requiring some use of reserves to meet the quarter 2 forecast overspend,
3. requiring use of reserves and one-off sources of funding to meet the costs of transformation set out in the transformation reports presented at Cabinet

a. The Quarter 2 report, which will be presented to Cabinet on 10 November 2026 alongside this paper, provides further detail on the financial matters affecting the 2026/27 budget. Where service overspends cannot be mitigated, this will have a consequential impact on the financial position for 2027/28 and future years.

b. Any use of reserves puts further pressure on the revenue budget as the increased reliance on external borrowing increases the amount of interest paid by the Council.

c. Looking ahead, further pressure on the Council's reserves comes from the cumulative deficit on the Dedicated Schools Grant (DSG). Dorset's SEND Reform plan was accepted in October 2026 and the High Needs Stability grant is therefore expected in November. Despite receiving £145m grant the SEND reform plan projections indicated a cumulative DSG returning to an overspend of around £150m at the 31 March 2028, when the statutory override ceases. The long-term SEND reforms have yet to be finalised with the government stating:

For deficits that arise in 2026–27 and 2027–28, local authorities can expect that we will continue to take an appropriate and proportionate approach, though it will not be unlimited.

If the statutory override ends without a full write off of the deficit as at March 2028 this would mean that many Section 151 officers across England would be giving consideration to issuing a section 114 notice.

d. Taking into account both the local and national operating context, the S151 Officer, the Council's Chief Finance Officer, has assessed the current financial risk level as high. Readers of this report should therefore anticipate that continuing to set and deliver a balanced budget will require reprioritisation of service delivery to maintain long-term financial sustainability.

7. Equalities Impact Assessment

The Council's budget serves as a strategic framework to support the delivery of its priorities. Achieving a balanced budget relies on a number of key assumptions and the successful implementation of transformational change programmes. While the overall budget framework has not been subject to a standalone equality impact assessment, individual programmes and changes that underpin budget delivery will each be assessed for their potential impacts.

8. Appendices

Appendix 01 – Directorate Pressures

9. Background papers

Budget strategy report 2026/27

Full Council Budget and Medium-Term Financial Plan Strategy Report (MTFP)

Period 4 financial management report to Cabinet 2026/27

10. Financial context

2026/27 current year position

10.1 The Council began this planning cycle with an initial budget gap of £17.55m for 2027/28, carried forward from the previous MTFP.

10.2 The Quarter 2 2026/27 financial management report to Cabinet sets out a forecast overspend for the current year of £8m. Work to refine the forecast position for the year has continued over the summer with additional pressures being built into the forecast as well as savings targets not being on track to be achieved.

10.3 An overspend in the current year will impact not just on the current year, but also the base budget for future years if the required savings cannot be delivered in time for the beginning of the new year. We must also review the sustainability of any short-term or non-recurrent savings which have been made this year to help manage the 2026/27 position.

Funding for Local Government

10.4 The Government introduced a multi-year Local Government Finance Settlement (LGFS) in the autumn of 2025. This is a significant development for councils as it provides greater certainty over future funding allocations and supports longer-term financial planning. For Dorset Council, a multi-year settlement (MYS) has the potential to improve the robustness of the MTFP by reducing the reliance on annual funding assumptions and providing greater confidence when planning transformation activity, investment decisions and the delivery of savings programmes.

10.5 The LGFS reflects the Government's revised approach to funding distribution, with a greater proportion of resources directed towards authorities with higher levels of deprivation, lower council tax raising capacity and greater assessed need. As a result, Dorset has not benefited

to the same extent as some other authorities from the additional funding made available through the LGFS. The way in which funding is distributed centres around two key measures:

1) **Relative need** –cost of doing business e.g. labour costs, remoteness increasing journey time or differing commercial property prices.
2) **Local resource** – Council Tax and income from sales fees and charges.

In simple terms funding then flows as follows:

A. Relative need > local resource = more government funding.
B. Relative need < local resource = less government funding.

10.6 Fair Funding 2.0 has introduced significant changes to the funding formula and fundamentally changed the assessment and resultant allocation of funding.

10.7 Changes include up to date Index of Multiple Deprivation (IMD), removing remoteness for all but ASC and changing the underlying formula for a number of grants and combining a number of distinct funding streams.

10.8 The Council's strong council tax base mean that it gains less from the redistribution methodology despite continuing to experience significant demand and cost pressures, particularly within adult social care and the additional costs associated with being a large rural authority.

10.9 As stated in the February 2026 MTFP Full Council paper, modelling provided by LG Futures indicates a £6m reduction in grants over the multiyear LGFS (2026/27 to 2028/29). Therefore, all new funding for Dorset relies on local decisions, centring on Council Tax levels.

Table 1: LG Futures estimate August 2026 of Dorset's total funding resources

£m	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Business Rates	74.3	58.7	59.1	60.7	62.2	63.8
Council Tax	337.8	361.2	384.7	409.7	436.3	464.6
Grants	85.2	110.6	107.3	104.3	106.6	108.9
Total Resources	**497.3**	**530.5**	**551.1**	**574.7**	**605.1**	**637.4**
Percentage of resources coming from Council Tax	*67.9%*	*68.1%*	*69.8%*	*71.3%*	*72.1%*	*72.9%*

10.10 This report has been drafted ahead of the Government's Autumn Budget on 28 October 2026 which is expected to provide further detail on public

spending, local government funding reform and devolution. While a MYS provides greater certainty for financial planning, there remains a risk that future funding reforms and redistribution mechanisms could reduce Dorset's relative share of national funding despite continuing demand pressures in adult social care, children's services, SEND and being a rural authority.

10.11 Further announcements are also anticipated on business rates reform, including changes to reliefs, retention arrangements and the wider funding system. Given the importance of business rates as a source of local government funding, any reforms could have implications for Dorset's future funding position and MTFP assumptions.

10.12 The Government has signalled its intention to establish a National Care Service, with social care becoming free at the point of need. While the detail, timelines and funding arrangements remain uncertain, any reforms could have significant implications for Dorset given the scale of adult social care expenditure and the county's ageing population.

10.13 In addition, the Council will continue to monitor developments relating to the proposed High Value Council Tax Surcharge from April 2028. Further clarification from Government is expected and may require updates to future financial planning assumptions.

10.14 Future funding streams, economic investment programmes and powers are increasingly channelled through mayoral strategic authorities as part of the Government's devolution agenda. The Prime Minister Andy Burnham making positive reference to Wessex and the Southwest devolution agenda at Prime Minister Questions on Wednesday 21 October 2026 Dorset and Dorset continues to engage positively with devolution opportunities.

10.15 This was followed up with confirmation in the Government’s budget text released on 28 October 2026 that the Government is working towards final agreement of a Mayoral Strategic Authority (MSA) for Wessex.

10.16 The final decision to establish an MSA will be subject to the formal consent of all of the constituent councils.

10.17 The Secretary of State for Housing, Communities and Local Government has confirmed that as a MSA Wessex would receive a 30-year Investment Fund and capacity funding to support with the cost of setting up and running the Authority.

10.18 Following the Autumn Budget, further detail on Dorset's funding position is expected through the *provisional* LGFS, anticipated in late December.

The MTFP and Dorset Council

10.19 The Council Plan provides the Council's strategic direction and sets out the ambition of working together to create a fairer, more prosperous and

more sustainable Dorset for current and future generations. Its four priorities are:

1) Provide high quality and affordable housing
2) Grow our economy
3) Communities for all
4) Respond to the climate and nature crisis

10.20 The MTFP is the financial strategy underpinning the Council Plan and the vision to be a Modern Sustainable Unitary. It links policy, risk and service planning with a multi-year assessment of funding, demand and cost pressures, savings and investment requirements, enabling informed resource allocation to agreed priorities while maintaining the Council's long-term financial resilience.

Table 2: Dorset's current MTFP

	Previous Year Budget 2025-26 £m	Current Year Budget 2026-27 £m	MTFP Yr1 2027-28 £m	MTFP Yr2 2028-29 £m	MTFP Yr3 2029-30 £m
Total funding available	**417.152**	**482.609**	**515.380**	**535.591**	**562.259**
Budget requirement	417.152	482.609	551.386	591.282	639.833
Budget gap (cumulative)	**0.000**	**0.000**	**(36.006)**	**(55.690)**	**(77.574)**

11. Financial modelling assumptions and the initial budget gap

11.1 Under Section 25 of the Local Government Act 2003, the Chief Financial Officer (CFO) is required to report to Full Council when it considers the budget and sets Council Tax for the upcoming financial year. This report must address the robustness of the financial estimates and the adequacy of reserves included in the budget proposals, ensuring that Members have access to professional and authoritative advice to inform their decisions.

11.2 The financial modelling assumptions outlined in this section form a critical basis for the CFO's assessment of the reliability of the estimates and the sufficiency of reserves. Members are therefore required to take this into account when making decisions in relation to the budget and the setting of council tax and scrutinising the assumptions in this report.

11.3 The process of rolling forward the financial model and rebasing it to reflect the new financial year, along with decisions approved by Cabinet since the previous budget was set, marks the starting point of the new financial

planning cycle. Additionally directorates have been required to prepare updated service plans.

11.4 In preparing the draft budget proposals, a range of assumptions were built into the MTFP model for 2026/27 and beyond. These assumptions will be reviewed and refined on an ongoing basis as new information becomes available, up to the point at which the budget is formally set.

Service Plans

11.5 During 2026, the Council introduced a new multi-year service planning approach designed to strengthen the link between strategic priorities, transformation activity and financial planning. Service plans are increasingly focused on identifying cross-cutting opportunities that support the Council Plan and Dorset's vision of becoming a Modern Sustainable Unitary by getting us to the future faster and being financially sustainable.

11.6 Modern Sustainable Unitary vision and cross-council approach is detailed in the service plans through the need to respond to increasing demand, ongoing financial pressures and the opportunities presented through prevention, modernisation, workforce development and stronger community partnerships.

11.7 The service planning process provides a structured framework for reviewing priorities, managing demand, identifying opportunities for transformation and ensuring resources are aligned to the Council Plan. It encourages services to look beyond organisational boundaries and consider how activities can be delivered more effectively across the Council.

11.8 Service plans are a key component of the MTFP and directly inform future savings, investment requirements and demand assumptions. Version 2 service plans are due by the end of October 2026 and require Executive Director sign-off. These plans will include the future direction of the service, proposals for managing demand, improving outcomes, delivering efficiencies and identifying investment needs over the medium term. As the iterative process matures, service planning will play an increasingly important role in ensuring that financial decisions are evidence-based, strategically aligned and support the Council's long-term financial sustainability.

11.9 Only savings and growth that are evidence-based with credible delivery plans have been incorporated into the MTFP.

Assumptions

11.10 The MTFP is underpinned by a range of financial and demand assumptions, including inflation, fees and charges. Applying appropriate assumptions remains a critical component of robust financial planning, as even small changes can have a significant impact on the Council's forecast financial position. For example, a 1% increase in general inflation equals £3.6m.

11.11 However, a single organisation-wide assumption can be overly simplistic given the diversity of more than 450 services delivered by the Council, each of which is subject to different cost drivers, demand pressures, legislative requirements and levels of risk. The Council is therefore moving towards a more evidence-led approach, using data, service intelligence and risk management to better understand the factors driving expenditure and funding requirements through Service Plans. This approach aims to improve the accuracy of financial planning by targeting resources where pressures are greatest, rather than relying on blanket assumptions that may not reflect the specific circumstances of individual services and could lead to inefficient allocation of resources. This is detailed in the following paragraphs.

11.12 The current assumptions for the forthcoming financial year are outlined in the table below. It is important to note that these remain under review and will continue to be updated ahead of the Full Council meeting in February 2027.

Table 3: MTFP budget assumptions

Variable	Budget Set 2026/27	Latest assumption 2027/28	Latest assumption 2028/29	Latest assumption 2029/30
Required council tax increase	<3%	<3%	<3%	<3%
Council tax base growth	1.24%	1%		
Required Social Care Precept	<2%	<2%	<2%	<2%
Business rates growth	-6.61%	0%	0%	0%
Pay award	3.2%	3%	3%	2.5%
General inflation	3.4%	2.5%	3.0%	3.0%
Increase in fees & charges	5.0%	4.0%	5.0%	5.0%

Local taxation

11.13 Our planning assumption is that Dorset Council will continue to be required to utilise the maximum Council Tax flexibilities available, currently a 3% Council Tax increase alongside a 2% Adult Social Care Precept. This reflects the increasing reliance placed on locally raised taxation by the Government through the Fair Funding Review and LGFS, with the Council's Core Spending Power assumptions effectively requiring authorities to levy the maximum permitted increases in order to realise the full funding available. For Dorset, 93% of the 2026/27 increase in Core Spending Power was attributable to additional Council Tax income rather than new Government funding.

11.14 For Band D Council tax payers this equates to an additional £2.11 per week on the Dorset Council element of the bill.

11.15 Whilst Council Tax collection rates remain resilient, care will be needed with council tax modelling for the budget. The latest collection data will be available as part of the Q2 finance management report at this Cabinet meeting.

11.16 In respect of Business Rates there remain concerns around income collection over the medium term as a result of the sustained economic instability, affecting in year collection rates and collection of arrears. If recent years are anything to go by the Autumn statement may well confirm further changes to business rates.

Pay pressure

Local Government Pay award

11.17 The pay and conditions of employment for local government services employees are determined by the National Joint Council (NJC), which comprises representatives from Trade Unions (58) and Employers (12**)**.

11.18 The 2026/27 NJC pay award was agreed at 3.3% and for the 2026/27 financial year. The MTFP currently assumes a 3.2% increase in pay inflation for 2027/28, reflecting anticipated ongoing national pay trends.

National Living Wage

11.19 The National Living Wage is expected to increase from £12.71 per hour in April 2026 to £13.36 per hour from April 2027, representing an increase of approximately 5.1%. The National Minimum Wage is also expected to increase across all age groups, with the Government continuing its policy of narrowing the gap between younger and older workers. This may be revised in future Government budgets.

National Insurance

11.20 From 6 April 2026, the employer National Insurance rate remains at 15%, and the Secondary Threshold remains at £5,000 per year. No further changes to these measures have been introduced for the 2026/27 tax year.

11.21 Looking ahead to 2027/28, no further rate increases have been formally announced.

Pay inflation

11.22 All Council staff are paid at an hourly rate which is above the national living wage. Therefore, changes to the national living wage do not add further pressure onto the direct pay bill.

11.23 Where the council commissions services, for example within the care sector these employers may be impacted by the rises in national living wage or changes to national insurance and so seek support from the commissioner (the Council) with meeting the cost. Inflation requests are being managed consistently through a senior officer group.

General inflation

11.24 Inflation remains a key MTFP assumption, affecting pay, contracts, commissioned services, construction costs and the wider supply chain. Recent forecasts indicate easing underlying pressures, although higher energy costs are expected to keep inflation above target in the short term. The MTFP assumes general inflation of 2.5% for 2027/28, reflecting an expected move towards longer-term target levels. This is considered a reasonable central planning assumption, but economic and geopolitical uncertainty, particularly fuel and energy market volatility, could prolong inflation and increase the Council's operating, supplier and contract costs. Inflation assumptions will therefore continue to be monitored.

11.25 Reflecting this uncertainty, Adult Social Care and Children in Care forecast models are built with inflation included and do not receive additional central inflationary increases.

12. Continuing and new budget pressures in the MTFP

12.1 As part of reviewing the MTFP gap for 2026/27 the senior leadership team (SLT) and their teams have been preparing service plans, reviewing budgets for the current year and assessing the ongoing impact of rising costs and demand for services.

12.2 The table below shows a full breakdown of the pressures, savings and movement in the base budget for each directorate based on these current assumptions.

Table 4: October 2026 budget position by directorate and whole authority

£m	Adjusted base budget 26/27	Total Pressures	Total Savings	Proposed base budget 27/28	Increase / (Decrease) in base after adjustments	% increase in base
Adult Social Care	174.12	24.02	(5.65)	192.50	18.37	11%
Children's Services	105.11	15.43	0.00	120.54	15.43	15%
Economy & Environment	104.36	12.94	(4.02)	113.28	8.92	9%
Modern & Customer	26.59	1.01	0.00	27.60	1.01	4%
Housing & Prevention	20.37	1.95	0.00	22.32	1.95	10%
Chief Executive's Office	12.73	0.59	0.00	13.32	0.59	5%
Assurance & Governance	8.92	0.49	0.00	9.41	0.49	5%
Resources	8.16	0.33	0.00	8.48	0.33	4%
Service budgets	**460.35**	**56.76**	**(9.67)**	**507.44**	**47.09**	**10%**
Central Finance	(460.35)	(11.08)	0.00	(471.43)	(11.08)	2%
Budget Gap				**36.01**		

12.3 A summary of the key points from the table above:

i. Total pressures within service budgets £56m

ii. Total savings identified to date £9.67m

iii. Remaining budget gap £36m

12.4 The following table includes only the new or changing assumptions and reconciles the increase from a net budget gap of £17.6m to £36m. The MTFP is a live document that is frequently updated as new information becomes available, such as service demand and need, government funding and inflation.

Table 5: The change in the budget gap from February's Full Council to October 2026

Budget Gap - Feb 2026	17.6
Funding adjustments	2.7
Other Changes (Interest, capital, increments)	5.1
Inflation adjustments	-
Directorate Pressures & Savings	10.6
Budget Gap - Oct 2026	36.0

12.5 More detail of the material pressures is contained in Appendix 1.

13. Draft budget principles

13.1 To ensure the Council sets a robust and balanced budget, it is essential to follow a clear and structured approach. These budget principles provide a framework to guide decision-making, helping all parties understand how they can contribute to balancing the budget. They also support the Council in making necessary, and sometimes difficult, choices to deliver the priorities and outcomes set out in the Dorset Council Plan within the constraints of available resources.

13.2 Several of the budget principles are aligned to the new risk appetite framework, helping strengthen the line of sight between the budget principles and the council's broader approach to risk management and decision-making.

13.3 Dorset's budget principles, outlined below, are proposed for Cabinet's continued endorsement and will guide the remaining work on the budget strategy.

i. **No reliance on reserves** – The budget will not be balanced by drawing on reserves.

ii. **Priority-led resource allocation** – Funding decisions will be aligned with the Dorset Council Plan and its strategic priorities using service plans that are continually updated

iii. **Protect and improve services** – Services will be safeguarded where possible but must demonstrate value for money and improved efficiency.

iv. **Maximise unitary council benefits** – We will continue to seek savings and efficiencies from our status as a unitary authority.

v. **Adopt a commercial mindset** – The Council will pursue opportunities to operate more commercially where appropriate. This aligns with our open appetite for Commercial risks.

vi. **Evidence-based decisions** – Business cases will underpin key decisions, and we will consider 'invest to save' and prevention opportunities. This aligns with our cautious appetite for Finance risks, which recognises some uncertainty where there is potential to improve service delivery.

vii. **Realistic and accountable budgeting** – Budgets must be achievable and aligned with the Council's objectives, with clear accountability for delivery and sound financial management.

viii. **Transformation in progress** – We are implementing both short-term and long-term transformational savings plans as part of our ongoing strategy to deliver sustainable financial improvements. This aligns with our open appetite for Project/Programme risks, reflecting the Council's willingness to pursue change and innovation where there are demonstrable benefits.

ix. **Work within the financial strategy** – All resource allocation must align with the overarching financial strategy approved by Cabinet.

x. **Target new Government funding** – Where possible, new Government funding will be directed towards existing spending pressures and priorities

13.4 Based on the current options identified, the Council would need to identify £36 million of savings to prevent drawing from reserves to balance the 2027/28 budget. This level of reliance on reserves is not sustainable given the limited reserves available and is therefore not a viable solution.

13.5 The Chief Financial Officer's (CFO) Section 25 statement will need to assess the robustness of the proposed budget and the adequacy of reserves in this context.

14. Timetable

14.1 The major milestones in the remaining budget and MTFP timetable are set out in the table, below.

Table 6: MTFP timetable

10 November 2026	Cabinet (Q2 and MTFP)
26 January 2027	People and Health Scrutiny Committee
27 January 2027	Place and Resources Scrutiny Committee
2 February 2027	Budget presented to Cabinet
11 February 2027	Budget recommended to full Council

15. Risk

15.1 There is significant risk in our planning assumptions at this stage. Officers' initial work has identified a £36m budget gap in 2027/28 with further gaps within future years. The remaining budget gap equates to £95 per head of Dorset population (based on 379,578 population figure).

15.2 Adult Social Care reforms, SEND Transport costs, inflation and pay awards continue to be the main focus but these are not our only risks. Risk and sensitivity of the budget to volatility in planning assumptions are key aspects of the financial model and budget development.

15.3 Consequently, the medium-term financial position of the organisation will feature within the authorities' risk register: "As a result of ongoing funding pressures, demand growth and inflation, the assumptions underpinning the MTFP may not be achieved, leading to service reductions, delayed investment and/or increased use of reserves." This will become Risk ID 96. This could include delivery risk of items contained with service plans.

16. Capital programme

16.1 The capital programme has been subject to a comprehensive review with the specific aim of right-sizing the Council's capital ambitions to better reflect organisational capacity, deliverability, affordability and available resources.

16.2 This review sought to ensure that only schemes supported by robust business cases, clear strategic objectives and realistic delivery plans remained within the programme. The resulting revised capital programme was approved by Cabinet in June 2026

16.3 The Quarter 2 Budget Monitoring Report for 2026/27 shows a revised capital programme of approximately £106m, with expenditure and commitments totalling £52m, representing 49% of the annual budget.

16.4 At the halfway point in the financial year, this demonstrates that the programme is progressing broadly in line with budget and provides early evidence that the capital programme review has been successful in right-sizing the programme to a level that is both realistic and deliverable within the Council's capacity

16.5 Delivery of the capital programme is monitored monthly by the Capital Strategy & Asset Management Group (CSAMG), providing ongoing oversight of project progress, risks and programme capacity.

17. Reserves

17.1 Reserves are used to support the activities of the Council and based on the revenue forecast as at the end of 2026/27 there will be a requirement for the following use of reserves:

1) £8m overspend from the general fund and earmarked reserves,
2) Transformation investment
3) Possible funding for the ERP implementation (multi-year) subject to the December 2026 Cabinet paper.

17.2 The General Fund Balance at the end of 2025/26 was £35.9m and is forecast to increase to £40.7m.

17.3 The Council's MTFP includes an annual budgeted contribution of £4.7m to the General Fund balance. By maintaining an adequate level of General Fund balances, the Council is better placed to manage in-year budget variances, respond to emerging risks, and avoid the need for more significant corrective action should financial challenges arise.

17.4 The Council is currently forecasting that earmarked reserves will be £120m by 31 March 2027.

17.5 Therefore, the total available reserves is forecast to be in the region of £161m by 31 March 2027. This is before any reserve requirements outlined in 17.1. Appendix 02 details the estimated future reserve position.

18. Lobbying

18.1 The council continues to highlight the case for additional investment in Local Government through Dorset's MPs, with peers and through networks like the Society of County Treasurers (SCT), the County Councils' Network (CCN) and with the Local Government Association (LGA).

18.2 Campaigning alone will not deliver enough resources to meet all our challenges and we must focus on reducing costs and growing income at the same time.

19. Further work to close the gap

19.1 As there is every year there remains much work to be done, and the actions are:

a. Focus on prevention and activity that supports the Modern Sustainable Unitary vision.
b. Continue with service planning and prioritisation, due by the end of October
c. Continue to validate, test, challenge and update the budget assumptions and growth model
d. Ensure that robust cost controls are maintained through the remainder of 2026/27 to minimise the spend pressures being brought into future years.
e. Continue to identify and implement savings whilst protecting frontline services, taking advantage of the financial efficiencies that becoming a unitary council has presented;
f. Continue to engage with consultation processes around funding formulas for the future;

19.2 It will be a through a combination of these measures that the Council will meet its legal requirement to set a balanced budget.

20. Summary and conclusions

20.1 While Dorset Council is not alone in facing substantial financial pressures, it is essential that we identify local preventative solutions alongside continuing to make a strong case for further national investment to support the Council's ability to meet its statutory responsibilities and deliver vital services.

20.2 Many of the pressures, risks and the national context is familiar to the rest of the sector. Dorset remains committed to developing solutions to close the budget gap, building on the creativity, energy and discipline of our workforce to deliver a balanced budget and become a Modern Sustainable Unitary.

Appendix 01 - Directorate pressures

1.1 The following paragraphs outline the material pressures over £1m within each directorate and the status of mitigating action.

1.2 Figures contained are the current working totals and subject to further scrutiny and mitigation as officers progress through the budget setting process therefore inclusion in this report at this stage does not mean that the pressure or value is confirmed as part of the budget gap.

Adults and Housing

1.3 The overall growth modelled for Adults and Housing is an increase of £23.789m, an increase of 11%.

1.4 Growth has been modelled for adult care packages in 2027/28. The modelling reflects the increase in the number of people supported since October 2025/26 (when the 2026/27 budget was set), and together with projected growth for the remainder of the financial year. Key areas of growth include Homecare, Extra Care, Supported Living and care homes.

1.5 The Council continues to use external advisors, LG Futures, to support forecasting of government funding allocations across various grant streams. At this stage, it is assumed that all existing grant funding for Adults will continue.

Children's Services

1.6 The overall current growth modelled for Children's Services is an increase of £15.4 million, to £120.5 million, representing a 15% uplift.

1.7 Specific budget increases are focused on areas that support the council's commitment to improving outcomes for children and young people, particularly ensuring the best start in life for all. Prevention and early support remain key drivers.

1.8 The primary driver for the proposed budget growth is the Children in Care population.

1.9 Children's Services are actively working to reshape the children in care population and budget requirement by influencing:

1) The number of children in care, aiming to reduce reliance on statutory care through early intervention and family support.
2) The mix of care placements, with a shift towards more stable, cost-effective, and locally provided options, for example foster families.
3) The cost of placements, by investing in council-run provision and reducing dependency on high-cost external providers.

1.10 Key initiatives include:

1) Reviewing and updating fostering fees, to support recruitment and retention of foster carers and ensure competitive, sustainable arrangements.
2) Stabilising the Social Worker workforce
3) Further work to refine the placement mix, for example reduce reliance on external residential care and promote kinship arrangements
4) Maintaining the prevention approach, through continued investment in Locality and Pathfinder models, which focus on early help, multi-agency collaboration, and reducing escalation into statutory services.

1.11 This is a fluid position, as the Children in Care cohort continues to change, inflationary pressures evolve, and new ideas and approaches are explored and developed.

1.12 In addition to the pressures outlined above, there are other areas within Children's Services under pressure:

1) Special Educational Needs (SEN),
2) Permanently achieving transformation savings to ensure long-term sustainability and improved service delivery.
3) Uncertainty remains with Children's Services grants and the formulas used to allocate each Local Authorities allocation. Dorset could be disadvantaged if there is a formula change.

Economy & Environment (E&E) Directorate

18.17 Pay inflation is included at £1.722m. This assumes a 3% national pay award.

18.18 General (non-pay) inflation is included at £2.298m. This is calculated on a 2.5% uplift and 5% for energy costs.

18.19 Directorate specific pressures are almost £10.4m, offset by just over £4m of Directorate specific savings, meaning a net pressure of just under £6.4m. Key areas of growth include:

18.20 Cabinet 11th November 2025 agreed to a pipeline of asset disposals as a key mechanism for the Strategic Asset Management Plan. The MTFP includes a net cost of £1.080m in respect of this, primarily in respect of disposal of industrial sites which is offset by reduced borrowing costs for the capital programme.

18.21 This MTFP includes a one-off £1m for the next phase of the Strategic Partnership work in Weymouth.

18.22 Cabinet 6th October 2026 agreed to implement new interventions in respect of public buses and community transport. This MTFP includes £1.863m of investment cost in 2027/28, as well as future year impacts as set out in that paper.

18.23 The MTFP includes the full year effect of the new HRC contract which came into effect in August 2026, at a cost of £1.5m. However, lower tonnages are being experienced, with an estimated effect of £1m in 2027/28, so the full effect of the HRC contract cost is partially mitigated.

18.24 As reported in the quarterly finance reports, growth in Concessionary Fares expenditure means that this budget line needs realignment. £1.020m is included in the 2027/28 proposals for this purpose.

Core Services

18.25 Core Services covers Modern and Customer, Resources, Chief Executive's Office and Assurance and Governance.

18.26 The overall budget proposed for Core Services is an increase of £2.418m, an increase of 4.3%.

18.27 Of this increase the most significant is related to pay inflation and increments of £1.738m.

Central Finance

18.28 Within Central Finance the costs associated with the Minimum Revenue Provision (MRP) have been reduced by £3.1m following the policy revision at the end of 2024/25.

18.29 The interest payable related to the capital programme has been increased by £3.1m to reflect the expected borrowing costs. This is needed to fund the existing capital programme as well as an estimate of new capital projects in 2027/28 to 2031/32.

18.30 An additional £3.8m of pressure has been included within the MTFP. This comprises £1.7m to reflect the lower council tax collection rate and the associated reduction in income, together with £2.1m arising from the removal of the forecast council tax and Business Rates surpluses.

18.31 £0.3m has been included in the Contingency budget to reinstate funding following the pay award increase for 2026/27, meaning the contingency budget would be £8.5m for the following year.

Appendix 02 – Reserves

	31/03/2026 £'000	31/03/2027 £'000	31/03/2028 £'000	31/03/2029 £'000
General Fund Balance	**35,983**	**40,757**	**45,531**	**50,305**
% of net budget	8.63%	8.45%	9.43%	10.42%

	31/03/2026 £'000	31/03/2027 £'000	31/03/2028 £'000	31/03/2029 £'000
General Fund				
(A) Financial strategy	25,454	25,455	10,000	10,000
(B) PFI Reserves	4,706	4,862	3,869	3,224
(C) Insurance Reserve	2,521	2,222	1,922	1,622
(D) Trading Account Reserves	276	276	307	307
(E) Transformation Fund	-	-	-	-
(F) Other Reserves	11,247	14,564	9,298	9,214
(G) Repairs & maintenance	1,748	1,748	-	-
(H) Unused Grant Funds	43,020	36,370	21,342	17,061
(I) Infrastructure related	5,627	5,482	5,277	5,110
(J) Innovation	571	571	-	-
Sub-total	**95,170**	**91,550**	**52,015**	**46,538**
(K) Section 31 Grant Reserve	12,883	10,000	9,000	8,000
(L) Public Health	1,782	1,682	500	500
(M) SEND Reform Plan Support	17,181	17,181	16,685	16,685
Total Earmarked Reserves	**127,016**	**120,413**	**78,201**	**71,723**
Total Reserves	**162,999**	**161,170**	**123,732**	**122,028**

	Title	Description
a	Financial strategy	These reserves have been established to support the Council's long-term financial sustainability. They include £10m set aside to provide resilience against uncertainty arising from future Government funding changes and £15m to fund the implementation of the Oracle Fusion ERP programme.
b	PFI reserves	These reserves are sinking funds held for replacement furniture and equipment, and to cover additional costs of any future legislative changes with the council's two Public Finance Initiative (PFI) arrangements.
c	Insurance reserve	The insurance reserve is to support settling claims.
d	Trading Account reserves	The balance held in this reserve represents retained surpluses from traded services which are reinvested in future services.
e	Transformation Fund	This reserve was set up to fund investment expenditure that would generate reductions in revenue costs.
f	Other reserves	Various reserves to cover partnership working, one-off activities or smooth future cost pressures or activities that may be required where a grant or budget may not be available. These reserves also cover the risks of cost overruns on projects, costs that are contingent upon project outcomes and potential conversion of schools to sponsored academies.
g	Repairs & maintenance	This is a reserve to provide short-term support for the revenue budget for repairs and maintenance.
h	Unused grant funds	Various reserves to fund future expenditure where the received grant for the work or service has not been fully utilised in the year.
i	Infrastructure	Various reserves to cover infrastructure development in the area.
j	Innovation	Associated reserves linking to Enterprise Zone and related business park developments.
k	Section 31 Grant Reserve	This reserve holds unspent Section 31 grant funding received from the Government during the COVID-19 pandemic to compensate local authorities for losses arising from reduced Council Tax and Business Rates collection.
l	Public Health	Reserved underspends from the Public Health grant, to cover any future related Public Health activity.
m	DSG recovery plan funding	Reserves specific for the Dedicated Schools Grant and future support for High Needs Block deficit support.

Cabinet
10 November 2026
Parking Review
For Decision

Cabinet Member: Cllr Jack Jeanes, Place Services

Local Councillor(s): All Councillors

Senior Leadership Team:
Jan Britton, Executive Director, Economy and Environment

Report author and job title: David Rosselli, Transport & Parking Strategy Lead
Email: David.rosselli@dorsetcouncil.gov.uk

Statutory Authority: Dorset Council

Report status: Public (the exemption paragraph is N/A)

1. Executive summary

Dorset Council has reviewed its parking service and parking charges, covering 82 council-operated car parks and more than 11,000 parking spaces. The review provides an evidence-led framework for updating parking from 2027/28 to better manage traffic and parking demand, tackle air quality and congestion, and contribute to wider transport and environmental objectives.

Parking data analysis found that parking demand varies a lot at different car parks. Some coastal and town centre car parks experience high demand and often run out of spaces. Other car parks remain underused. The current countywide three-tier tariff structure does not reflect these local differences. A more localised approach will allow charges and length-of-stay limits to be tailored to local conditions, helping to improve availability of parking spaces, manage demand better, and reduce congestion and unsafe parking.

The report recommends that Cabinet approve proposed new parking charges, including seasonal pricing for some sites, as the basis for public engagement, during which local adjustments to tariffs will be possible. The approach balances affordability with the need to maintain and improve parking services.

The review is considering wider policy measures. Evidence gathered through stakeholder engagement suggests that existing parking permits continue to offer good value for money; however renewed promotion of the permits is needed. In view

of the Council's objectives for climate, air quality and public health, an Electric Vehicle (EV) discount is proposed in a one-year pilot scheme for Flexi Stay permits.

Engagement undertaken led to feedback that demonstrated strong support for localised pricing, improved enforcement, better accessibility, and greater integration between parking policy and wider transport objectives. Operational improvements are already being delivered, including investing in enforcement staff, upgrading the payment technology, and modernising the back-office IT system.

2. Recommendations

2.1 Approve the proposed 2027/28 tariffs for car parks, multi-use parking areas, on-street parking (set out in Appendices 1A, 1B, 1C) as the basis for further public engagement.

2.2 Approve a one-year pilot scheme in which EV drivers will be eligible for a 15% discount for the Flexi Stay Permit.

2.3 Grant delegated authority to the Executive Director for Economy and Environment, in liaison with the Cabinet Member for Place, regarding:

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

2.4 Delegate authority to the Executive Director for Economy and Environment to prepare a five-year Parking Strategy and present it to Cabinet for approval.

2.5 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.

3. Reason for the recommendations

3.1 The recommendations enable Cabinet to make key decisions about parking tariffs for 2027/28.

4. The report

4.1 Factors that led to the parking review

Parking tariffs were increased in 2023/24 and 2025/26, but not in 2026/27. The Parking Service is now being reviewed, and specifically the 2027/28 tariffs, because:

- Demand for car park spaces is imbalanced, with too much demand in certain town centres, while other nearby car parks have spare capacity.
- Some drivers routinely park incorrectly, unsafely and/or fail to pay to park.
- Parking tariffs can nudge driver behaviours to achieve positive outcomes: better managed traffic and parking demand, less congestion, cleaner air, less incorrect and/or dangerous parking behaviours.
- Service improvements are underway but more needs to be done.
- Parking Service costs are increasing every year.

4.2 Key findings from detailed analysis

In-depth analysis considered future parking options, including off-street car parks, and tariffs. The findings support an evidence-led approach using tariffs to manage parking demand, reduce non-compliant/ dangerous parking, reduce congestion, improve usage of the parking estate and provide a framework to respond to future transport and environmental challenges. The findings are as follows.

Place and town-focused parking policy that responds to local circumstances

- Set parking charges on a town-by-town, car park-by-car park basis
- Align tariffs and the parking approach to each town's needs and aspirations

Manage parking demand and make best use of available capacity

- Manage turnover of parking bays using tariffs and maximum stay limits
- Redistribute demand for parking away from overused sites

Set tariffs positively to influence the demand for parking spaces

- Charge more in highest demand sites and during peak demand seasons
- Charge less in peripheral sites to nudge congestion away from town centres
- In town centres balance affordable prices with good turnover of parking bays

- Consider options to reduce the cost of parking for residents but do not create a new, separate resident discount scheme
- Consider introducing charging in selected free car parks

Customer experience and communications

- Improve communications with the public and local stakeholders
- Improve street signs to help drivers to find the most suitable car park
- Improve signage within each car park
- Continue with the existing range of permits and promote them better
- Review and improve the resident on-street parking zones permit schemes

Enforcement, operations, technology and operational service effectiveness

- Recruit more Civil Enforcement Officers (CEOs)
- Invest in a new back-office IT system for parking and permit management

Address the Council's environmental and Net Zero priorities

- By managing demand, reduce congestion and improve air quality
- Consider whether to introduce a parking discount for EVs

Strategic planning and policy

- Create a five-year parking strategy aligned with public transport, active travel, town centre regeneration, economic development, tourism, net zero and environmental objectives
- Consider new park and ride sites plus good public transport into town centres

Parking estate asset management and investment

- Review underused sites for potential enhancement, promotion, additional uses, partial or full redevelopment, or sale
- Consider multi-storey car parks

Monitoring and evaluating

- Monitor and evaluate utilisation, revenue, permits, driver behaviours, redistribution of demand, displacement effects, and adjust as required
- Regularly benchmark tariffs and policies against comparable authorities

4.3 Decisions already taken

Civil Enforcement Officer (CEO) staff: non-compliant, dangerous parking is not being enforced against sufficiently, due to having too few CEOs. Patrol rosters are shaped by limited staffing instead of meeting actual enforcement need. More CEOs are now being recruited.

IT: A new parking enforcement and permit management IT system is being procured, to enable CEOs to quickly see if a parked vehicle has paid correctly.

Machines: The parking machines will be upgraded. The driver will enter the number plate, and then the screen will display the tariffs and times. After payment a virtual ticket will be issued. CEOs will see the compliant payment. As a result, there will no longer be any need for physical tariff display boards, saving £125k whenever tariffs change in future, and neither will paper tickets or printers be needed (tickets jamming and faulty printers are the most common faults for customers).

4.4 Engagement 'Listening Events'

Recognising that parking is of wide public interest, ten 'Listening Event' webinars were held, to listen and engage with local stakeholders. Invitees were the Dorset Association of Parish & Town Councils, Parish/ Town Councils, Dorset Council members, Business Improvement Districts, Chambers of Commerce & Industry, and the Transport Action Groups. Over 160 people attended. The key points raised were:

- The Council's listening approach is welcome
- Setting tariffs on a localised approach is welcome
- Better public transport is needed to make switching from car to bus viable
- Resident Zones have too few parking bays for the number of permits in use
- EV discounts are perceived as unfair on people unable to afford an EV
- Parking enforcement is recognised as necessary and welcome
- Additional Park & Ride sites may need to be considered for some towns
- Parking capacity is too limited and more spaces are needed
- Accessibility of parking for people with limited mobility needs more attention
- Local businesses see easy access to parking as crucial to their success
- Integrated transport and travel are viewed as the correct framing for parking
- Underused car parks generated interest about future possibilities
- Existing payment methods (coin, card, app, Permit) should remain unchanged
- Worker parking is a problem, taking too many town centre spaces all day long
- Free parking periods are welcome and should continue

4.5 Parking tariffs for 2027/28

Proposed 2027/28 car park charges are set out in Appendix 1A, itemising the baseline charges, plus proposed new tariffs, which are recommended to be adopted. Two systematic changes are proposed, both for the long stay car parks. The half hour tariff, representing only 5% of all parking tickets, is withdrawn. A new 6-hour tariff is introduced, giving drivers more choice for length of stay. These tariffs will enhance managing of parking demand, reducing non-compliant/ dangerous parking, reducing congestion, and improving usage of the parking estate.

4.6 On-street charges

Proposed changes to on street charges are set out in Appendix 1B. It is recommended that these proposed tariffs be adopted. The on-street tariffs have been set higher than those of car parks, to encourage drivers to park off-street, and only use on-street parking for short stays.

4.7 Multi-use car parks

Proposed changes to these car parks are set out in Appendix 1C. It is recommended that these proposed tariffs be adopted.

4.8 Air quality and an EV parking discount

Road traffic is a significant source of local air pollution, particularly nitrogen oxides (NOx) and other pollutants associated with vehicle exhaust emissions. Exposure to air pollution is linked to respiratory and cardiovascular illness and can adversely affect public health.

Encouraging a greater proportion of EVs to travel to and park within Dorset's towns can contribute to improved local air quality, particularly in busy town centres, shopping areas and locations with high levels of pedestrian activity. As EVs produce no tailpipe emissions, increased EV use can help reduce residents' and visitors' exposure to harmful pollutants.

A one-year pilot scheme is proposed: a 15% EV parking discount for the Flexi Stay Permit scheme as a proportionate environmental incentive that supports cleaner transport choices, contributes to the Council's wider climate, air quality and wellbeing objectives, whilst maintaining the financial sustainability of parking services.

4.9 Options to lower the cost of parking for residents

Members wish to know if discounts could help residents, and/or residents on low incomes, to access cheaper parking, in real time, at the point of buying their parking ticket while stood at the parking machine. This was carefully assessed for feasibility. However, there are significant difficulties.

Possible approaches were considered to prove residency and/or low income (based on Council Tax, Council Tax Reduction, and DWP benefits for people on a low income). However, a workable mechanism could not be found to administer such an approach that provided all the following essential requirements needed:

- a single, complete dataset for all residents who are eligible to park
- data that could be accessed instantly in real time, regardless of mobile signal strength, without making the motorist to wait until a connection could be made
- data that was accessible in real time, systematically, frequently, routinely
- data that equitably included all residents on a low income, and not just some

- data to which the Data Controller would grant the Council such access

The conclusion was that no feasible route exists to achieve all the above criteria.

Legal advice received also stated that it is not legal to make parking cheaper solely on the grounds that the vehicle driver is a local resident. Parking tariffs must comply with national legislation and statutory guidance, which requires parking tariffs to be set to achieve a traffic management outcome.

In addition, legal advice has been obtained regarding the scope of the Council's powers when setting parking charges. The Council is required to exercise its parking functions in accordance with the Road Traffic Regulation Act 1984 and relevant statutory guidance, which require parking charges to be set having regard to traffic management and related transport objectives. Officers have therefore concluded that a resident-only discount scheme would require a clear and demonstrable connection to those objectives.

Therefore, this option will not be taken any further.

4.10 Parking permits

Apart from on-street Resident Parking Zones (see below), all our parking permits give excellent value for money (prices given are for 2026/27):

- Flexi Stay car park permit (£31/month or £330 for 12 months): Unlimited daily use of participating car parks, plus one 3-hour stay/day in additional car parks
- Tradesperson parking waiver (£17/day): Temporary parking for a tradesperson parking close to a job where parking restrictions normally apply
- Short stay car park permit (£100 for 12 months): One 3-hour session per day, extendable, usable in most Council car parks, two vehicles can be registered
- Healthcare permit (£17 for 12 months): Home visit permit for health and care professionals, 3 hours on-street where allowed, some exclusions apply, and not valid in car parks or at your standard workplace
- Blue Badge (£10 for 3 years)
- Restricted Mobility car park permit (£19, valid until the Blue Badge expires) gives 3 hours free parking once a day, with a Blue Badge

It is recommended to better promote our permits so that residents know about them, understand their benefits, and access them more.

4.11 Resident Parking Zones permits for on-street parking

Residents living within a restricted parking Zone may purchase a permit, but this does not guarantee the availability of an on-street parking space. In a number of locations, particularly in coastal towns and in Dorchester, demand for parking exceeds the number of available on-street spaces, with pressures increasing during peak periods and seasonal events. This reflects both the number of permits in

circulation and changing patterns of vehicle ownership (some households now own multiple vehicles).

As a result, permit holders can experience difficulty finding an available on-street space and may need to use alternative parking provision. It is recognised that the current arrangements for this type of permit do not operate effectively in areas of highest demand. While no immediate changes to existing permit entitlements are proposed through this report, it is recommended that a further report be brought to Cabinet setting out options to address these issues.

4.12 Further feasibility work

It is recommended that delegated authority be granted to the Executive Director for Economy and Environment, in liaison with the Cabinet Member for Place, regarding the following items. (These topics will be part of a planned public engagement).

Short term possible options

(a) Charging in free car parks: Of the 17 free car parks, some of them could be considered for introducing parking charges. Proposed changes to these car parks are set out in Appendix 1D. Except for exempted industrial estate and leisure centre car parks it is recommended that these proposed tariffs be assessed case by case. If any charges are introduced, possible parking displacement will be monitored and steps taken to avoid creating a new problem.

(b) Safety in car parks: Dorset Council has undertaken improvements to lighting and CCTV in car parks where required in recent years to enhance user safety. Further work will make any additional improvements needed across the car park estate.

(c) Solar photovoltaic canopies above off-street parking bays would generate clean energy, be a visible commitment to tackling climate change, give shade during hot weather, give shelter in wet weather, and – if placed above Blue Badge bays – protect people with limited mobility from the rain as they get out of or into their car.

Medium term possible options

(d) New Park and Ride sites could be developed for towns needing one, noting that good, accessible, reliable and affordable public shuttle transport links to the town centre would be essential for any Park and Ride to work correctly.

(e) Underutilised car parks: Parking data shows that some car parks are underused. However, the data does not capture parking by Flexi Stay permit holders, meaning some sites may be more heavily used than recorded.

For sites with genuinely low levels of use, options will be explored to increase their value to the community. These may include promotion, hosting events, redevelopment, or disposal where appropriate.

Long term possible options

(f) Multi-Storey Car Parks (MSCPs) use little land to concentrate off-street parking, but they have financial, environmental, operational, safety, security, safeguarding and reputational risks. Any new MSCP typically considers four key questions.

1. Financial: Will parking demand and revenue justify the capital/operational costs?
2. Sustainability: Will MSCPs align with climate and environmental objectives?
3. Adaptability: Can a MSCP be repurposed if future parking demand declines?
4. Place: Will MSCPs support wider regeneration and transport objectives?

The strategic question is not whether a MSCP can host vehicles in the short term, but whether it can remain - over the next 30 to 60 years - adaptable, financially viable and aligned with long-term transport, regeneration and net-zero objectives.

(g) Dynamic charging involves adjusting the charges at a specific car park in real time during the day. As demand increases and the car park becomes almost full during peak periods, the tariff increases to manage the demand. As demand decreases, prices then reduce. Officers are not aware of UK local authorities using dynamic pricing; but it is used in other countries. Developments will be monitored.

4.13 Governance and implementation timetable

Place and Resources Overview Committee considered (9 July 2026) the progress of the Parking Review and broadly welcomed the direction of travel.

After Cabinet's decisions today there will follow:

(a) Nov 2026: an engagement exercise with Dorset Council's Members to set out the proposals and to receive their feedback.

(b) Dec to Jan 2027: A public engagement covering the themes mentioned in this report.

(c) Feb to Apr 2027: Update the Traffic Regulation Order (TRO) that governs parking tariffs, maximum length of stay periods, etc. This must be completed before any tariff changes can be introduced.

(d) Nov to Jan 2027: Discussions with local stakeholders will consider how the parking proposals align with the vision for each town, whilst also being mindful that the Parking Service must meet the cost of providing its services. Discussions have already started with some Town Councils.

(e) Feb 2027: The latest parking machine model may be installed early in 2027.

(f) Apr to Jun 2027: New parking tariffs and arrangements may go live depending on when all the above steps have been completed.

5. Alternative options considered

Retention of the existing countywide tariffs was considered. However, given that this arrangement does not reflect the local context of towns that are very different, this option was not taken any further.

6. Legal considerations

6.1 Parking operations must comply with the Traffic Management Act 2004 (TMA 2004), the Road Traffic Regulation Act 1984 (RTRA 1984) and associated secondary legislation. While the power to set parking charges derives from the RTRA 1984, the TMA 2004 provides the framework for civil parking enforcement and imposes a duty on authorities to secure the expeditious movement of traffic across their networks.

6.2 The authority's RTRA 1984 power to set on street and off-street parking charges is broad but must be done in a manner consistent with s122 RTRA 1984, which requires that parking charges are aligned with traffic management objectives rather than revenue generation. The authority must have regard (so far as is practicable) to the matters set out in s122(2), including:

- The desirability of securing and maintaining reasonable access to premises
- The effect on the amenities of any locality affected
- The importance of facilitating the passage of public service vehicles
- National air quality strategies
- Any other matters appearing relevant to the authority

A failure to demonstrate that these considerations have been properly taken into account could expose the authority to challenge on public law grounds. Parking charges are set primarily for traffic management purposes and any surplus generated must be used in accordance with section 55 RTRA 1984.

6.3 s55 RTRA 1984 imposes specific financial management obligations. The authority must keep an account of income and expenditure relating to designated parking spaces. This includes income from parking charges and penalties together with expenditure on enforcement and administration.

6.4 Any parking surplus funds must be used in accordance with s55. Surplus income must first be used to pay the costs of providing and maintaining parking spaces. Where further off-street parking is not required, the surplus may also be used for:

- Meeting the costs of public passenger transport services
- Funding highway or road improvement projects
- Supporting environmental improvement

6.5 The Parking review will provide a clear audit trail demonstrating how charges have been set in compliance with these statutory duties.

6.6 Councils can introduce differential charging, such as discounts or surcharges for low/ high emission vehicles. Such measures must:

- Be reasonable, proportionate and must not appear to be punitive or arbitrary
- Be clearly linked to environmental objectives such as improving air quality
- Be supported by clear evidence and structured in a fair and transparent way
- Consider potential impacts on different groups, including equality implications

6.7 Charges may vary by location or time to help traffic flow or lower congestion.

7. Financial implications

7.1 Parking tariffs were increased in 2023/24 and 2025/26, but not in 2026/27.

7.2 Parking Service costs have been increasing in recent years. National inflation has increased the supply chain costs. Salaries have increased annually (+3.3% in 2026/27). Maintenance including lines painting and signs upkeep have increased by more than 3% each year.

7.3 CEO recruitment will fill existing vacancies and will be self-funded.

7.4 Assumptions underpinning the Parking review are as follows:

- The proposed parking tariffs will be implemented from April 2027
- Previous parking patterns remain unchanged and modelling using 2024/25 baseline ticket sales data tallies with current actual levels of ticket sales
- Drivers continue to be willing to accept and pay the amended tariffs
- Enhanced enforcement will stimulate drivers to park and pay correctly

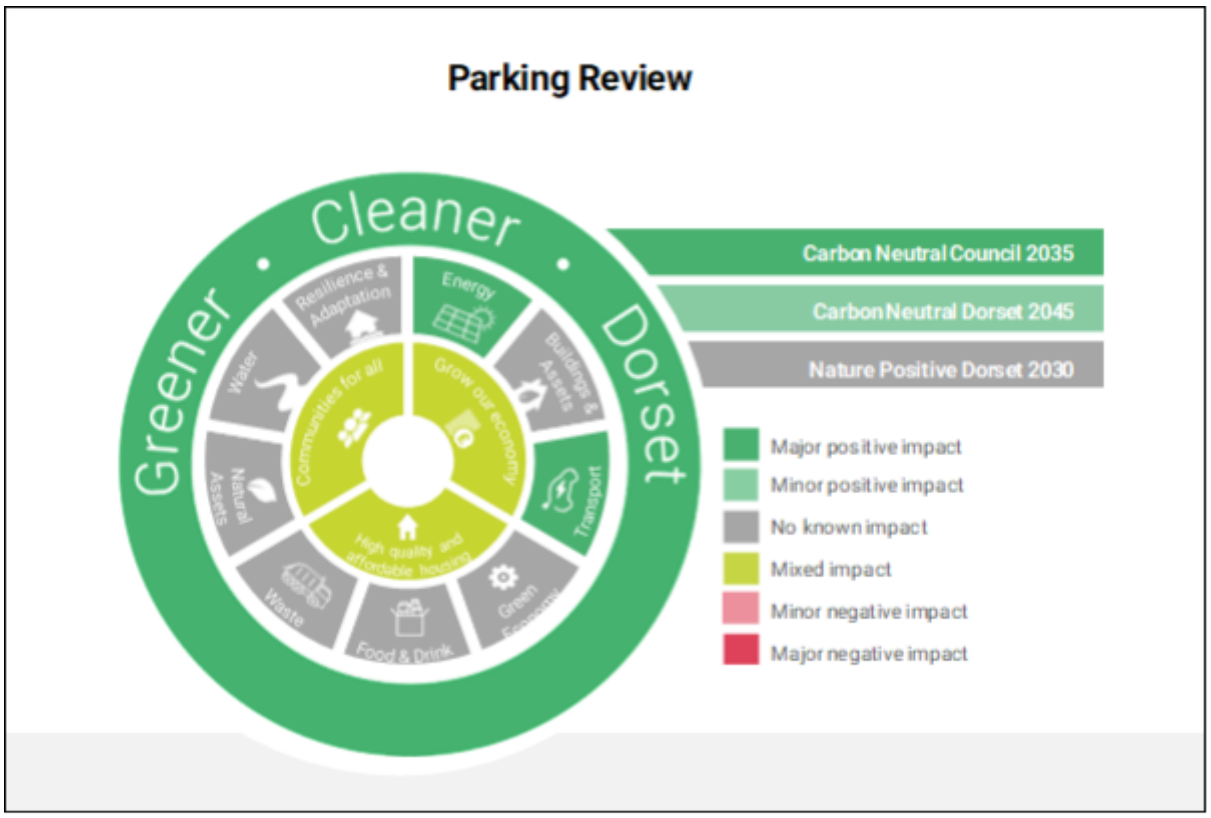
7.5 If the Flexi Stay Permit EV discount is agreed the likely financial impact is not known but will be a marginal change.

7.6 Actual income may be higher or lower than modelled projections depending on driver behaviour, economic conditions, weather, tourism, and parking demand.

7.7 When the IPS parking machines are upgraded to the latest model, IPS has stated that the cost will be £250k. That will be offset by no longer having to update tariff boards across the car park estate, which costs £125k each time that happens.

8. Natural environment, climate & ecology implications

8.1 The strategic direction supports Dorset Council's climate and ecological commitments by reducing congestion, discouraging unnecessary circulation for parking and encouraging use of sustainable transport and cleaner vehicles.



Natural Environment, Climate & Ecology Strategy Commitments	**Impact**
Energy	Positive impact
Buildings & Assets	No known impact
Transport	Positive impact
Green Economy	No known impact
Food & Drink	No known impact
Waste	No known impact
Natural Assets & Ecology	No known impact
Water	No known impact
Resilience and Adaptation	No known impact
Corporate Plan Aims	**Impact**
Grow our economy	Neutral
High-quality and affordable housing	Neutral
Communities for all	Neutral

9. Well-being and health implications

9.1 This approach to parking supports Dorset Council's wellbeing and health priorities by reducing congestion, redistributing parking to peripheral car parks, minimising town centre circulation of drivers searching for a town centre space and indirectly encouraging use of sustainable transport and cleaner vehicles.

10. Other implications

10.1 **Pavement parking** causes accessibility and road safety problems for pedestrians, wheelchair/ mobility scooter users, people with visual impairments, and parents with pushchairs. In heritage towns with narrow roads, pavement parking is common as cars leave room for the flow of traffic. Enforcement by non-London authorities is limited, inconsistent, and relies on obstruction offences, police actions and site-specific TROs. Dorset Council needs to prepare for local implementation of new enforcement powers. Recent national legal changes provide authorities with broader powers to introduce and enforce pavement parking restrictions without relying solely on street-specific TROs. However, secondary legislation and guidance have not yet been published and there is no national commencement date.

10.2 **Moving traffic** is another enforcement development, and the Council now has the new powers. Camera enforcement of moving traffic restrictions will be part of this. Once a new system and process is in place, the new powers will start being used, focusing first on enforcing school streets.

11. Risk implications

11.1 HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: Medium – reflecting public and Members' sensitivity to parking changes and operational complexity.

Residual Risk: Low to Medium – subject to phased delivery, community engagement and ongoing monitoring.

12. Equalities

The Council has had due regard to the matters set out in section 149 of the Equality Act 2010 (Public Sector Duty) including the need to a) eliminate discrimination, harassment and victimisation; b) advance equality of opportunity between persons who share a relevant protected characteristic and those who do not; and c) foster good relations between such persons. An Equalities Impact Assessment (EqIA) has been prepared (appended), demonstrating that due regard has been given.

13. Appendices

Appendix 1A: Proposed tariffs for each town and car park 2027/28

Appendix 1B: Proposed tariffs for on-street parking 2027/28

Appendix 1C: Proposed tariffs for multi-use areas within car parks 2027/28

Appendix 1D: Proposed tariffs for free car parks 2027/28

Appendix 2: EqIA Assessment

14. Background papers

Parking Review report, Place & Resources Overview Committee 9 July 2026

Phase 1 report

Phase 2 report

15. Report sign-off

15.1 This report has been through the internal report clearance process and has been signed off by the Director for Legal and Democratic (Monitoring Officer), the Executive Director for Corporate Development (Section 151 Officer) and the appropriate Portfolio Holders

Appendix 1A: Tariffs proposed for each car park in each town

Blank cells = time band not available

Prices shown as 2026/27 = prices charged since 2025/26 and still the same, unchanged, charged now in 2026/27

Prices shown as 2027/28 = proposed prices, coming into force at some time in the first Quarter of 2027/28 (April, May or June)

Seasons: 'All year' = prices stay unchanged all year, there are no seasons applied

Black text, 'Low' = winter

Red text, italics, 'High' = summer

For long stay car parks, it is proposed that the 30-minute time band be withdrawn, and a 6-hour time band be introduced (to give drivers greater choice about how long they wish to stay for)

Year	BEAMINSTER	THE SQUARE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr
2026/27	Max stay 2026/27	3 hrs no return 4 hrs	Short	All year	£0.70	£0.90	£1.20	£1.70
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.00	£1.20	£1.50	£1.90

Year	BEAMINSTER	YARN BARTON	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£0.90	£1.20	£1.70	£2.70		£4.20
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.20	£1.50	£1.90	£2.90	£3.40	£4.40

Year	BLANDFORD	CHURCH LANE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr
2026/27	Max stay 2026/27	3 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.40	£1.80	£2.30	£2.90

Year	BLANDFORD	EAGLE HOUSE GARDENS	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.50	£2.00	£2.70	£3.90	£4.80	£6.50

Year	BLANDFORD	LANGTON ROAD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.50	£2.00	£2.70	£3.90	£4.80	£6.50

Year	BLANDFORD	MARSH AND HAM + OVERFLOW	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.80	£2.30	£2.90	£4.20	£5.10	£6.80

Year	BLANDFORD	STATION COURT	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.50	£2.00	£2.70	£3.90	£4.80	£6.50

Year	BRIDPORT	EAST STREET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.80	£2.20	£2.90	£4.10	£5.00	£6.70

Year	BRIDPORT	HOPE TERRACE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.40	£2.20	£2.60	£4.10	£5.00	£6.70

Year	BRIDPORT	ROPE WALKS	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.50	£1.90	£2.30	£3.00	

Year	BRIDPORT	SOUTH STREET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70
2027/28	Max stay 2027/28	4 hrs	Short	All year	£1.20	£1.70	£2.20	£2.90	£4.10

Year	BRIDPORT	WEST STREET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.70	£2.20	£2.90	£4.10	£5.00	£6.70

Year	BRIDPORT	WYKES COURT (WAX LANE)	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 2hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.20	£1.70	£2.30	£2.90	

Year	CHARMOUTH	LOWER SEA LANE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£0.70	£0.90	£1.20	£1.70	£2.70		£4.20
	Max stay 2026/27	*10 hrs*		*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.40	£1.70	£2.10	£3.10	£3.60	£4.60

It is proposed that Lower Sea Lane will no longer have two seasons

Year	CORFE CASTLE	PURBECK PARK	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year							£4.20
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.30	£1.80	£2.30	£2.80	£3.50	£4.70

Year	CORFE CASTLE	WEST STREET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	4 hrs	Short	All year	£1.60	£1.60	£2.10	£2.70	£4.00		

It is proposed that West Street will change from a long stay to a short stay car park

West Street currently has no separately priced seasons. That could be changed if there is consensus among local stakeholders.

Year	DORCHESTER	ACLAND ROAD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.50	£1.90	£2.30	£3.00	

Year	DORCHESTER	COLLITON PARK	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.70	£2.20	£2.90	£4.10	£5.00	£6.70

Year	DORCHESTER	DURNGATE STREET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.70	£2.20	£2.90	£4.10	£5.00	£6.70

Year	DORCHESTER	FAIRFIELD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.70	£2.20	£2.90	£4.10	£5.00	£6.70

Year	DORCHESTER	OLD MARKET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70		
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.70	£2.20	£2.90	£4.10	£5.00	£6.70

It is proposed that Old Market will switch from a short stay to a long stay car park

Year	DORCHESTER	TOP O' TOWN	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.70	£2.20	£2.90	£4.10	£5.00	£6.70

Year	DORCHESTER	TRINITY STREET SOUTH	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.50	£1.90	£2.30	£3.00	

Year	DORCHESTER	WOLLASTON FIELD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.60	£2.20	£2.90	£4.10	£5.00	£6.70

Year	FERNDOWN	PENNY'S LODGE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£0.90	£1.20	£1.70	£2.70		£4.00
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.50	£1.70	£2.20	£3.20	£3.70	£4.70

Year	GILLINGHAM	CHANTRY FIELDS	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£0.90	£1.20	£1.70	£2.70		£4.00
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.20	£1.50	£1.90	£2.90	£3.40	£4.40

Year	GILLINGHAM	GAS LANE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£0.90	£1.20	£1.70	£2.70		£4.00
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.50	£1.80	£2.30	£3.20	£3.70	£4.70

Year	GILLINGHAM	HIGH STREET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£0.90	£1.20	£1.70	£2.70		£4.00
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.50	£1.80	£2.30	£3.20	£3.70	£4.70

Year	LYME REGIS	BROAD STREET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr
2026/27	Max stay 2026/27	3 hrs no return 4 hrs	Short	Low	£1.00	£1.70	£2.50	£3.30
2027/28	Max stay 2027/28	3 hrs			£1.80	£2.40	£3.10	£4.10
2026/27	*Max stay 2026/28*	*3 hrs no return 4 hrs*	Short	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*
2027/28	*Max stay 2027/29*	*3 hrs*			*£2.70*	*£4.10*	*£5.60*	*£7.10*

Year	LYME REGIS	CHARMOUTH ROAD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£0.80	£1.50	£2.30	£3.30	£5.30		£9.00
2027/28	Max stay 2027/28	10 hrs				£2.40	£3.10	£4.10	£6.20	£7.50	£10.00
2026/27	*Max stay 2026/27*	*10 hrs*	Long	*High*	*£0.80*	*£1.50*	*£2.30*	*£3.30*	*£5.30*		*£9.00*
2027/28	*Max stay 2027/28*	*10 hrs*				*£3.90*	*£5.40*	*£6.90*	*£8.50*	*£11.10*	*£16.30*

It is proposed to uplift Charmouth Road in the High season.

Year	LYME REGIS	COBB GATE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr
2026/27	Max stay 2026/27	3 hrs no return 4 hrs	Short	Low	£1.00	£1.70	£2.50	£3.50
2027/28	Max stay 2027/28	3 hrs			£1.80	£2.40	£3.10	£4.10
2026/27	*Max stay 2026/27*	*3 hrs no return 4 hrs*	Short	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*
2027/28	*Max stay 2027/28*	*3 hrs*			*£2.70*	*£4.10*	*£5.60*	*£7.10*

Year	LYME REGIS	HOLMBUSH	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£1.00	£1.70	£2.50	£3.50	£5.60		£9.50
2027/28	Max stay 2027/28	10 hrs				£2.40	£3.10	£4.10	£6.20	£7.50	£10.00
2026/27	*Max stay 2026/27*	*10 hrs*	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	*Max stay 2027/28*	*10 hrs*				*£3.90*	*£5.40*	*£6.90*	*£8.50*	*£11.10*	*£16.30*

Year	PORTLAND	CASTLETOWN	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£1.00	£1.70	£2.50	£3.50	£5.60		£9.50
2027/28	Max stay 2027/28	10 hrs				£2.40	£3.20	£4.10	£6.20	£7.50	£10.10
2026/27	*Max stay 2026/27*	*10 hrs*	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	*Max stay 2027/28*	*10 hrs*				*£3.90*	*£5.50*	*£6.90*	*£8.50*	*£11.20*	*£16.40*

Year	PORTLAND	CHESIL BEACH	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr	24hr
2026/27	Max stay 2026/27	24 hrs	Long	Low	£1.00	£1.70	£2.50	£3.50	£5.60		£9.50	£14.00
2027/28	Max stay 2027/28	24 hrs				£2.40	£3.20	£4.10	£6.20	£7.50	£10.10	£14.50
2026/27	*Max stay 2026/27*	*24 hrs*	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*	*£20.00*
2027/28	*Max stay 2027/28*	*24 hrs*				*£3.90*	*£5.50*	*£6.90*	*£8.50*	*£11.20*	*£16.40*	*£20.50*

Year	SHAFTESBURY	ANGEL LANE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.70	£2.20	£2.90	£4.10	£5.00	£6.70

Year	SHAFTESBURY	BELL STREET SHORT STAY	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70
2027/28	Max stay 2027/28	4 hrs	Short	All year	£1.60	£1.90	£2.50	£3.10	£4.40

Bell Street is currently a short stay car park. It is proposed to divide it into two areas, one for short stay, one for long stay.

Year	SHAFTESBURY	BELL STREET LONG STAY	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	n/a	n/a	n/a	n/a						
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.90	£2.50	£3.10	£4.40	£5.20	£6.80

Year	SHERBORNE	ACREMAN STREET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.60	£2.10	£2.70	£4.00	£4.90	£6.60

Year	SHERBORNE	COLDHARBOUR	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.60	£2.10	£2.70	£4.00	£4.90	£6.60

Year	SHERBORNE	CULVERHAYES	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.60	£2.10	£2.70	£4.00	£4.90	£6.60

Year	SHERBORNE	NEWLAND NORTH	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.10	£1.60	£2.30	£2.90	

Year	SHERBORNE	OLD MARKET YARD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.40	£1.80	£2.30	£2.90	

Year	STURMINSTER NEWTON	CHURCH STREET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr
2026/27	Max stay 2026/27	3 hrs no return 4 hrs	Short	All year	£0.70	£0.90	£1.20	£1.70
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.10	£1.30	£1.60	£2.10

Year	STURMINSTER NEWTON	STATION ROAD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£0.90	£1.20	£1.70	£2.70		£4.20
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.20	£1.50	£1.90	£2.90	£3.40	£4.40

Year	WAREHAM	BONNETS LANE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.70	£2.20	£2.90	£4.10	£5.00	£6.70

Year	WAREHAM	CONNEGAR LANE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.70	£2.20	£2.90	£4.10	£5.00	£6.70

Year	WAREHAM	REMPSTONE CENTRE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr
2026/27	Max stay 2026/27	3 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.30	£1.80	£2.40	£3.10

Year	WAREHAM	STRECHE ROAD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.70	£2.20	£2.90	£4.10	£5.00	£6.70

Year	WEST BAY	BRIDPORT ARMS	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	Low	£1.00	£1.70	£2.50	£3.50	£5.60
2027/28	Max stay 2027/28	4 hrs	Short		£2.00	£2.60	£3.30	£4.30	£6.30
2026/27	*Max stay 2026/27*	*4 hrs no return 4 hrs*	Short	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*
2027/28	*Max stay 2027/28*	*4 hrs*	Short		*£2.70*	*£4.10*	*£5.60*	*£7.10*	*£8.60*

Year	WEST BAY	EAST BEACH	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£1.00	£1.70	£2.50	£3.50	£5.60		£9.50
2027/28	Max stay 2027/28	3 hrs	Short		£1.70	£2.40	£3.10	£4.10			
2026/27	*Max stay 2026/27*	*10 hrs*	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	*Max stay 2027/28*	*3 hrs*	Short		*£2.50*	*£3.90*	*£5.40*	*£6.90*			

It is proposed that East Beach will switch from a Long Stay to a Short Stay car park

Year	WEST BAY	ESPLANADE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	Low	£1.00	£1.70	£2.50	£3.50	£5.60
2027/28	Max stay 2027/28	4 hrs	Short		£2.00	£2.60	£3.30	£4.30	£6.30
2026/27	*Max stay 2026/27*	*4 hrs no return 4 hrs*	Short	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*
2027/28	*Max stay 2027/28*	*4 hrs*	Short		*£2.70*	*£4.10*	*£5.60*	*£7.10*	*£8.60*

Year	WEST BAY	QUAYSIDE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	Low	£1.00	£1.70	£2.50	£3.50	£5.60
2027/28	Max stay 2027/28	3 hrs	Short		£1.50	£2.10	£3.30	£4.30	
2026/27	*Max stay 2026/27*	*4 hrs no return 4 hrs*	Short	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*
2027/28	*Max stay 2027/28*	*3 hrs*	Short		*£2.10*	*£3.60*	*£5.60*	*£7.10*	

Year	WEST BAY	STATION YARD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£1.00	£1.70	£2.50	£3.50	£5.60		£9.50
2027/28	Max stay 2027/28	10 hrs	Long			£2.10	£2.90	£3.90	£6.00	£7.30	£9.90
2026/27	*Max stay 2026/27*	*10 hrs*	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	*Max stay 2027/28*	*10 hrs*	Long			*£3.60*	*£5.20*	*£6.70*	*£8.30*	*£11.00*	*£16.20*

Year	WEST BAY	THE MOUND	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£1.00	£1.70	£2.50	£3.50	£5.60		£9.50
2027/28	Max stay 2027/28	10 hrs	Long			£2.30	£3.10	£4.10	£6.10	£7.40	£10.00
2026/27	*Max stay 2026/27*	*10 hrs*	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	*Max stay 2027/28*	*10 hrs*	Long			*£3.80*	*£5.40*	*£6.90*	*£8.40*	*£11.10*	*£16.30*

Year	WEST BAY	THE GEORGE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr
2026/27	Max stay 2026/27	3 hrs no return 4 hrs	Short	Low	£1.00	£1.70	£2.50	£3.50
2027/28	Max stay 2027/28	3 hrs	Short		£1.50	£2.20	£3.30	£4.30
2026/27	*Max stay 2026/27*	*3 hrs no return 4 hrs*	Short	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*
2027/28	*Max stay 2027/28*	*3 hrs*	Short		*£2.20*	*£3.70*	*£5.60*	*£7.10*

Year	WEST BAY	WEST BAY ROAD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£0.80	£1.50	£2.30	£3.30	£5.30		£9.00
2027/28	Max stay 2027/28	10 hrs	Long			£2.20	£2.90	£3.90	£5.90	£7.10	£9.50
2026/27	*Max stay 2026/27*	*10 hrs*	Long	*High*	*£0.80*	*£1.50*	*£2.30*	*£3.30*	*£5.30*		*£9.00*
2027/28	*Max stay 2027/28*	*10 hrs*	Long			*£3.60*	*£5.20*	*£6.70*	*£8.30*	*£10.80*	*£15.80*

Year	WEST BEXINGTON	THE BEACH	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£0.70	£0.90	£1.20	£1.70	£2.70		£4.20
2027/28	Max stay 2027/28	10 hrs	Long			£1.30	£1.60	£2.10	£3.10	£3.60	£4.60
2026/27	Max stay 2026/27	10 hrs	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	Max stay 2027/28	10 hrs	Long			*£3.60*	*£5.20*	*£6.70*	*£8.30*	*£11.00*	*£16.20*

Year	WEYMOUTH	BEACH PRESTON ROAD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£1.00	£1.70	£2.50	£3.50	£5.60		£9.50
2027/28	Max stay 2027/28	10 hrs	Long			£2.40	£3.10	£4.10	£6.20	£7.50	£10.00
2026/27	Max stay 2026/27	10 hrs	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	Max stay 2027/28	10 hrs	Long			*£3.80*	*£5.40*	*£6.90*	*£8.50*	*£11.10*	*£16.30*

Year	WEYMOUTH	COSENS QUAY	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£2.00	£2.50	£3.10	£4.40	£5.30	£6.90

Year	WEYMOUTH	COSENS QUAY CHARTER BOAT	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£2.00	£2.50	£3.10	£4.40	£5.30	£6.90

Year	WEYMOUTH	GOVERNORS LANE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr
2026/27	Max stay 2026/27	3 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.60	£2.00	£2.50	£3.10

Year	WEYMOUTH	HARBOURSIDE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr
2026/27	Max stay 2026/27	3 hrs no return 4 hrs	Short	Low	£1.00	£1.70	£2.50	£3.50
2027/28	Max stay 2027/28	3 hrs	Short		£2.00	£2.60	£3.30	£4.30
2026/27	*Max stay 2026/27*	*3 hrs no return 4 hrs*	Short	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*
2027/28	*Max stay 2027/28*	*3 hrs*	Short		*£2.70*	*£4.10*	*£5.60*	*£7.10*

Year	WEYMOUTH	LODMOOR	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£1.00	£1.70	£2.50	£3.50	£5.60		£9.50
2027/28	Max stay 2027/28	10 hrs	Long			£2.40	£3.10	£4.10	£6.20	£7.50	£10.00
2026/27	*Max stay 2026/27*	*10 hrs*	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	*Max stay 2027/28*	*10 hrs*	Long			*£3.80*	*£5.40*	*£6.90*	*£8.50*	*£11.10*	*£16.30*

Year	WEYMOUTH	MELCOMBE REGIS	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£1.00	£1.70	£2.50	£3.50	£5.60		£9.50
2027/28	Max stay 2027/28	10 hrs	Long			£2.60	£3.30	£4.30	£6.40	£7.70	£10.20
2026/27	*Max stay 2026/27*	*10 hrs*	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	*Max stay 2027/28*	*10 hrs*	Long			*£4.00*	*£5.60*	*£7.10*	*£8.70*	*£11.30*	*£16.50*

Year	WEYMOUTH	NORTH QUAY	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£2.00	£2.50	£3.10	£4.40	£5.30	£6.90

Year	WEYMOUTH	NOTHE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.80	£2.30	£2.90	£4.20	£5.10	£6.80

Year	WEYMOUTH	OVERCOMBE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£1.00	£1.70	£2.50	£3.50	£5.60		£9.50
2027/28	Max stay 2027/28	10 hrs	Long			£2.10	£2.90	£3.90	£6.00	£7.30	£9.90
2026/27	*Max stay 2026/27*	*10 hrs*	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	*Max stay 2027/28*	*10 hrs*	Long			*£3.60*	*£5.20*	*£6.70*	*£8.30*	*£11.00*	*£16.20*

Year	WEYMOUTH	PARK STREET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr
2026/27	Max stay 2026/27	3 hrs no return 4 hrs	Short	Low	£1.00	£1.70	£2.50	£3.50
2027/28	Max stay 2027/28	3 hrs	Short		£1.80	£2.40	£3.40	£4.30
2027/28	*Max stay 2026/27*	*3 hrs no return 4 hrs*	Short	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*
2027/28	*Max stay 2027/28*	*3 hrs*	Short		*£2.50*	*£3.90*	*£5.70*	*£7.10*

Year	WEYMOUTH	PAVILION	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£1.00	£1.70	£2.50	£3.50	£5.60		£9.50
2027/28	Max stay 2027/28	10 hrs	Long			£2.70	£3.40	£4.30	£6.30	£7.60	£10.20
2026/27	*Max stay 2026/27*	*10 hrs*	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	*Max stay 2027/28*	*10 hrs*	Long			*£4.10*	*£5.70*	*£7.10*	*£8.70*	*£11.30*	*£16.50*

Year	WEYMOUTH	PAVILION FORECOURT	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	Low	£1.00	£1.70	£2.50	£3.50	£5.60
2027/28	Max stay 2027/28	3 hrs	Short		£2.10	£2.70	£3.60	£4.50	
2026/27	*Max stay 2026/27*	*4 hrs no return 4 hrs*	Short	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*
2027/28	*Max stay 2027/28*	*3 hrs*	Short		*£2.70*	*£4.10*	*£5.90*	*£7.30*	

Year	WEYMOUTH	ROYAL YARD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£2.10	£2.50	£3.10	£4.40	£5.30	£6.90

Year	WEYMOUTH	SWANNERY	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.80	£1.50	£2.30	£3.30	£5.30		£9.00
2027/28	Max stay 2027/28	10 hrs	Long			£2.20	£2.90	£3.90	£5.90	£7.10	£9.50

Year	WIMBORNE	ALLENVIEW	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.80	£2.30	£2.90	£4.20	£5.10	£6.80

Year	WIMBORNE	HANHAM ROAD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.40	£1.80	£2.50	£3.10	

Year	WIMBORNE	KING STREET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.40	£1.80	£2.50	£3.10	

Year	WIMBORNE	LEIGH ROAD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.00	£1.50	£2.00	£2.70			

It is proposed that Leigh Road will switch from being a Long Stay to a Short Stay car park

Year	WIMBORNE	OLD ROAD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.50	£2.00	£2.70	£4.00	£4.90	£6.60

Year	WIMBORNE	PARK LANE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.40	£1.80	£2.50	£3.10	

Year	WIMBORNE	POOLE ROAD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.50	£2.00	£2.70	£4.00	£4.90	£6.60

Year	WIMBORNE	PYE CORNER	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	4 hrs	Short	All year	£1.00	£1.50	£2.00	£2.70	£4.00		

It is proposed that Pye Corner will switch from Long Stay to Short Stay

Year	WIMBORNE	WALFORD MILL	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.50	£2.00	£2.70	£4.00	£4.90	£6.60

Year	WIMBORNE	WESTFIELD CLOSE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.50	£2.00	£2.70	£4.00	£4.90	£6.60

APPENDIX 1B: Proposed tariffs for on street parking

Area	0.5 hr	1 hr	2 hr	3 hr	4 hr	10 hr	Notes
Dorset (Weymouth)	£2.80	£4.60	£6.30	£8.10	£10.90	n/a	Overnight charge £7.30
Dorset (Weymouth) proposed	£3.10	£5.10	£7.00	£9.00	£12.00	n/a	Overnight charge £8.10
Dorset (Swanage, Shore Rd)	n/a	£4.60	£6.30	£8.10	£10.90	£21.70	Overnight charge £7.30
Dorset (Swanage, Shore Rd)	n/a	£5.10	£7.00	£9.00	£12.00	£23.90	Overnight charge £8.10
Dorset (Current)	n/a	£1.70	£2.20	£3.20	£4.20	n/a	Overnight charge £2.20
Dorset Proposed	n/a	£2.20	£3.40	£5.10	£6.60	n/a	Overnight charge £2.75

It is proposed that these proposed tariffs be adopted as the baseline tariffs for 2027/28, subject to any localised adjustments that may be agreed with local stakeholders.

The proposed on-street tariff has been set to be higher than the proposed high tariff in car parks. This mechanism will ensure that all on street parking is a less favourable option than utilising the off-street parking provision.

For context, Dorset's proposed on-street tariff compares to nearby authorities as follows:

Authority	0.5 hr	1 hr	2 hr	3 hr	4 hr	10 hr	Notes
Dorset new	n/a	£2.00	£3.10	£4.60	£6.00	n/a	
BCP	n/a	£3.20	£6.30	£9.60	£13.70	n/a	15/3 - 31/10
Devon	£0.50	£1.70	£4.40	£6.60	£8.80	n/a	1/4 - 31/10
Portsmouth	£2.00	£2.20	£3.80	£5.10	£6.40	n/a	All year
Somerset	n/a	£1.70	£3.70	£4.70	*£5.50*	n/a	All year / *(Mar-Oct)*
Southampton	£1.20	£2.80	£3.00	£4.00	£8.50	n/a	All year

APPENDIX 1C: Proposed tariffs for multi-use car park areas

A further 26 car park areas in Dorset allow parking for motorhomes and coaches, with specific tariffs for the type of vehicle.

A review of the current tariffs has been undertaken as part of this study.

The tables below set out

- the current tariffs
- the proposed new tariffs

The following table indicates the proposed parking tariff increases for the multi-use sites.

	Car Park			Motorhome, Coaches & large vehicles																	
				Adhoc Charges																	
				Motorhome- Winter						Motorhome - Summer						Coaches / Commerical - Multi Use					
	Name	Towns	Just Park Code	Upto 30 mins	Upto 1 hr	Upto 2 hrs	Upto 3hrs	Upto 4 hrs	Upto 10hrs	Upto 30 mins	Upto 1 hr	Upto 2 hrs	Upto 3hrs	Upto 4 hrs	Upto 10hrs	Upto 2hrs	Upto 4hrs	Upto 6hrs	Upto 10 hrs	Upto 24hrs	7 Days
1	Yarn Barton Multi Use	Beaminster	6424													£3.70	£7.40	£9.80	£15.80	£23.10	£90.00
2	Langton Road Multi Use	Blandford	3649													£3.70	£7.40	£9.80	£15.80	£23.10	£90.00
2	Marsh & Ham Multi Use	Blandford	3650													£3.70	£7.40	£9.80	£15.80	X	X
2	West Street Motorhome	Bridport	818436	x	£1.60	£2.10	£3.20	£4.20	£7.40												
2	West Street Multi Use	Bridport	6420													£3.70	£7.40	£9.80	£15.80	£23.10	£90.00
1	Lower Sea Lane Multi Use	Charmouth	6423													£3.70	£7.40	£9.80	£15.80	£23.10	£90.00
1	Purbeck Park Motorhome	Corfe	853218						£7.40											X	
1	Purbeck Park Multi Use	Corfe	7717													£3.70	£7.40	£9.80	£15.80	£23.10	£90.00
2	Fairfield Motorhomes	Dorchester	818437	£0.70	£1.20	£1.70	£2.40	£3.70	£6.30	£0.70	£1.20	£1.70	£2.40	£3.70	£6.30						
2	Top O Town Multi Use	Dorchester	6410													£3.70	£7.40	£9.80	£15.80	£23.10	£90.00
1	Chantry Fields Motorhomes	Gillingham	818225		£1.60	£2.10	£3.20	£4.20	£7.40												
3	Charmouth Road Motorhomes	Lyme Regis	818435		£2.30	£3.00	£4.50	£6.00	£10.50												
3	Charmouth Road Multi Use	Lyme Regis	6421													£5.30		£14.00	£22.50	£33.00	£90.00
3	Holmbush Motorhomes	Lyme Regis	818436		£2.50	£3.20	£4.80	£6.30	£11.10		£4.00	£5.60	£7.20	£8.80	£20.50						
3	Holmbush Multi Use	Lyme Regis	6422													£5.60		£14.70	£23.70	£34.70	£90.00
3	Chesil Motorhomes	Portland	818433		£2.50	£3.20	£4.80	£6.30	£11.10		£4.00	£5.60	£7.20	£8.80	£20.50						
3	Chesil Multi Use	Portland	6227													£5.60		£14.70	£23.70	£34.70	£90.00
2	Bell Street Multi Use	Shaftesbury	3651													£3.70	£7.40				
2	Culverhayes Multi Use	Sherborne	6418													£3.70	£7.40	£9.80	£15.80	£23.10	£90.00
2	Streche Road Multi Use	Wareham	852709													£3.70	£7.40	£9.80	£15.80	£23.10	£90.00
3	West Bay Road Motorhome	West Bay	818438		£2.30	£3.00	£4.50	£6.00	£10.50												
3	West Bay Road Multi Use	West Bay	6425													£5.30		£14.00	£22.50		£90.00
1	The Beach Motorhomes	West Bexington	818439	x	£1.60	£2.10	£3.20	£4.20	£7.40	x	£4.00	£5.60	£7.20	£8.80	£20.50						
3	Lodmoor Multi Use	Weymouth	6228													£5.60		£14.70	£23.70	£34.70	£90.00
3	Pavilion Motorhomes	Weymouth	818432	x	£2.50	£3.20	£4.80	£6.30	£11.10	x	£4.00	£5.60	£7.20	£8.80	£20.50						
2	Allenview Multi Use	Wimborne	4351													£3.70	£7.40	£9.80	£15.80	£23.10	£90.00

	Car Park			Motorhome, Coaches & large vehicles																	
				Adhoc Charges																	
				Motorhome- Winter						Motorhome - Summer						Coaches / Commerical - Multi Use					
	Name	Town	Just Park Code	Upto 30 mins	Upto 1 hr	Upto 2 hrs	Upto 3hrs	Upto 4 hrs	Upto 10hrs	Upto 30 mins	Upto 1 hr	Upto 2 hrs	Upto 3hrs	Upto 4 hrs	Upto 10hrs	Upto 2hrs	Upto 4hrs	Upto 6hrs	Upto 10 hrs	Upto 24hrs	7 Days
1	Yarn Barton Multi Use	Beaminster	6424													£4.10	£8.10	£10.80	£17.40	£25.40	£99.00
2	Langton Road Multi Use	Blandford	3649													£4.10	£8.10	£10.80	£17.40	£25.40	£99.00
2	Marsh & Ham Multi Use	Blandford	3650													£4.10	£8.10	£10.80	£17.40		
2	West Street Motorhome	Bridport	818436		£1.80	£2.30	£3.50	£4.60	£8.10												
2	West Street Multi Use	Bridport	6420													£4.10	£8.10	£10.80	£17.40	£25.40	£99.00
1	Lower Sea Lane Multi Use	Charmouth	6423													£4.10	£8.10	£10.80	£17.40	£25.40	£99.00
1	Purbeck Park Motorhome	Corfe	853218						£8.10												
1	Purbeck Park Multi Use	Corfe	7717													£4.10	£8.10	£10.80	£17.40	£25.40	£99.00
2	Fairfield Motorhomes	Dorchester	818437	£0.80	£1.30	£1.90	£2.60	£4.10	£6.90	£0.80	£1.30	£1.90	£2.60	£4.10	£6.90						
2	Top O Town Multi Use	Dorchester	6410													£4.10	£8.10	£10.80	£17.40	£25.40	£99.00
1	Chantry Fields Motorhomes	Gillingham	818225		£1.80	£2.30	£3.50	£4.60	£8.10												
3	Charmouth Road Motorhomes	Lyme Regis	818435		£2.50	£3.30	£5.00	£6.60	£11.60												
3	Charmouth Road Multi Use	Lyme Regis	6421													£5.80		£15.40	£24.80	£36.30	£99.00
3	Holmbush Motorhomes	Lyme Regis	818436		£2.80	£3.50	£5.30	£6.90	£12.20		£4.40	£6.20	£7.90	£9.70	£22.60						
3	Holmbush Multi Use	Lyme Regis	6422													£6.20		£16.20	£26.10	£38.20	£99.00
3	Chesil Motorhomes	Portland	818433		£2.80	£3.50	£5.30	£6.90	£12.20		£4.40	£6.20	£7.90	£9.70	£22.60						
3	Chesil Multi Use	Portland	6227													£6.20		£16.20	£26.10	£38.20	£99.00
2	Bell Street Multi Use	Shaftesbury	3651													£4.10	£8.10				
2	Culverhayes Multi Use	Sherborne	6418													£4.10	£8.10	£10.80	£17.40	£25.40	£99.00
2	Streche Road Multi Use	Wareham	852709													£4.10	£8.10	£10.80	£17.40	£25.40	£99.00
3	West Bay Road Motorhome	West Bay	818438		£2.50	£3.30	£5.00	£6.60	£11.60												
3	West Bay Road Multi Use	West Bay	6425													£5.80		£15.40	£24.80		£99.00
1	The Beach Motorhomes	West Bexington	818439		£1.80	£2.30	£3.50	£4.60	£8.10		£4.40	£6.20	£7.90	£9.70	£22.60						
3	Lodmoor Multi Use	Weymouth	6228													£6.20		£16.20	£26.10	£38.20	£99.00
3	Pavilion Motorhomes	Weymouth	818432		£2.80	£3.50	£5.30	£6.90	£12.20		£4.40	£6.20	£7.90	£9.70	£22.60						
2	Allenview Multi Use	Wimborne	4351													£4.10	£8.10	£10.80	£17.40	£25.40	£99.00

The proposed tariffs – calculated by allowing for current inflation (3%) plus a further 2 years of a similar inflation rate – leads to a 10% increase on current tariffs. However, some of the modelled figures exceed PCN value (£25 if paid within two weeks), which could incentivise drivers not to pay at all and see if they get a PCN. Therefore, some tariffs may need to be reduced in the 10hr and 24 hr time bands.

APPENDIX 1D: Proposed tariffs for free car parks

Some of the 17 free car parks could be considered for charging. If charges are introduced, monitoring will identify any parking displacement, and actions will follow to avoid creating a new parking problem elsewhere. This table lists the free car parks reviewed, possible tariffs, and reasons for introducing charges or for remaining free. Introducing parking tariffs at key locations such as beaches and town centres will help to better manage parking demand, increase turnover of spaces and reduce congestion at peak periods.

Possible charging structure by location and stay duration								
Car Park	Town	1 hr	2 hr	3 hr	4 hr	6 hr	10 hr	Notes
Masonic	Portland	£0.80	£1.20	£1.60	£2.60	£3.00	£4.10	Large but quiet car park due to location, was charged in previously but machines removed due to very low income.
Lord Clyde	Portland	£0.80	£1.20	£1.60	£2.30	£3.00	£4.10	Small car park very close to Masonic, used currently by local businesses and residents. Needs work and tidying up.
Hambro	Portland	£0.80	£1.20	£1.60	£2.30	£3.00	£4.10	Car park mostly used by residents rather than shoppers or short stay visitors due to lack of parking (narrow roads and terraced housing)
Fortuneswell	Portland	£0.80	£1.20	£1.60	£2.30	£3.00	£4.10	Car park mostly used by residents rather than shoppers or short stay visitors due to lack of parking (narrow roads and terraced housing). The area behind this car park is being developed for housing. Displaced cars can park in another location.
Stour Meadows	Blandford	£0.80	£1.20	£1.60	£2.30	£3.00	£4.10	Just outside town centre used by walkers and users of skate park etc.
Station Road	Corfe Castle	Residents' car park with bays leased to local homeowners annually for £500, suggested increase to £650. Explore the possibility of changing to Blue Badge parking area as local parking strategy develops.						
Deans Court	Wimborne	Traders' car park with bays leased to local business owners annually for £500, suggested increase to £650.						

These outline options will be explored further, using delegated authorisation. No decisions have been made so far.

The following sites are not proposed for introduction of charging, and they will remain free to use:

Car Park	Town	Notes
Park & Ride	Weymouth	Free to encourage use to help with congestion and capacity pressure on town centre roads and car parks.
Southill	Weymouth	Small car park on out skirts of Weymouth, set amongst other private free car parks, will be difficult to enforce and may just move vehicles into other car parks. Potential long length of time for return on investment #.
New Ground	Portland	Group of unsurfaced areas that provide parking for walkers locally.
Easton	Portland	Small car park used mainly by residents that back on to it, and for school drop offs. Potential very long return on any investment #.
The Milldown	Blandford	Small car park on outskirts of town used by walkers. Very long return on any investment #.
Longmead	Shaftesbury	Industrial estate car park next to waste depot. Depot is too small to operate safely so plans are being developed to expand into car park area.
Ebblake	Verwood	Industrial estate car park. Its use is being developed as part of the solution to parking issues on local residential roads.
The Hub	Verwood	Leisure centre car park that is only open during operational hours of the Hub.
Jenner Close	Verwood	Due to location used by residents and as overflow for doctors' surgery.
Towers Way	Corfe Mullen	Small area amongst other private free car parks. Lightly used. Long return on any investment #. Difficult to enforce.

investment = install a parking machine, signs, resurfacing & lining, etc

Appendix 2: Parking Review Equality Impact Assessment (EqIA)

1. Initial information

The Parking Review reconsiders the role of parking in each town and proposes new tariffs and maximum length of stay for parking.

2. This is review of an existing service

The parking review introduces a new, more locally differentiated pricing strategy, allowing town-by-town and car park by car park selection of tariffs and maximum stay time periods.

3. This will impact: external stakeholders mostly but also Council staff

This project will directly impact both internal and external customers because it will affect the prices to park in most of the car parks managed by the Council.

4. Please provide a brief overview of its aims and objectives:

The Parking review aims to:

- Support wider transport outcomes including less congestion, traffic flow, air quality, town centre better access for residents, legal and safe parking
- Redistribute parking demand towards peripheral car parks that have spare capacity and away from overly full town centre car parks
- Use tariffs and maximum stay periods to influence driver choices as they decide where to park
- Support active travel by nudging motorists to park in peripheral locations and continuing into town either on foot or by bus
- Enable the Council and each town to co-design tariffs that meet the needs of each town's development goals
- Adjust parking tariffs to align better to prices being charged by comparable authorities
- This proposal supports Dorset Council's Natural Environment, Climate and Ecological Strategy and associated Net Zero commitments by managing parking effectively, reducing congestion and vehicle circulation, and improving safety by encouraging motorists to park their vehicles correctly.

5. Background to this proposal

Across 82 car parks the Council provides 11,474 parking spaces and interact with drivers through millions of transactions. During 2025/26 and 2026/27 there were no parking tariff increases, in line with Council policy at the time. The Parking Service and the 2027/28 tariffs are being reviewed, for these reasons:

- Demand for car park spaces is imbalanced, with too much demand in certain town centres, while nearby car parks remain underused
- Inflation is increasing our Parking Service costs

- Parking tariffs can nudge driver behaviours to increase positive outcomes (less congestion, cleaner air, people shop locally, vibrant town centres)
- Unsafe parking behaviours are still a daily problem
- A proportion of drivers still choose not to pay to park
- Service improvements are underway but more needs to be done

6. Sources of data, evidence or research used for this assessment

Service data and operational insight

- An independent report in Phase 1 about current utilisation of car parks
- An independent report in Phase 2 about how our parking tariffs compare to other councils and what levels of tariffs this Council might select
- Analysis of vehicles recorded in national statistics as being based in Dorset

Customer experience and service delivery considerations

- The current tariff setting method uses three tiers which then apply universally across the county, without taking into account the local context.
- Records of complaints, comments and compliments about Parking
- Records held of PCN appeals
- Records of direct contacts made to the Parking back-office team

Benchmarking

- Benchmarking of our parking tariffs to those of other adjacent authorities

Strategic and policy context

- Alignment with Council Plan priorities, including improving customer focus.
- Compliance requirements under Traffic Management Act 2004, Road Traffic Regulation Act 1984.

Forecast demand and future service pressures

- Demand remains very high in peak seasons for central car parks. This demand will not decrease and may increase as local tourism grows.

7. What did this tell you?

Protected Characteristics data

The Council holds no protected characteristic groups demographic data for:

- How people access, use and pay for parking services
- Complaints, comments and compliments sent to the Council
- PCN correspondence or appeals

However, ongoing discussions with town-based stakeholders may identify if there are any unintended impacts on specific groups.

In depth analysis

Detailed analysis concluded that a more sophisticated and locally responsive parking tariff model should be adopted. The evidence suggests that a site-specific approach would better reflect the varied nature of Dorset's parking estate and provide a more effective mechanism for managing demand. Key recommendations are:

- Replace the tiered tariff system with a car park-by-car park charging structure
- Manage seasonal demand in high-pressure coastal and visitor locations
- Maintain affordability in lower-demand town, rural and peripheral car parks
- Use peripheral car parks to absorb demand from busy central locations
- Review length-of-stay controls alongside tariff reforms
- Do not introduce a separate residents' discount scheme at present
- Keep emissions-based charging under consideration as a future policy option
- Plan carefully before introducing tariff changes
- Monitor ongoing occupancy, revenue, permit use and behavioural impacts
- Continue benchmarking the parking tariffs against comparable authorities

Listening Events seeking local perspectives

During July and August 2026, ten Listening Event webinars were attended by over 160 people from all parts of Dorset. The webinars were run by Dorset Association of Parish and Town Councils. This made it clear that the Council is seeking to listen, and to reach all local Town & Parish Councils (TCs, PCs) and their representatives and members. Invitations were sent to TCs/PCs via DAPTC. DAPTC digested the points raised and distributed them to all who registered to attend each webinar.

Parking staff sent invitations to the Transport Action Groups, Business Improvements Districts (BIDs), and the Chambers of Commerce and Industry, and through them to all their member businesses. Democratic Services staff sent invitations to all Dorset Council members.

The Listening Event findings were as follows.

Strong support for a town-by-town approach

The most consistently supported proposal was moving away from countywide parking tariffs towards town-by-town and car park-by-car park pricing. Stakeholders agreed that different towns have different economies, visitor patterns, transport options and parking pressures, and therefore require tailored.

Local engagement was welcomed

One of the clearest messages was appreciation for early engagement. While some participants expressed scepticism based on previous experiences, most welcomed the opportunity to influence the review at an early stage. There was repeated support for ongoing dialogue with town councils, parish councils, businesses, transport groups and community organisations before decisions are made.

Parking should support town centres and local economies

A dominant theme was concern about the impact of parking charges on high streets, local businesses and visitor economies. Participants repeatedly emphasised that parking policy should encourage people to visit town centres rather than drive trade towards supermarkets, retail parks or online shopping. There was strong support for retaining incentives that support evening economies, such as free parking after 6pm, and for using parking as an economic tool rather than simply a source of revenue.

Better management of parking demand rather than reducing capacity

Across Dorset there was broad agreement that the issue is often not a shortage of spaces but overly concentrated distribution of demand. Many central car parks are full while peripheral car parks still have spaces. Attendees supported differential pricing, improved signage and better information to encourage drivers to use less popular car parks and reduce congestion in town centres.

Resident permits are valued but poorly understood

Participants frequently praised Dorset Council's resident permit and Flexi-Stay offers, but there was widespread agreement that awareness remains low. Many felt the schemes are under-promoted and that more residents would use them if they better understood the benefits. Several individuals also supported retaining the Dorset-wide permit approach where possible.

Concerns about emissions-based parking charges

Concerns were raised about giving discounts to EVs, and/or charging non-EVs higher tariffs, as follows:

- Unfair impacts on lower-income residents who cannot replace older vehicles
- Potential disadvantages for rural residents, farmers and tradespeople
- Risk of displacing vehicles into residential streets
- Complexity of implementation and accessibility concerns
- Perception that EV owners could receive disproportionate benefits

Some attendees supported environmental objectives. There was some support for incentives or discounts for low-emission vehicles, but little support for surcharges on higher-emission vehicles. Few attendees would accept emissions-based tariffs.

Need to maintain multiple payment methods

Many stakeholders highlighted poor mobile phone coverage in parts of Dorset and concerns about over-reliance on app-based payments. There was strong support for retaining coin and card payments alongside digital options, particularly for elderly users, visitors and those in rural areas. Attendees were pleased that the Council will continue to allow payments via coins, contactless cards, apps, and MiPermits.

Accessibility must be improved

Accessibility emerged as a recurring theme, particularly regarding:

- New parking machine design
- Screen visibility in sunlight
- Wheelchair access to machines
- Location and design of disabled bays
- Park and Ride accessibility
- Provision for visually impaired users

Stakeholders were supportive of technological upgrades but wanted accessibility designed into all future improvements.

Strong support for improved enforcement

Many attendees reported issues with unsafe parking, pavement parking, abuse of disabled parking provisions and inconsistent enforcement. There was broad support for recruiting additional Civil Enforcement Officers and improving enforcement technology. Stakeholders also wanted clearer reporting mechanisms and stronger action in known problem locations.

Parking should be integrated with wider transport policies

Participants argued that parking cannot be considered in isolation. There was support for the Council's stance of linking parking policy with initiatives including public transport, community transport, Park and Rides, Park and Stride, active travel, wider regeneration and town centre strategies.

Park and Ride remains underutilised but widely supported

Discussion around Park and Ride focused on improving rather than reducing provision. Stakeholders supported:

- Better signage
- Improved facilities and passenger information
- Additional infrastructure investment
- Better links with major destinations
- Inclusion within wider master-planning exercises

There was a common view that Park and Ride has untapped potential, particularly in Weymouth.

Better data, technology and communication are needed

Participants welcomed investment in new parking machines, IT systems and improved data collection. There was also strong interest in:

- Better sharing of parking data with town councils
- More evidence-based decision making
- Improved promotion of underused car parks
- Better public understanding of how parking services operate
- Clear explanations of how parking income is used

Stakeholders generally supported technology improvements provided they improved customer experience and remained accessible.

Overall conclusion

The Listening Events revealed broad support for a more localised, data-led parking strategy that balances economic vitality, transport objectives and operational sustainability. Stakeholders generally support tailored local solutions, better use of existing car parks, stronger enforcement, improved accessibility and closer integration between parking and wider transport policies. Concerns relate to the potential impact of emissions-based charging, the need to protect town centres and the importance of maintaining fair, accessible payment and permit arrangements.

8. Who have you engaged and consulted with as part of this assessment?

Elected Members (Councillors)

- Member engagement has taken place through Place and Resources Overview Committee (9 July 2026), the Cabinet lead Member for Place Services, Informal Cabinet, and Cabinet reporting process and wider governance route, ensuring democratic oversight and alignment with corporate priorities.

External stakeholders

- Ten webinars were held, styled as Listening Events. Organisations and their representatives and members were invited: Dorset Association of Parish and Town Councils, Town Councils, Parish Councils, Business Improvement Districts (and their business members), Chambers of Commerce and Industry (and their business members), Transport Action Groups.

Parking Services (Service Manager and operational teams)

- Provided detailed insight and data into current services, tariffs and service offers that influence customer interactions and service demand.
- Identified key issues relating to customer experience and service history.

9. Is further information needed to help inform decision making?

No. At this stage, no significant gaps in evidence have been identified that would prevent informed decision making. The assessment has been supported by internal operational data, market benchmarking, and stakeholder engagement through Listening Events. However, equality considerations will continue to be refined during implementation phases, in ongoing discussions with local stakeholders. Ongoing monitoring and user feedback will be used to identify any emerging impacts and ensure appropriate mitigations are implemented when required.

10. Is an EqIA required?

This project will require an EqIA because it will directly affect how the public access, use and liaise with the Parking Services at Dorset Council.

11. Public engagement

Following the decisions taken by Cabinet engagement with the public, interested stakeholders and service users will be undertaken during Nov to Jan 2027.

12. Assessing the impact on different groups of people

The following assessment considers the potential impacts of the proposed system on different groups of people, particularly in relation to how services are accessed and used, rather than any changes to eligibility or policy.

For each of the protected characteristics groups below, please explain whether your proposal could have a positive, negative, unclear or no impact. Where an impact has been identified, please explain what it is and if unclear or negative please explain what mitigating actions will be taken.

- use the evidence you have gathered to inform your decision making.
- consider impacts on residents, service users and employees separately.
- if your strategy, policy, project or service contains options you may wish to consider providing an assessment for each option.
- see guidance for more information about the different protected characteristics.
- The assessment below reflects both the potential benefits of improved digital services and the risks associated with digital exclusion or accessibility barriers

Key to impacts

- Positive Impact: the proposal eliminates discrimination, advances equality of opportunity and/or fosters good relations with protected groups.
- Negative Impact: protected characteristic group(s) could be disadvantaged or discriminated against
- Neutral Impact: no change/ no assessed significant impact of protected characteristic groups

- Unclear: not enough data/evidence has been collected to make an informed decision.

Impacts on who or what?	Choose impact	How
Age	Neutral	The new arrangements will still allow people who need to park close to town centres to do so. Payment provisions will still allow use of coins and contactless cards as well as digital options.
Disability	Neutral	The new arrangements will still allow people who need to park close to town centres to do so. Blue Badge provision, plus the Restricted mobility car park permit, assist drivers whose mobility is restricted, and help to lower the cost of parking. Payment provisions will still allow use of coins and contactless cards as well as digital options and permits.
		Potential accessibility concerns will be addressed via: • New parking machine design with a clear layout and easy to follow instructions • A bright, full colour screen display to enhance visibility in sunlight • Ensuring seated wheelchair access to parking machines is viable • Where needed, reviewing the location and layout of disabled bays on a site-by-site basis, using BS 8300-1:2018 as the standard to follow • When any DC-controlled car park's lines are repainted, the bays are being widened by 200mm on each side (given that many modern cars are wider than before[1]) which will help all drivers get in and out of their car more easily • Assessing the feasibility of installing solar roofs over selected Blue Badge bays, which will also protect wheelchair users from the rain • Reviewing options to enhance accessibility features in Park & Ride sites • Liaising with local disability advocacy groups [2]
Care Experience	Neutral	No direct impact as the services offered do not differentiate based on care experience.

[1] https://www.transportenvironment.org/articles/cars-are-getting-1-cm-wider-every-two-years-research
[2] Eg Dorset Disability Equality Forum (DDEF), South East Dorset Accessible Transport (SEDCAT), Access Dorset, Dorset Council Disability Engagement Networks, Transport Action Groups

Impacts on who or what?	Choose impact	How
Gender reassignment and Gender Identity	Neutral	No direct impact as the services offered do not differentiate based on gender.
Marriage or civil partnership	Neutral	No direct impact as the services offered do not differentiate based on relationship status.
Pregnancy and maternity	Neutral	No direct impact as the services offered do not differentiate based on pregnancy and maternity status.
Race and Ethnicity	Neutral with potential for negative impact	Parking machines will provide clear information about how to park and how to pay. Language barriers may affect some users. Use of clear plain English and consideration of translation or support options will help mitigate this. Liaising with Dorset Race Equality Council will help to clarify impacts, and to minimise risks.
Religion and belief	Neutral	No direct impact identified as our services do not affect religious practices.
Sex (consider men and women)	Neutral	No differential impact expected as our services apply equally to all users.
Sexual orientation	Neutral	No direct impact as the service is unrelated to sexual orientation.
People with caring responsibilities	Neutral	No direct impact as the services offered do not differentiate based on caring responsibilities.
Rural isolation	Neutral	Non-digital access and payment options will continue, mitigating against loss of digital signal in parts of the county.
Socio-economic deprivation	Positive	The existing range of resident permits already provide excellent value for money. Once they have been better promoted, people will understand what permits are available and the benefits resulting. People who need to have a car but find it difficult to pay to park will be helped through the permits available.

Impacts on who or what?	Choose impact	How
Single parents	Neutral	No direct impact as the services offered do not differentiate based on parenting responsibilities.
Armed forces communities	Neutral	No direct impact identified as the system does not specifically differentiate for Armed Forces communities.

Summary of the impacts

Most of the protected characteristics are not affected, as parking does not differentiate by types of persons. There are some specific areas where impacts may happen: disabilities, rural isolation, race & ethnicity, socio-economic deprivation.

Action Plan

Issue	Action to be taken	Person(s) responsible	Completion date
Disability	Liaise with local disability advocacy groups to co-design accessibility improvements to Parking services and sites.	Mike Westwood, David Rosselli	28/2/2027
Race and Ethnicity	Use plain English, consider translation options, and ensure communications are clear and accessible. Liaise with Dorset Race Equality Council.	Mike Westwood, David Rosselli	28/2/2027
Rural Isolation	Ensure services are tailored to local needs of each town.	Mike Westwood, David Rosselli	28/2/2027
Socio-economic Deprivation	Promote the range of existing parking permit schemes, highlighting their affordability and the benefits resulting (i.e. cheaper parking).	Mike Westwood, David Rosselli	28/2/2027
	Ensure no additional financial barriers are introduced.	Mike Westwood, David Rosselli	Ongoing
Usage	Monitor usage by different groups post implementation of changes	Mike Westwood, David Rosselli	Ongoing

Sign Off

Officer completing this EqIA: David Rosselli

Officers involved in completing the EqIA: David Rosselli, Mike Westwood

Date of completion: 9/10/2026

Version Number: 3

Review date: 31/3/2027

Equality Lead Sign Off: James Palfreyman-Kay

Recommendation to Cabinet 10 November 2026

From Place and Resources Overview Committee on 1 October 2026

Draft Dog Related Public Spaces Order 2027 and associated Consultation Report

For Decision

Cabinet Member and Portfolio:
Cllr M Bell, Public Health, Prevention & Communities

Local Councillor(s):
All wards

Executive Director:
S Crowe - Executive Director, Housing, Communities and Prevention

Report author and job title: Janet Moore – Service Manager Environmental Protection
Email: janet.moore@dorsetcouncil.gov.uk

Report Status: Public

1. **Recommendation**:

1.1 That the draft Dog-related Public Spaces Protection Order 2027 be approved with the proposed provisions as per the report attached at Appendix 1 (paragraphs 6.1 through to 11.9) with the following amendment to the provision set out at paragraph 10 of the report:

10. Proposed Provisions – beach restrictions

Recommendation from Place and Resources Overview Committee to amend the current restriction in respect of Weymouth Beach

1.2 Subject to legal advice with regard to the wording included in the consultation and confirmation that there is scope to amend the provision,

dogs to be allowed access to Weymouth beach between the hours of 1800 – 0600 to allow evening and early morning dog walking on lead.

1.3 If this cannot be forwarded as a recommendation during this review, officers are requested to undertake a trial to inform the next consultation.

1.4 **In respect of all other beaches included in this provision – Recommended to maintain the current restriction.**

Note – Officer recommendation was 'Recommended to maintain the current restriction.'

(Comments of the Place and Resources Overview Committee are included at Appendix 2).

2. **Information provided by the Service Manager, Environmental Protection**:

2.1. The original officer recommendation was to retain the existing beach restrictions and exclusions as currently operated, rather than introducing further changes. This recommendation was based principally on the consultation findings, which did not demonstrate a clear consensus for change, nor identify any alternative restriction period or access times that attracted majority support. Officers also considered it important to maintain consistency across Dorset beaches to provide clarity for residents and visitors and to support effective enforcement.

2.2 The recommendation put forward to Cabinet by the Place and Resources Overview Committee is that, subject to legal confirmation that the proposed amendment falls within the scope of the consultation, dogs should be permitted on Weymouth Beach between 6.00pm and 6.00am during the summer restriction period, provided they are kept on a lead.

2.3 In reaching this recommendation, Members noted that discussion regarding early morning and evening access for dogs arises whenever the Order is reviewed and considered that the time had come to test an alternative approach. Members highlighted that Weymouth Beach benefits from a significantly higher level of management than many other beaches, including daily mechanical cleaning and raking throughout the restriction period. As a result, any public health risks associated with dog activity can be more effectively managed and mitigated.

2.4 Members also recognised the potential economic benefits of allowing responsible dog owners access to the beach during these periods. Extending access may encourage longer visitor stays, support local businesses and contribute to Dorset's ambition of developing a year-round, or "365-day", visitor economy.

2.5 The requirement for dogs to remain on a lead was considered a proportionate compromise between the interests of beach users who have concerns regarding public health, dog fouling and dogs not being under proper control, and those of dog owners wishing to access the beach. Members considered that dogs on leads would remain under close control and that owners would be more likely to observe and remove any fouling.

2.6 Members further recognised that the impact of any relaxation of restrictions should first be assessed before considering wider changes elsewhere in Dorset. Weymouth Beach is distinctive in terms of visitor numbers, tourism activity, infrastructure, and management arrangements. The introduction of a dogs on lead provision at this location would provide an opportunity to monitor outcomes and gather evidence to inform future reviews of dog control arrangements across Dorset.

2.7 Weymouth Town Council did not submit a response to the consultation, having agreed that councillors would submit their own responses if they wished to do so. One response was received.

2.8 Legal advice has confirmed that the recommendation of the Place and Resources Overview Committee is not fundamentally different from the option presented during the consultation and therefore can be considered by Cabinet without the need for a further consultation exercise.

Appendices

Appendix 1 - Report to the Place and Resources Overview Committee on 1 October 2026 – Report on the Draft Dog Related Public Spaces Order 2027 and associated Consultation Report – *The following appendices are included with the report and links are provided below:*

Appendix A - Dog-related PSPO Public Consultation Response Report 2026
Appendix B - Dog-related Public Spaces Protection Order 2027 (draft)
Appendix C - EqIA Dog-related Public Spaces Protection Order (PSPO) 2026
Appendix D - Public Consultation Findings Infographic 2026

Appendix 2 – Extract from draft minutes of the Place and Resources Overview Committee on 1 October 2026

Background papers

Agenda for Place and Resources Overview Committee on Thursday, 1st October 2026, 3.00 pm - Dorset Council

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Place and Resources Overview Committee

1 October 2026

Draft Dog Related Public Spaces Order 2027 and associated Consultation Report

For Recommendation to Cabinet

Cabinet Member:
Cllr M Bell, Public Health, Prevention & Communities

Local Councillor(s): All wards

Senior Leadership Team:
S Crowe - Executive Director, Housing, Prevention and Communities

Report author and job title: Janet Moore Service Manager Environmental Protection - Email: janet.moore@dorsetcouncil.gov.uk

Statutory Authority: Anti-social Behaviour, Crime and Policing Act 2014

Report status: Public

1.0 Executive Summary

This report summarises the findings from a Dog-related Public Spaces Protection Order public consultation undertaken between May and August 2026 (12 weeks). Informed by the consultation, it proposes the new draft Dog-related Public Spaces Protection Order 2027 (PSPO) which will replace the existing Public Spaces Protection Order. The report outlines the proposed provisions for the Council area for a period of 3 years from 1 January 2027 until the 31 December 2029.

There were over 5000 responses made to the consultation, the majority of which supported renewing the current provisions. For the protection of public health and the welfare of dogs and their owners, this report recommends renewing the current provisions. Where there are notable other views, these are discussed in the report.

The recommendations from the Committee will be considered by Cabinet at their meeting on 10 November 2026.

2.0 Recommendations

1. That members of the Committee consider the draft Dog-related Public Spaces Protection Order 2027 including the Consultation Report and Equality Impact Assessment, and comment as necessary.

2. That the draft Dog-related Public Spaces Protection Order 2027, amended as necessary, be recommended to Cabinet for approval.

3.0 Reason for the recommendations

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.

4.0 The Report

4.1 For a PSPO to be made, the elements within it must meet the following two conditions which are prescribed in the legislation.

Condition 1

Activities carried out in a public place within the authority's area have had a detrimental effect on the quality of life of those living in the locality, or

It is likely that the activities will be carried out in a public place within that area and they will have such an effect.

Condition 2

The effect or likely effect of the activities:

Is or is likely to be of a persistent or continuing nature;

Is or is likely to be, such as to make the activities unreasonable; and justifies the restrictions imposed by the order.

4.2 Both conditions must be satisfied but Members are asked to be particularly mindful of condition 2 when including any proposed land that is to have a dog

restriction placed on it. The inclusion of any restriction should be proportional to the need.

4.3 An Order, as well as meeting the above tests, must be fair, proportionate, and consistent with the principles related to public health and safety to enable dog owners and non-dog owners to enjoy public open spaces. Irresponsible dog ownership can give rise to a range of public health concerns that affect residents, visitors and the wider community. Dog fouling in public spaces presents a risk of exposure to harmful bacteria and parasites, including *Toxocara canis*, which can pose particular health risks to young children and vulnerable individuals. Uncontrolled dogs may also contribute to injuries through bites, attacks or collisions, while dogs that are not kept under proper control can cause fear, anxiety and reduced enjoyment of public spaces for other users.

4.4 In addition, persistent fouling and irresponsible behaviour can undermine the amenity and accessibility of parks, beaches and open spaces, discouraging their use for recreation, exercise and other activities that support physical and mental wellbeing. Exercise and social interaction are also an important components of animal welfare. By encouraging responsible ownership, the Order seeks to maximise the social, health and wellbeing benefits associated with dog ownership whilst minimising the detrimental impacts that can arise from irresponsible behaviour.

4.5 The Order should be enforceable without having detrimental impact on those that are reliant on assistance from dogs. Assistance dogs provide essential support to disabled people, including those with visual impairments, mobility difficulties and a range of medical conditions. Access to public spaces may not be practicable for some disabled people without their assistance dog.

4.6 A small team of Animal Licensing & Dog Control Officers are responsible for raising awareness around dog issues, education, and enforcement. They also undertake a range of other animal welfare duties such as the licensing of premises used for animal boarding and sale. Their work is essential in helping keep Dorset a great place for people and dogs alike and can be helped by responsible dog ownership.

4.7 Officers enforce the provisions of the PSPO by patrolling and investigating complaints. Since 2024, Dorset Council has received between 30 to 50 complaints or enquiries each year relating to the Order at beach locations. These have included reports of alleged breaches, requests for amendments to the restrictions, and general enquiries regarding enforcement. Most of the contacts received relate to the restrictions in place on Front Beach at Lyme Regis, reflecting that the provisions at this location are more contentious.

4.8 An important role of officers, is to raise awareness of the provisions of an Order. A graduated approach to enforcement is operated, seeking to raise awareness and educate in the first instance. A Fixed Penalty Notice is only considered where a person refuses to comply with an officer's instruction; where there is evidence of repeat offending (either through information provided to the officer or through the officer witnessing repeated breaches by the same individual), or where other offences, such as dog fouling have been witnessed to the required evidential standard. Members may wish to consider whether the current priorities and enforcement approach of the Animal Licensing and Dog Control Team reflect their expectations for the service.

4.9 Only provisions contained within the public consultation can be considered for inclusion in the Order. These were drawn from the current Order and representations made to the service. Any proposals outside the scope of the consultation would require a further consultation exercise. A specific question relating to the removal and disposal of dog faeces was not included. However, the consultation's introduction made clear that the requirement to remove dog faeces and properly dispose of it would remain within the proposed Order, and that failure to do so would continue to constitute an offence. No concerns, objections or requests for change relating to this provision were raised within the consultation comments received.

4.10 Where a restriction applies, the landowner can apply to the Council for a consent to require that we do not undertake enforcement on that land. However, the PSPO takes precedent over any other legal provision (e.g. local byelaws).

4.11 The draft Order seeks to maintain all the restrictions currently in place. This approach is supported by the consultation findings in all but one case, Seatown Beach. In that instance, support for removing the restriction was half a percentage point higher than support for retaining it. This is discussed further in the relevant section of this report.

4.12 The consultation had a high level of participation with 5013 responses and included good representation of respondent ages, dog owners, and non-dog owners.

4.11 Consultation information was sent to all Parish and Town Councils and other relevant landowners, alongside Dorset Police and the Dorset Police and Crime Commissioner who are statutory consultees. Any significant additional commentary from these organisations is summarised in Appendix A, 'The Dog- Related PSPO Public Consultation Report'.

4.13 The Council acknowledges receipt of a petition Petition · Allow dogs on beaches from 1st September instead of 1st October - United Kingdom · Change.org and note the 7104 signatories. This petition calls for a change to

the current rules restricting dog access to Dorset and Hampshire beaches. The petition is generic in nature, in that it covers dog restrictions on beaches both in Dorset and Hampshire and is hosted on a national platform.

4.14 Whilst the findings of the public consultation are an important consideration in determining the requirements of the new Order, Members are reminded that consultation responses are only one factor in the decision-making process. In reaching a balanced and proportionate decision, Members should also have regard to;

- the protection of public health and safety;
- the need for consistency of restrictions across comparable locations within the Council's area;
- the practical enforceability of any restrictions introduced.

Consideration should also be given to ensuring that any provision is clear, understandable and capable of being readily complied with by residents and visitors alike. Members should also consider the positive contribution that responsible dog ownership can make to both individual wellbeing and wider society.

We wish to thank participants for their contributions.

5.0 Consultation Findings

5.1 The data used to inform these findings is drawn from Appendix A, The Dog Related PSPO Public Consultation Report. The percentage figure has been rounded up to the nearest whole number.

General demographic information - In terms of representative responses, 75% (3047) of the respondents that could be mapped (4,557), were residents (Dorset area postcode). 69% of respondents were female and 66% were aged 50 and over. The response rate of people recognising themselves having a disability under the Equality Act was 15%.

62% of respondents were dog owners. Dog ownership is the strongest factor for influencing responses throughout the consultation. Non-dog owners were consistently more likely to support retaining restrictions, while dog owners were more likely to support reducing or removing them.

The recommended provisions detailed in Section 6 of this report follow the order of the Consultation Report and the relevant page number is referenced. An officer recommendation is given in each case. A summary of the provisions is given in the following table.

5.2

Proposal Category	Number Reviewed	Officer Recommendation
Generic lead restrictions	2	Retain. (Significant level of support, very similar to 2023 consultation)
Generic dogs-on-lead locations	5	Retain. (Significant level of support, very similar to 2023 consultation)
Specific dogs on lead locations	9	Retain. (Level of support was slightly higher than the 2023 consultation)
Generic Exclusion areas	2	Retain (Level of support was similar to the 2023 consultation)
Beach restrictions	9	Retain current arrangements (Level of support compared to the 2023 consultation varied dependent on the restriction)

6.0 Proposed Provisions – lead length and direction to be on lead.

6.1 Maximum lead length of 2m where required (page 11) and the areas are listed in Schedule 3 of the draft Order. This received strong support at 83%.

6.2 Dogs on lead as directed by an authorised officer, maximum lead length 2m, (page 12). This received almost universal support at 96%.

Recommended for inclusion

7.0 Proposed Provisions - dogs on leads, generic locations

7.1 Municipal cemeteries, church, and graveyards, where dogs are permitted, (pages 13 & 14). Received almost universal support at 91%.

Recommended for inclusion

7.2 Public formal gardens, (pages 13 & 14). Received strong support at 81%.

Recommended for inclusion

7.3 Council owned allotments where permitted, (pages 13 &14). Received significant support at 78%.

Recommended for inclusion

Note: Swanage Town Council requested that restrictions relating to Town and Parish Council-owned allotments be considered for inclusion in the Order. However, this is not something that can be incorporated within the current process and will instead be reviewed as part of the development of the next Order.

7.4 Council owned car parks, (pages 13 & 14). Received almost universal support at 92%.

Recommended for inclusion

7.5 Within 5m of marked sports pitches, (pages 13 & 14). Received strong support at 83%.

Recommended for inclusion

8.0 Proposed Provisions - dogs on leads, specific locations, (pages 17, 18, 19, 20 of Consultation Report).

8.1 Rodwell Trail, Weymouth. A well-used urban cycle and footway connecting the outlying wards to Weymouth town. Received majority support at 57%. Supported by the Friends of Rodwell Trail Group.

Recommended for inclusion

8.2 West Bay Harbour Walk and promenade. Received majority support at 66%.

Recommended for inclusion

8.3 Lyme Regis pathways etc. adjacent to the Front/Town Beach. Received majority support 65%.

Recommended for inclusion

8.4 Weymouth Esplanade. Received majority support 70%.

Recommended for inclusion

8.5 Swanage. The Parade and adjacent roads leading to the Beach. Received majority support 65%.

Recommended for inclusion

8.6 Studland. Access to Studland Beach from the car park, including the car park and staircases leading to the beach. Received majority support at 62%.

Recommended for inclusion

8.7 Studland Beach (known as Knoll Beach), Middle Beach, and Shell Beach, (1st May to 30th September). Received a small majority support at 52%.

Recommended for inclusion

8.8 Studland – Ferry Road, from Studland Beach car park to South Coast end marker, Shell Beach National Trust Car Park, and access routes. Received majority support at 62%.

Recommended for inclusion

8.9 Charmouth, Lower Sea Lane Car Parks and surrounding areas leading to the Beach. Received majority support 61%.

Recommended for inclusion

9.0 Proposed Provisions - dog exclusion areas, generic (pages 20, 21, 22 of Consultation Report).

9.1 Recreation areas, including skateboard parks, tennis and basketball courts, bowling and putting greens, enclosed play parks, sporting or recreational facilities and athletics tracks. Received majority support at 61%.

Recommended for inclusion

9.2 Marked Sports Pitches. Received majority support at 61%.

Recommended for inclusion

10.0 Proposed Provisions – beach restrictions (page 24 - maps are produced to support the Order by clearly delineating areas where restrictions apply).

10.1 Fixed period for summer restriction. Continuing the fixed period of 1 May to 30 September for relevant beach restrictions received the largest support at 44%. 35% respondents wanted a set period but with different dates or times; 20% wanted no restriction and 1% did not know.

Of those that did not support the current requirement, 47% wanted another period of restriction, chiefly reducing the period. For instance, Dorset Police supported limiting the period from the 1 May to the end of the school holidays. Others wanted dogs to be allowed on beaches in the morning and evening periods.

Opening beaches at either end of the daily exclusion period may be viewed favourably by some dog owners; however, it also presents a number of practical challenges. There is potential for an increased incidence of residual dog fouling and for dogs to remain on the beach beyond the permitted period, resulting in encroachment into the exclusion hours. In addition, several Town and Parish Councils undertake mechanical beach raking in the early morning, while organised exercise classes and swimming groups frequently use beaches during early morning and late evening periods. Retaining the current restriction also provides consistency with neighbouring authorities, as both Bournemouth, Christchurch and Poole Council and East Devon District Council prohibit dogs from beaches throughout the exclusion period.

Maintaining the existing arrangements therefore supports a clear and consistent approach for residents and visitors across Dorset and neighbouring Devon.

Recommended to maintain the current restriction

11.0 Proposed Provisions - specific beach locations – all day dog exclusion from 1 May to 30 September

11.1 Swanage, Central Beach, (page 28). Received a small majority support at 53%. Supported by Swanage Town Council.

Recommended for inclusion

11.2 Lyme Regis, Front/Town Beach, summer restriction, (page 30). Received majority support at 57%. For some with limited mobility, the accessibility of neighbouring beaches and alternative areas to exercise a dog has been of concern in previous years. Monmouth Beach is largely a pebble beach and access is via gravel/ earth pathways and therefore challenging for those who are unsteady on their feet. However, Members are reminded that those with assistance dogs are not subject to the Front Town Beach restriction. Lyme Regis Town Council comments;

‘We have accessibility matting on Monmouth Beach, which is placed at the high-water mark. There is level access from the car parks and chalets/caravans/beach huts directly onto the matting. The ramp down to East Beach is made of concrete and isn't any more slippery than any other surface when wet. The rocks on the beach will get slippery with algae but wouldn't be accessible for wheelchairs or those with mobility issues anyway.’

‘We completely oppose suggestions to allow dogs on the beaches in the morning or evenings during the current summer exclusion, as the beaches start to get busy very early and remain busy well into the evening. The argument about access for those with mobility issues isn't a factor as far as

we're concerned, as there are plenty of other open spaces in Lyme Regis where dogs can be exercised on or off the lead. Some examples include Middle Mill Fields, Spittles (the section accessed from Timber Hill) and the River Lym Walk.'

'Large sections of Slopes Farm are accessible and level, as are parts of Ware Cliff. Monmouth Beach is probably more accessible than the Front Beach as it is closer to the car parks and there is a level path along the top, with access directly from the car park.'

The issue of will be kept under review with Lyme Regis Town Council.

Recommended for inclusion

11.3 Lyme Regis, Front/Town Beach – maintain no winter restriction (page 31). Received majority support at 62%. Lyme Regis Town Council were supportive of reinstating the dog on lead restriction.

Maintain current arrangement, not recommended for inclusion.

11.4 Chideock, Seatown Beach (page 33). This is a long stretch of beach and responses were evenly divided with 49.7% wishing to remove the restriction and 49.3% wishing to retain the restriction, similar to the results of the 2023 consultation. The landowner, Wraxall Estate, made representation to maintain the restriction. Residents who responded were more likely to support retention.

Recommended for inclusion

11.5 West Bay - East Beach and West Beach (page 34). Received a slight preference for support at 53% for East Bay and 52 % for West Bay. Again, residents who responded were more likely to support retention.

Recommended for Inclusion

11.6 Charmouth, West Beach (page 36). Received a small majority in support with 53% wishing to retain the restriction, slightly higher support than in the 2023 consultation.

Recommended for inclusion

11.8 Weymouth, Central Beach (pages 38- 40). Maintain current arrangements of all year-round dog off lead exercise area at the Pavilion end. Received a small majority of support at 53%.

For those who wanted it changed, just over half were in favour of enlarging the exercise area. Comments also included relocation further north along the

beach, allowing dogs on the beach during the morning and evening periods and, at a more operational level, improving management and enforcement.

Weymouth Town Council did not submit a formal response to the consultation. Instead, councillors indicated that they wished to respond in their individual capacities. As a result, any comments received from town councillors have been considered as individual consultation responses. Only one response was received from a town councillor and this is summarised in Appendix A.

Recommended to maintain the current arrangement

11.9 Retain an exclusion area from the marked dog exercise area at the Pavilion end of Weymouth Beach to the Greenhill Groyne.

Received a small majority in support at 55%.

Recommended for inclusion

12.0 General comments.

The open text box in the consultation document provided respondents with an opportunity to comment on matters not covered by the structured questions. Just over half of respondents chose to provide additional comments. The most common themes related to time-based restrictions, lead requirements, and enforcement. Views on beach access were mixed, with similar numbers of respondents supporting and opposing dogs on beaches. There were also a number of requests for designated off-lead areas.

Dorset Police made the general comment that in terms of tackling rural crime, in the Dorset Police and Crime Plan there is reference to the impact of dogs off lead, disturbing protected wildlife e.g. ground nesting birds, seals resting on beaches. The provisions contained in the PSPO can assist with protecting wildlife.

Lyme Regis Town Council made comments to support retaining existing beach restrictions, dog exclusion areas, and lead requirements.

13.0 Alternative options considered.

13.1 None. A PSPO is the prescribed way to place reasonable restrictions on the access of dogs to public land.

14.0 Legal considerations

14.1 The process for introducing a new PSPO is governed by the Anti-social Behaviour, Crime and Policing Act 2014. Before making the Order, the

Council must be satisfied that the statutory tests contained within the legislation have been met.

Any challenge to the proposed Order can be made to the High Court within 6 weeks beginning with the date on which the Order is made and can only be on the grounds of a) The council did not have the power to make the Order, or to include a particular prohibition or requirement or b) A procedural requirement was not complied with.

Any enforcement action arising from the Order will be carried out in accordance with the Council's General and Regulatory Services Enforcement Policies.

15.0 Financial implications

15.1 Officer resources are directed towards a wide range of statutory and discretionary functions, with proactive patrols undertaken alongside other service priorities. Consequently, routine patrols relating specifically to the Order are generally considered a lower operational priority unless intelligence, complaints or emerging issues indicate a need for targeted enforcement activity. Should Members wish to see a higher-profile enforcement presence, increased patrol frequency or a more proactive approach to monitoring compliance, consideration would need to be given to the associated resource and financial implications, including officer capacity and the potential impact on other service areas.

The new PSPO may require changes to existing signage. The cost of changes and replacement of routine signage will be met from the existing budget.

16.0 Natural environment, climate & ecology implications

16.1 The provisions are specifically related to human public health and dog welfare. The protection of the environment in terms of ecology is not a purpose of the Order, but there may be beneficial effects.

16.2 Some restrictions on open spaces may cause dog owners to have to travel further by car to exercise their dogs with associated fuel use and emissions.

17.0 Well-being and health implications

17.1 Keeping public open spaces free from dog fouling is a high priority for our residents as is the safe use of parks and open spaces by all. Dog fouling is unpleasant and can spread disease. Having adequate control over a dog by placing it on a lead helps ensure that the owner can see if the dog fouls and ensures the dog is under the owner’s control.

Dogs provide many positive benefits including companionship, opportunities to exercise and support mental health and social interaction.

17.2 Dogs not under the owner's control can cause injury to people and other animals and be a public hazard.

18.0 Other implications

18.1 For animal welfare reasons and the well-being of dog owners it is also important to have appropriate areas to exercise dogs off lead when there is reduced risk to others.

19.0 Risk implications.

19.1 HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: Medium

Residual Risk: Low

20.0 Equalities

20.1 An EqIA for the proposed Order is given at Appendix C.

20.2 The EqIA will continue to be updated as the Order is implemented.

20.3 Exemptions to compliance and enforcement practices have been informed by the EqIA and in line with guidance issued by the ECHR on assistance dogs.

21.0 Appendices

Appendix A – Dog-related PSPO Public Consultation Response Report 2026

Appendix B - Dog-related Public Spaces Protection Order 2027 (draft)

Appendix C – EqIA Dog-related Public Spaces Protection Order (PSPO) 2026

Appendix D - Public Consultation Findings Infographic 2026

22.0 Background Papers

Anti-social Behaviour, Crime and Policing Act 2014, Chapter 2

Anti-social behaviour powers: statutory guidance for frontline professionals 2025

The Local Government Association, Public Spaces Protection Order, Guidance for Councils, 2018

Equality Act 2010: guidance - GOV.UK

Assistance dogs: a guide for all businesses| EHRC

Equality, Diversity and Inclusion Strategy and Action Plan 2024 to 2027 - Dorset Council

Dealing with irresponsible dog ownership: practitioners' manual - GOV.UK

Dorset Council Website, Dog related PSPO

23.0 Report sign-off

This report has been through the internal report clearance process and has been signed off by the Director for Assurance & Governance (Monitoring Officer), the Director for Resources (Section 151 Officer) and the appropriate Cabinet Member(s)

Extract from draft minutes of the Place and Resources Overview Committee on 1 October 2026

Draft Dog Related Public Spaces Protection Order 2027 and associated Consultation Report

The committee considered a report of the Service Manager Environmental Protection, which summarised the findings from a Dog-related Public Spaces Protection Order public consultation undertaken between May and August 2026. Informed by the consultation, it proposed the new draft Dog-related Public Spaces Protection Order (PSPO) 2027, which would replace the existing PSPO. The report outlined the proposed provisions for the Council area for a period of 3 years from 1 January 2027 until 31 December 2029. The committee was invited to consider the matters within the report, make any comments on the draft Order and recommend the draft Order to Cabinet at their meeting on 10 November 2026.

The Service Manager, Environmental Protection, provided a presentation, which focused on the key issues of consideration by officers, for councillors to consider during their deliberations. The process of establishing the Order was about balancing competing interests and included review of the consultation responses, consideration of public health issues, the welfare of dogs and their needs, establishing a balance between different groups of people, recognising the role of having consistency across locations, review of complaints data, enforcement issues and equality impacts. In addition, it was noted that a petition had been received which included around 7000 signatures. The petition needed to be distinguished from the consultation response due to the nature of the petition and the limited information on the people that had added signatures. It provided evidence of significant public interest rather than information on specific recommendations. Councillors had to consider the information to reach a view on the provisions of the draft Order.

Councillors considered general issues arising from the report and presentation and points were raised in the following areas:

- The review required consideration of a balance of needs between different groups
- It was noted that there was a mixed response to proposals relating to the fixed period of beach related summer restrictions and this could be given further consideration during the next review period
- It was reported that the issue of timings for beach restrictions had been included in the consultation and could therefore be considered at the meeting
- In response to a question, it was noted that reference to ‘formal public gardens’, generally referred to gardens owned by town and parish councils who would determine which ones would be enforced. The definition could be reviewed during the drafting of the Order and amended as necessary to make this clearer.

The committee discussed the provisions contained within the report in turn. The recommendation in respect of the provision is provided, including comments of the committee where relevant.

6.0 Proposed Provisions – lead length and direction to be on lead.

6.1 Maximum lead length of 2m where required (page 11) and the areas are listed in Schedule 3 of the draft Order. This received strong support at 83%.

6.2 Dogs on lead as directed by an authorised officer, maximum lead length 2m, (page 12). This received almost universal support at 96%.

Recommended for inclusion

7.0 Proposed Provisions - dogs on leads, generic locations

7.1 Municipal cemeteries, church, and graveyards, where dogs are permitted, (pages 13 & 14). Received almost universal support at 91%.

Recommended for inclusion

7.2 Public formal gardens, (pages 13 & 14). Received strong support at 81%.

Recommended for inclusion

7.3 Council owned allotments where permitted, (pages 13 &14). Received significant support at 78%.

Recommended for inclusion

Note: Swanage Town Council requested that restrictions relating to Town and Parish Council-owned allotments be considered for inclusion in the Order. However, this is not something that can be incorporated within the current process and will instead be reviewed as part of the development of the next Order.

7.4 Council owned car parks, (pages 13 & 14). Received almost universal support at 92%.

Recommended for inclusion

7.5 Within 5m of marked sports pitches, (pages 13 & 14). Received strong support at 83%.

Recommended for inclusion

8.0 Proposed Provisions - dogs on leads, specific locations, (pages 17, 18, 19, 20 of Consultation Report).

8.1 Rodwell Trail, Weymouth. A well-used urban cycle and footway connecting the outlying wards to Weymouth town. Received majority support at 57%. Supported by the Friends of Rodwell Trail Group.

Committee comments:

It was noted that the PSPO took precedence over any matter relating to the trail being a public right of way.

Recommended for inclusion

8.2 West Bay Harbour Walk and promenade. Received majority support at 66%.

Recommended for inclusion

8.3 Lyme Regis pathways etc. adjacent to the Front/Town Beach. Received majority support 65%.

Recommended for inclusion

8.4 Weymouth Esplanade. Received majority support 70%.

Recommended for inclusion

8.5 Swanage. The Parade and adjacent roads leading to the Beach. Received majority support 65%.

Recommended for inclusion

8.6 Studland. Access to Studland Beach from the car park, including the car park and staircases leading to the beach. Received majority support at 62%.

Recommended for inclusion

8.7 Studland Beach (known as Knoll Beach), Middle Beach, and Shell Beach, (1st May to 30th September). Received a small majority support at 52%.

Committee comments:
In response to a question, it was noted that the National Trust had previously been supportive of the restrictions due to the protection of the natural habitat.

Recommended for inclusion

8.8 Studland – Ferry Road, from Studland Beach car park to South Coast end marker, Shell Beach National Trust Car Park, and access routes. Received majority support at 62%.

Recommended for inclusion

8.9 Charmouth, Lower Sea Lane Car Parks and surrounding areas leading to the Beach. Received majority support 61%.

Recommended for inclusion

9.0 Proposed Provisions - dog exclusion areas, generic (pages 20, 21, 22 of Consultation Report).

9.1 Recreation areas, including skateboard parks, tennis and basketball courts, bowling and putting greens, enclosed play parks, sporting or recreational facilities and athletics tracks. Received majority support at 61%.

Recommended for inclusion

9.2 Marked Sports Pitches. Received majority support at 61%.

Recommended for inclusion

10.0 Proposed Provisions – beach restrictions (page 24 - maps are produced to support the Order by clearly delineating areas where restrictions apply).

10.1 Fixed period for summer restriction. Continuing the fixed period of 1 May to 30 September for relevant beach restrictions received the largest support at 44%. 35% respondents wanted a set period but with different dates or times; 20% wanted no restriction and 1% did not know.

Of those that did not support the current requirement, 47% wanted another period of restriction, chiefly reducing the period. For instance, Dorset Police supported limiting the period from the 1 May to the end of the school holidays. Others wanted dogs to be allowed on beaches in the morning and evening periods.

Opening beaches at either end of the daily exclusion period may be viewed favourably by some dog owners; however, it also presents a number of practical challenges. There is potential for an increased incidence of residual dog fouling and for dogs to remain on the beach beyond the permitted period, resulting in encroachment into the exclusion hours. In addition, several Town and Parish Councils undertake mechanical beach raking in the early morning, while organised exercise classes and swimming groups frequently use beaches during early morning and late evening periods. Retaining the current restriction also provides consistency with neighbouring authorities, as both Bournemouth, Christchurch and Poole Council and East Devon District Council prohibit dogs from beaches throughout the exclusion period.

Maintaining the existing arrangements therefore supports a clear and consistent approach for residents and visitors across Dorset and neighbouring Devon.

Committee comments:
The committee considered the provision and during discussion the following points were raised:

- It was noted that the phrasing of the consultation questions could have an impact on the responses received, with particular reference made to date timings for the restrictions e.g. restrictions running to the end of August or the end of September. This could be reviewed in advance of the next consultation

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- In drafting the Order, officers had looked at the provisions in similar/coastal councils, including the neighbouring councils of BCP and East Devon. Having consistency with neighbouring councils assisted with messaging and enforcement
- A point was raised as to whether dogs should be allowed earlier access to beaches from the beginning of September, to allow wider use whilst the weather was favourable
- In response, officers noted that consistency was important and in addition, the views of the various parish and town councils had been considered. There was a balance to be made, and it was suggested that this could be looked at in preparation for the next review
- A view was expressed that the current restrictions should remain in place as they were consistent with neighbouring councils' restrictions and another view noted that children and families should be put first, in respect of their safe use of beaches.

A discussion was held regarding the potential extension of access to beaches to allow dogs to be walked during the evening and early morning periods. During the discussion, points were raised in the following areas:

- Allowing evening and early morning dog walking on beaches could allow families to enjoy the beaches together with their dogs, to support the economy through the potential extension of trading times for businesses in these locations and support the attraction of tourists
- A point was noted that allowing dog walking on beaches in the evening and early morning periods could assist with enforcement by creating a community of people who were invested in retaining the right to walk their dogs on the beach
- The PSPO was a tool which allowed the council to deal with any hot spots for dog fouling
- It was noted that children on beaches were vulnerable and that it was important to consider the potential health issues of extending dog access to beaches
- There needed to be consideration of the balance between potential economy, enforcement and health related impacts
- The timing for amending the provision was considered and whether this should be pursued now or form part of a future review and different views were expressed
- Clarification was sought as to whether a recommendation to change the timings related to the provision could be made and it was noted that as a question around timings had been included in the consultation, this could be considered
- A suggestion was made that a trial change in timings could be undertaken on a specified beach, and Weymouth beach was noted due to it having a regular cleaning schedule
- A point was made that councillors should be considering the issues in an impartial manner

- A number of councillors spoke about the potential for a positive economic impact of extending the hours for beach access for dog walking
- The Head of Regulatory Services noted that a potential option would be for the committee to continue with the recommendation as per the report but with a rider that officers investigate the option to run a trial for early morning or late evening access and/or a reduced restriction period to the end of August rather than September. A trial could run with due consultation to inform the next review in 3 years. Discussions could be held with Weymouth Town Council about the potential for a trial.

Further to the discussion above it was proposed by R Hope seconded by D Taylor that dogs be allowed access to Weymouth beach between the hours of 1800 – 0600 and that if this was not agreed, a trial for this be considered to inform the next PSPO review.

The Service Manager Environmental Protection clarified that the consultation had included a question around having a daily exclusion period between 8.00am and 7.00pm and that dogs could be walked on beaches outside of those times.

It was noted that beach cleaning in Weymouth took place at 6.00am.

In response to a question, the Head of Regulatory Services noted that the committee would need to add a rider to the recommendation to state that it was subject to legal advice to ensure that there was scope within the consultation to amend the provision. R Hope and D Taylor as proposer and seconder of the recommendation confirmed that they were content to include this in the recommendation.

A point was raised as to whether Lyme Regis should be included in the recommendation, but it was noted that Lyme Regis Town Council were not in support of changing the restrictions.

R Hope confirmed the wording of the recommendation and added that dogs should be kept on lead during the time period specified. D Taylor, as seconder, was content with the addition to the recommendation. It was noted that this applied during the time that dogs were restricted (1 May to 30 September).

The committee confirmed that they were content to maintain restrictions on other beaches, as set out in the report.

It was proposed by R Hope seconded by D Taylor and agreed by the committee

To be included in the recommendation to be made to Cabinet:

Subject to legal advice with regard to the wording included in the consultation and confirmation that there is scope to amend the provision, dogs to be allowed access to Weymouth beach between the hours of 1800 – 0600 to allow evening and early morning dog walking on lead.

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If this cannot be forwarded as a recommendation during this review, officers are requested to undertake a trial to inform the next consultation.

In respect of all other beaches included in this provision – Recommendation to maintain the current restriction.

11.0 Proposed Provisions - specific beach locations – all day dog exclusion from 1 May to 30 September

11.1 Swanage, Central Beach, (page 28). Received a small majority support at 53%. Supported by Swanage Town Council.

Recommended for inclusion

11.2 Lyme Regis, Front/Town Beach, summer restriction, (page 30). Received majority support at 57%. For some with limited mobility, the accessibility of neighbouring beaches and alternative areas to exercise a dog has been of concern in previous years. Monmouth Beach is largely a pebble beach and access is via gravel/ earth pathways and therefore challenging for those who are unsteady on their feet. However, Members are reminded that those with assistance dogs are not subject to the Front Town Beach restriction. Lyme Regis Town Council comments;

‘We have accessibility matting on Monmouth Beach, which is placed at the high-water mark. There is level access from the car parks and chalets/caravans/beach huts directly onto the matting. The ramp down to East Beach is made of concrete and isn't any more slippery than any other surface when wet. The rocks on the beach will get slippery with algae but wouldn't be accessible for wheelchairs or those with mobility issues anyway.’

‘We completely oppose suggestions to allow dogs on the beaches in the morning or evenings during the current summer exclusion, as the beaches start to get busy very early and remain busy well into the evening. The argument about access for those with mobility issues isn't a factor as far as we're concerned, as there are plenty of other open spaces in Lyme Regis where dogs can be exercised on or off the lead. Some examples include Middle Mill Fields, Spittles (the section accessed from Timber Hill) and the River Lym Walk.’

‘Large sections of Slopes Farm are accessible and level, as are parts of Ware Cliff. Monmouth Beach is probably more accessible than the Front Beach as it is closer to the car parks and there is a level path along the top, with access directly from the car park.’

The issue of will be kept under review with Lyme Regis Town Council.

Recommended for inclusion

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11.3 Lyme Regis, Front/Town Beach – maintain no winter restriction (page 31). Received majority support at 62%. Lyme Regis Town Council were supportive of reinstating the dog on lead restriction.

Maintain current arrangement, not recommended for inclusion.

11.4 Chideock, Seatown Beach (page 33). This is a long stretch of beach and responses were evenly divided with 49.7% wishing to remove the restriction and 49.3% wishing to retain the restriction, similar to the results of the 2023 consultation. The landowner, Wraxall Estate, made representation to maintain the restriction. Residents who responded were more likely to support retention.

Committee comments:
It was noted that to maintain a consistent approach, the committee supported the officer recommendation.

Recommended for inclusion

11.5 West Bay - East Beach and West Beach (page 34). Received a slight preference for support at 53% for East Bay and 52% for West Bay. Again, residents who responded were more likely to support retention.

Committee comments:
It was noted that subject to tides, there was beach access outside of the designated area of the PSPO. In addition, the provision provided a tool for enforcement at the discretion of the dog wardens.

Recommended for Inclusion

11.6 Charmouth, West Beach (page 36). Received a small majority in support with 53% wishing to retain the restriction, slightly higher support than in the 2023 consultation.

Recommended for inclusion

11.8 Weymouth, Central Beach (pages 38- 40). Maintain current arrangements of all year-round dog off lead exercise area at the Pavilion end. Received a small majority of support at 53%.

For those who wanted it changed, just over half were in favour of enlarging the exercise area. Comments also included relocation further north along the beach, allowing dogs on the beach during the morning and evening periods and, at a more operational level, improving management and enforcement.

Weymouth Town Council did not submit a formal response to the consultation. Instead, councillors indicated that they wished to respond in their individual capacities. As a result, any comments received from town councillors have been considered as individual consultation responses. Only one response was received from a town councillor and this is summarised in Appendix A.

Committee comments:
The committee discussed the area covered by the provision with one view being that the all year round dog off lead exercise area at the Pavilion end of the beach area should be relocated due to town council events being held on the beach, making the beach very busy in the area and another view that the current area should be retained, with an acceptance that it may be more difficult to use at times. The Head of Regulatory Services reported that there were discussions taking place with Weymouth Town Council regarding the location of the area and this may feature in the preparation for the next Order. On this basis it was agreed that the current arrangement should be maintained in line with the officer recommendation.

Recommended to maintain the current arrangement

11.9 Retain an exclusion area from the marked dog exercise area at the Pavilion end of Weymouth Beach to the Greenhill Groyne.
Received a small majority in support at 55%.

Recommended for inclusion

Having considered each provision, the committee returned to the recommendation set out at paragraph 2 of the report.

It was proposed by D Taylor seconded by S Gibson

Recommendation to Cabinet

That the draft Dog-related Public Spaces Protection Order 2027 be approved with the proposed provisions as per the report attached at Appendix 1 (paragraphs 6.1 through to 11.9) with the following amendment to the provision set out at paragraph 10 of the report:

10 Proposed Provisions – beach restrictions

Recommendation from Place and Resources Overview Committee to amend the current restriction in respect of Weymouth Beach

Subject to legal advice with regard to the wording included in the consultation and confirmation that there is scope to amend the provision, dogs to be allowed access to Weymouth beach between the hours of 1800 – 0600 to allow evening and early morning dog walking on lead.

If this cannot be forwarded as a recommendation during this review, officers are requested to undertake a trial to inform the next consultation.

In respect of all other beaches included in this provision – Recommended to maintain the current restriction.

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The Chair thanked officers for their work in bringing the draft Order through the process and the enforcement team working on the ground. The Chair also thanked all that had taken the time to respond to the consultation.

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Recommendation to Cabinet 10 November 2026

From Harbours Advisory Committee 23 September 2026

Proposed Procurement of Dredging Services for Bridport (West Bay) Harbour

For Decision

Cabinet Member and Portfolio:
Cllr J Jeanes, Place Services

Local Councillor(s): All Councillors

Executive Director:
Jan Britton - Executive Director, Regeneration, Infrastructure and Growth

Report Author: Ed Carter
Job Title: Harbours Manager & Weymouth Harbour Master
Tel: 01305 838493
Email: ed.carter@dorsetcouncil.gov.uk

Report Status: Public

Recommendation:
That Cabinet:

- Approves the procurement of a five-year contract for annual maintenance dredging at Bridport (West Bay) Harbour from 2027 to 2031;
- 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; and
- 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.

Appendices

Proposed Procurement of Dredging Services for Bridport (West Bay) Harbour
Report to the meeting of the Harbours Advisory Committee – 23 September 2026

Background papers

Agenda and papers for Harbours Advisory Committee on Wednesday, 23rd September, 2026, 10.00 am - Dorset Council

Harbours Advisory Committee

23 September 2026

Proposed Procurement of Dredging Services for Bridport (West Bay) Harbour

For Recommendation to Cabinet

Cabinet Member:
Cllr J Jeanes, Place Services

Local Councillor(s): All Councillors

Senior Leadership Team:
J Britton - Executive Director, Economy & Environment

Report author and job title: Ed Carter – Harbours Manager & Weymouth Harbour Master
Email: ed.carter@dorsetcouncil.gov.uk

Statutory Authority: The Lyme Regis, Bridport (West Bay) and Weymouth Harbour Revision Order 2026, Local Legislation

Report status: Public (the exemption paragraph is N/A)

1. Executive summary

1.1 Annual maintenance dredging is required at Bridport (West Bay) Harbour to maintain safe navigable depths and support the continued operation of the harbour.

The requirement has been approved for submission to the Council's Procurement Pipeline, and early engagement with Procurement has commenced. It is proposed to procure a five-year contract for annual dredging from 2027 to 2031, with an estimated total value of between £800,000 and £1 million. Due to the anticipated total contract value, Cabinet approval is required before the procurement process can commence.

The five-year contract is the preferred approach. However, if it is not practicable to complete that procurement in time for the March 2027 dredging campaign, approval will also be sought to procure a single-year contract for 2027 as an interim measure.

2. Recommendation(s)

2.1 That the Harbours Advisory Committee supports that Cabinet:

- Approves the procurement of a five-year contract for annual maintenance dredging at Bridport (West Bay) Harbour from 2027 to 2031;
- 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; and
- 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.

3. Reason for the recommendation(s)

3.1 As the Statutory Harbour Authority, Dorset Council is responsible for the safe and effective management of Bridport (West Bay) Harbour. This includes maintaining a safe and navigable harbour and managing risks to vessels, harbour users and the public in accordance with the Port & Marine Facilities Safety Code and the Council's Marine Safety Management System.

Sediment accumulation reduces navigable depths and, if not appropriately managed, could affect safe access to and operation of the harbour. Regular maintenance dredging is therefore an important part of the Council's discharge of its harbour authority responsibilities.

A planned, competitively procured five-year arrangement will support the reliable delivery of these works and provide greater operational resilience and value for money. The recommendation enables the proposal to progress through the Council's governance process so that Cabinet approval can be sought.

4. The report

Background

4.1 Bridport (West Bay) Harbour, at West Bay, provides mooring and launching facilities for small vessels and serves as a refuge harbour along this part of the Dorset coast. The outer harbour provides the principal navigable route between the sea and the harbour facilities.

4.2 Sand transported from East Beach, together with smaller quantities of sediment from the River Brit, accumulates within the outer harbour and progressively reduces navigable water depths.

4.3 Dorset Council, as the Statutory Harbour Authority, is responsible for maintaining a safe and navigable harbour. Annual maintenance dredging is required to maintain adequate depths, including during lower states of the tide. Without

regular dredging, access would become increasingly restricted, affecting harbour operations and its function as a refuge harbour.

Proposed dredging works

4.4 It is proposed that the Council procures a contract covering five annual dredging campaigns from 2027 to 2031. The works would focus on the outer harbour, between the entrance to the inner harbour and the main harbour entrance, within an indicative area of approximately 7,000 square metres.

4.5 The tender documentation is based on an estimated annual dredging volume of approximately 10,500 cubic metres, with the objective of restoring the harbour bed to approximately two metres below Chart Datum. The actual requirement each year will be informed by pre-dredge survey data, with a post-dredge survey used to assess the completed works.

4.6 The proposed methodology is to use a cutter suction dredger, with suitable dredged material pumped through a temporary pipeline to West Beach or West Cliff Beach. This returns sand trapped within the harbour to the coastal system and contributes to the maintenance of adjacent beach profiles.

4.7 The contractor will be required to manage the works safely, including the installation and removal of the pipeline, lifting operations and protection of public access. Appropriate barriers, warning notices, temporary access arrangements and marshals will be provided where necessary.

Programme and environmental requirements

4.8 Dredging is intended to take place during March each year, after the main winter storm period and before the summer pontoons are installed on 1 April. Each campaign is expected to involve approximately ten working days of dredging, subject to weather, sea conditions and the volume identified by survey.

4.9 The contractor will be responsible for mobilising and demobilising the dredger and associated equipment, carrying out the works and fulfilling the role of Principal Contractor under the Construction (Design and Management) Regulations 2015.

4.10 The dredging will be undertaken in accordance with the applicable Marine Management Organisation licence and associated environmental requirements. The existing licence covers the proposed contract period. Amendments to the permitted discharge arrangements are being pursued and will need to be secured before any activities affected by them take place.

Procurement proposal

4.11 Dredging requires specialist equipment and experienced contractors and is generally a long-lead activity. Timely procurement is therefore necessary to complete

a competitive process and secure contractor availability before the first proposed campaign in March 2027.

4.12 It is proposed that the opportunity is advertised through the Council's electronic tendering system and evaluated against appropriate price and quality criteria. The successful tenderer would be appointed under an NEC4 Engineering and Construction Short Contract.

4.13 Tenderers will be asked to price the five annual campaigns, including mobilisation and demobilisation, lifting and transportation of equipment, dredging by measured volume, pipeline installation and removal, and potential standing time. The final contract value will depend upon the tendered rates and the actual quantity dredged each year.

4.14 A five-year arrangement is considered preferable to separate annual procurements. It would provide continuity for an essential operation, improve certainty over specialist contractor availability and reduce the administrative and programme risks associated with procuring the works annually.

Procurement approach and approval route

4.14 A five-year arrangement remains the Council's preferred approach. It would provide continuity for an essential operation, improve certainty over specialist contractor availability and reduce the administrative and programme risks associated with procuring the works annually.

4.15 The requirement has received Executive Director approval for submission to the Council's Procurement Pipeline, and early engagement with Procurement has commenced. However, inclusion within the pipeline does not guarantee the immediate allocation of Procurement resources. There remains a limited period in which to complete the necessary governance and procurement processes and secure a contractor before the March 2027 dredging window.

4.16 If it is not practicable to complete the preferred five-year procurement within the required timeframe, it is proposed that the Council may procure a single-year contract for the 2027 campaign as an interim measure. This would protect delivery of the essential dredging works while allowing the longer-term procurement to continue. Any interim procurement would be subject to the Council's Contract Procedure Rules, available budget and applicable procurement legislation.

4.17 The estimated total value of the preferred five-year contract is between £800,000 and £1 million. The value of any interim single-year contract would be established through the relevant procurement process and managed within the available harbour budget.

4.18 Due to the anticipated value of the five-year contract, Dorset Council Cabinet approval is required before that procurement process can commence.

4.19 The Harbours Advisory Committee is therefore asked to support the preferred five-year approach, together with the interim single-year contingency, and recommend to the Cabinet Member that a report is presented to Cabinet seeking approval to proceed on this basis.

5. Alternative options considered

5.1 *Water Injection Dredging:* Water Injection Dredging has previously been trialled at Bridport (West Bay) Harbour but is not capable of moving the heavier shingle that accumulates in the outer harbour from East Beach. It has therefore been discounted as the principal method for the proposed contract.

5.2 Water Injection Dredging will continue to be used when required in the inner harbour, where it is suitable for removing finer alluvial sediment. As this work is required less frequently and differs from the annual outer harbour dredging operation, it will be procured separately.

5.3 *Crane and grab dredging:* Following the significant influx of shingle during a storm in January 2026, a crane and grab were used to provide a rapid response and begin removing material. While effective as an initial intervention, this method is comparatively slow and costly when removing the volumes required. It has therefore been discounted as the primary dredging methodology but may remain appropriate for urgent or localised works.

5.4 *Single-year procurement:* Procuring the cutter suction dredging separately each year would increase procurement activity, reduce certainty over specialist contractor availability and create a greater risk that the works could not be completed within the required operational window. It is therefore not the preferred long-term approach. However, a single-year procurement for the 2027 campaign may be necessary as an interim measure if the five-year procurement cannot be completed within the available timeframe.

6. Legal considerations

6.1 Dorset Council is the Statutory Harbour Authority for Bridport (West Bay) Harbour and has responsibilities relating to the safe and effective management of the harbour. Maintenance dredging supports the Council in maintaining navigable access and managing marine safety risks.

6.2 The procurement will be undertaken in accordance with the Procurement Act 2023, associated regulations and statutory guidance, together with the Council's Contract Procedure Rules and governance requirements. The estimated value will be calculated over the full five-year contract period, including any applicable contingency and VAT, for the purpose of determining the appropriate procurement procedure.

6.3 Dredging and the deposit of dredged material are regulated activities under the Marine and Coastal Access Act 2009. The works must be undertaken in accordance with a valid Marine Management Organisation licence and its conditions. The current licence covers the proposed contract period, although amendments to the discharge arrangements are being pursued and must be secured before any affected works take place.

6.4 The works will also be subject to relevant health and safety legislation, including the Construction (Design and Management) Regulations 2015. The appointed contractor will undertake the Principal Contractor role and will be required to prepare and implement suitable plans and controls for the safe delivery of the works.

6.5 The successful contractor will be appointed under an NEC4 Engineering and Construction Short Contract. The final procurement and contract documentation will be reviewed by the Council's Procurement and Legal Services teams before the tender is issued and the contract awarded.

7. Financial implications

7.1 The estimated value of the five-year contract is between £800,000 and £1 million. The final contract value will be determined through the competitive tender process.

7.2 Annual expenditure will vary according to the quantity of material dredged, the contractor's tendered rates and any authorised additional works or standing time.

7.3 The costs of the dredging works will be met from the harbour budget and will not create a financial pressure on the Council's General Fund.

7.4 Budget approval is recorded as being in place for the requirement identified in the Procurement Pipeline Request. Financial provision for the final contract will need to reflect the agreed contract duration and tendered price and be incorporated within the Harbour's annual budgets.

7.5 Contract award will be subject to the tendered price being affordable, representing value for money and remaining within the approved financial provision. Any tender exceeding that provision would require further consideration and approval.

8. Natural environment, climate & ecology implications

8.1 The dredging and discharge works will be undertaken in accordance with the existing Marine Management Organisation licence and associated environmental conditions.

8.2 Dredged material will be returned to the coastal system at West Beach or West Cliff Beach. This supports the natural westward movement of sediment and

contributes to the maintenance of local beach profiles, rather than removing the material permanently from the area.

8.3 The works may cause temporary local effects, including sediment disturbance, noise, emissions from plant and equipment, and disruption at the discharge location. These will be managed through the marine licence, contract requirements and the contractor's working methods.

8.4 The Council will continue established Drop-Down Video monitoring of local reef habitats. Surveys will follow a standardised and repeatable methodology, enabling ecological assessment of reef condition and any evidence of sediment accumulation associated with dredging activities.

8.5 Tenderers will be required to demonstrate appropriate environmental management arrangements, including measures to prevent pollution, minimise unnecessary emissions and protect the marine and coastal environment during the works.

9. Well-being and health implications

9.1 Maintaining safe and accessible harbour infrastructure supports health and well-being by enabling boating, water-based recreation and other outdoor activities. It also encourages people to visit the harbour and enjoy its natural and cultural heritage. Regular maintenance dredging, together with the harbour's established safety management systems, supports the ongoing safety, health and well-being of harbour users, employees, contractors and visitors.

10. Other implications

10.1 None.

11. Risk implications

11.1 HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: High

Residual Risk: Medium

Risk - Failure to secure and deliver dredging within the required operational window, resulting in restricted navigation and disruption to harbour operations.

Current Likelihood	Current Impact	Current Score	Residual Likelihood	Residual Impact	Residual Score

Likely (4)	Major (4)	**16**	Unlikely (2)	Moderate (3)	**6**

11.2 The current risk reflects the specialist nature and long lead time of dredging procurement. Failure to secure a suitable contractor could result in continued sediment accumulation, restricted navigation, operational disruption and difficulty in discharging the Council's statutory harbour responsibilities.

11.3 The proposed five-year procurement will reduce the likelihood of this risk by securing access to a suitably experienced contractor, enabling works to be planned in advance and reducing reliance on annual or emergency procurement. The ability to undertake a single-year procurement for the 2027 campaign, if the five-year process cannot be completed in time, provides an additional contingency to protect delivery of the essential works.

11.4 The residual impact remains Moderate, rather than Minor, because contractor failure or delay could still result in temporary navigational restrictions, additional expenditure and local reputational consequences.

11.5 Operational risks arising during the dredging works, including vessel movements, lifting operations, public access, weather conditions and environmental effects, will be managed through the harbour's Marine Safety Management System, project-specific risk assessments, marine licence conditions and the contractor's Construction Phase Plan.

12. Equalities

12.1 There are no equalities impact issues resulting from the subject of this report.

13. Appendices

13.1 None.

14. Background papers

14.1 None.

15. Report sign-off

15.1 This report has been through the internal report clearance process and has been signed off by the Director for Assurance & Governance (Monitoring Officer), the Director for Resources (Section 151 Officer) and the appropriate Cabinet Member(s).

Cabinet

10 November 2026

Chesil Cove Seawall Improvement Scheme

For Decision

Cabinet Member:
Cllr J Jeanes, Place Services

Local Councillor(s): Cllr Rob Hughes, Cllr Paul Kimber, Cllr Pete Roper

Senior Leadership Team:
J Britton - Executive Director, Economy & Environment

Report author and job title: Matthew Penny, Service Manager Flood & Coastal Erosion Risk Management
Email: matthew.penny@dorsetcouncil.gov.uk

Statutory Authority: Coast Protection Authority

Report status: Public (the exemption paragraph is N/A)

1. Executive summary

1.1 This report seeks approval of the Outline Business Case for the Chesil Cove Seawall Improvements Scheme and a Dorset Council capital contribution of £3.14 million towards its delivery. The Council contribution represents approximately 30% of the capital funding requirement and is expected to attract £7.34 million of external Flood and Coastal Erosion Risk Management Grant in Aid (70%).

This investment will help protect Portland's community, homes, economy and future prosperity. The scheme will reduce the risk to approximately 51 residential properties, commercial premises, utility infrastructure, public rights of way, beach huts and community facilities. It will also help protect the A354, Portland's only highway connection to the mainland and an essential route for approximately 13,000 residents, businesses, visitors, emergency services and HMP The Verne. It forms a key part of the council's strategic approach to climate adaptation and community resilience as articulated in its council plan and Natural Environment, Climate and Ecology strategy.

Maintaining a resilient connection to Portland will support access to employment, education, healthcare and essential services. It will also provide greater confidence for existing businesses and future investment, including cultural, visitor and

regeneration opportunities such as MEMO. The scheme will therefore help to sustain Portland as a place to live, work, visit and invest.

The existing seawall was constructed in 1965 to prevent erosion at the base of the West Weares landslide system. Investigations undertaken through the Outline Business Case have identified deterioration and an increasing risk of failure. Without intervention, failure of the seawall could lead to renewed erosion and potentially reactivate the landslide, affecting property, infrastructure and the A354.

The recommended scheme will strengthen and protect the existing seawall, maintaining the current coastal defence and supporting the stability of the West Weares landslide system over the 100-year appraisal period.

The total estimated scheme cost is approximately £10.96 million, including £380,000 of Dorset Council revenue funding and £100,000 Local Levy spent to date. The proposed £3.14 million capital contribution provides a strong local commitment and is considered likely to support a successful application for £7.34 million of external funding. While external funding cannot be guaranteed until the Environment Agency completes its assurance and approval process, the risk of the application being unsuccessful is reduced because the scheme has a strong economic case, meets national coastal risk management objectives and includes a substantial local contribution.

The scheme is expected to deliver approximately £42.9 million of economic benefits and currently has a benefit cost ratio of approximately 3.9. It supports all four priorities of the Dorset Council Plan 2024-2029 by protecting homes, supporting resilient communities and economic investment, and adapting critical infrastructure to the effects of climate change.

2. Recommendation(s)

2.1 It is recommended that Cabinet:

1. Approves the Outline Business Case for the Chesil Cove Seawall Improvements Scheme.
2. Approves 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.
3. Authorises progression of the scheme through to construction delivery including detailed design, procurement, environmental assessment, planning, marine licensing and other statutory approval processes, subject to confirmation of the external funding and the scheme remaining within the approved overall budget.
4. Authorises submission of the Outline Business Case to the Environment Agency’s National Project Assurance Service and any relevant approval body.

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

3. Reason for the recommendation(s)

3.1 The recommendations will enable Dorset Council to deliver a nationally significant coastal infrastructure resilience project which protects 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.

3.2 The proposal is 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.

4. The report

4.1 Strategic Priority

The proposal supports the priorities within the Dorset Council Plan 2024-2029 including to Respond to the Climate and Nature Crisis, Communities for All and Grow our Economy. The scheme is a significant climate adaptation and infrastructure resilience investment which will help protect communities, businesses, public infrastructure, economic activity, tourism and investment from the increasing impacts of coastal erosion and climate change. The scheme also supports:

• The National FCERM Strategy for England (2020).

• Durlston Head to Rame Head Shoreline Management Plan: delivering the Hold the Line policy applying to the Chiswell to Chesil Beach policy unit.

• Dorset Council's climate adaptation as articulated in its council plan and the Natural Environment, Climate and Ecology strategy, and infrastructure resilience objectives.

• Portland Underhill to Wyke Regis Flood and Coastal Risk Management Strategy (Draft 2027).

4.2 Background

The existing seawall at Chesil Cove was constructed in 1965 to prevent coastal erosion at the toe of the West Weares landslide system. The seawall provides a critical function in maintaining slope stability and protecting the community and infrastructure located above and adjacent to the landslide system.

Recent inspections, coastal process studies and geotechnical investigations have identified signs of deterioration, structural movement, beach lowering and foundation exposure. The OBC highlights that the southern section of the seawall is particularly vulnerable and may fail during a future significant storm event if major improvement works are not undertaken.

Failure of the structure would permit renewed marine erosion and could trigger widespread reactivation of the landslide system. Under the Do-Nothing scenario, approximately 51 residential properties, commercial assets, public rights of way, beach huts and community infrastructure could be affected. Significant disruption to the A354 could result in the loss of Portland's only road connection to the mainland.

The OBC considered a broad range of options and identified a preferred option involving structural strengthening of the seawall, installation of new sheet piles and construction of a protective rock revetment. This option was determined to offer the most effective balance of technical performance, environmental considerations, affordability and value for money.

4.3 Economic case and Scheme Benefits

The economic appraisal has been undertaken over a 100-year appraisal period in accordance with Flood and Coastal Erosion Risk Management appraisal guidance.

The recommended option (5A) has estimated whole-life economic benefits of approximately £42.9 million and a benefit cost ratio of approximately 3.9. The scheme is therefore assessed as providing high value for money.

The recommended scheme will:

- provide greater resilience and confidence for local businesses, tourism and future investment;
- support the infrastructure conditions needed for major economic and cultural opportunities on Portland, including MEMO;
- safeguard commercial assets, utility infrastructure, public rights of way, beach huts and community facilities;

- help protect approximately 51 homes, supporting housing security and community confidence;
- help protect the A354 and maintain Portland's only highway connection to the mainland;
- support continued access to employment, education, healthcare, emergency services and essential facilities for approximately 13,000 residents;
- reduce the risk of serious economic and community disruption following seawall or landslide failure;
- deliver approximately £42.9 million of whole-life economic benefits; and
- improve resilience to climate change over the 100-year appraisal period.

4.4 Delivery and programme

Subject to Cabinet and Environment Agency approval, the project will progress through several stages including detailed design and additional surveys; Habitats Regulations Assessment and other environmental approvals; planning and marine licence applications; Coast Protection Act 1949 processes; early contractor involvement and buildability review; and construction and commissioning.

The current programme anticipates pre-construction activities commencing in 2027, with statutory approvals and procurement continuing into 2028. Construction is currently expected to take place principally during 2028-2029.

The programme will remain subject to Cabinet and Environment Agency approval, confirmation of the funding package, planning and marine licensing timescales, any public inquiry required under the Coast Protection Act, environmental working restrictions, availability of suitable materials, contractor availability, tidal and sea-state constraints and the condition of the existing seawall.

4.5 Engagement

Three rounds of community engagement have been undertaken during preparation of the OBC, covering the condition of the seawall, the options considered and the emerging preferred option.

Some concern has been expressed regarding the effect of rock armour on beach amenity and access to the sea. These issues will continue to be considered during detailed design, including the shape of the revetment, the treatment of its northern termination and opportunities to retain appropriate access.

Engagement has also included Natural England, the Environment Agency, Dorset Council Planning Authority, Marine Management Organisation, Portland Town

Council, Crown Estate interests, local businesses and relevant environmental and World Heritage Site stakeholders.

5. Alternative options considered

5.1 A range of options were considered through the OBC appraisal process, including:

- Do Nothing;
- Do Minimum maintenance;
- full seawall replacement;
- offshore structures;
- rock apron options; and
- seawall refurbishment and strengthening options.

The Do-Nothing option was rejected as it would result in continued deterioration and failure of the seawall. Alternative engineering solutions were discounted due to higher costs, poorer value for money, environmental impacts or technical constraints. The preferred option was selected following comprehensive technical, economic and environmental appraisal.

6. Legal considerations

6.1 Dorset Council is the Coast Protection Authority for the area under the Coast Protection Act 1949 and has powers to undertake works for the protection of land from coastal erosion.

6.2 Progression of the scheme will require procurement of professional services and construction contracts, together with planning permission, marine licensing approvals, environmental assessment and other statutory consents. Dorset Council Legal Services will be required to support the development and delivery of appropriate contractual, procurement, licencing and funding arrangements.

7. Financial implications

7.1 The total estimated cost of the scheme is approximately £10.96 million, including £380,000 of Dorset Council revenue funding and £100,000 Local Levy spent to date. Excluding the previous revenue and Local Levy expenditure, the proposed capital funding comprises:

- Environment Agency Flood and Coastal Erosion Risk Management Grant in Aid: £7.34 million;

- Dorset Council capital contribution: up to £3.14 million.

The proposed Council contribution represents approximately 30% of the capital funding requirement and provides a strong local partnership contribution in support of the application for approximately £7.34 million of external funding. Approximately 70% of the capital requirement is therefore expected to be met through external funding.

The likelihood of securing the anticipated external contribution is considered to be good. This reflects the scheme's alignment with national coastal risk management objectives, its economic case, the risks being managed and the substantial local contribution proposed by Dorset Council. External funding cannot, however, be guaranteed until the Outline Business Case has completed the Environment Agency's assurance and approval process and the relevant funding agreements have been confirmed.

If the external contribution is materially lower than assumed, officers will consider whether the scheme or funding package can be revised. The scheme will not proceed to construction unless an affordable funding package has been confirmed. Any proposal requiring an increase in the approved Council contribution will be subject to further approval through the Council's financial and governance arrangements.

The scheme is expected to deliver approximately £42.9 million of economic benefits and currently has a benefit cost ratio of approximately 3.9. Excluding the Dorset Council revenue funding spent to date, the proposed total capital funding requirement for the scheme comprises:

Funding source	**2027/28**	**2028/29**	**2029/30**	**Total**
External Flood Defence Grant in Aid funding	£0.92m	£4.23m	£2.19m	£7.34m
Dorset Council capital contribution	£0.40m	£1.81m	£0.93m	£3.14m
Total funding	**£1.32m**	**£6.04m**	**£3.12m**	**£10.48m**

Table 1 proposed capital funding breakdown.

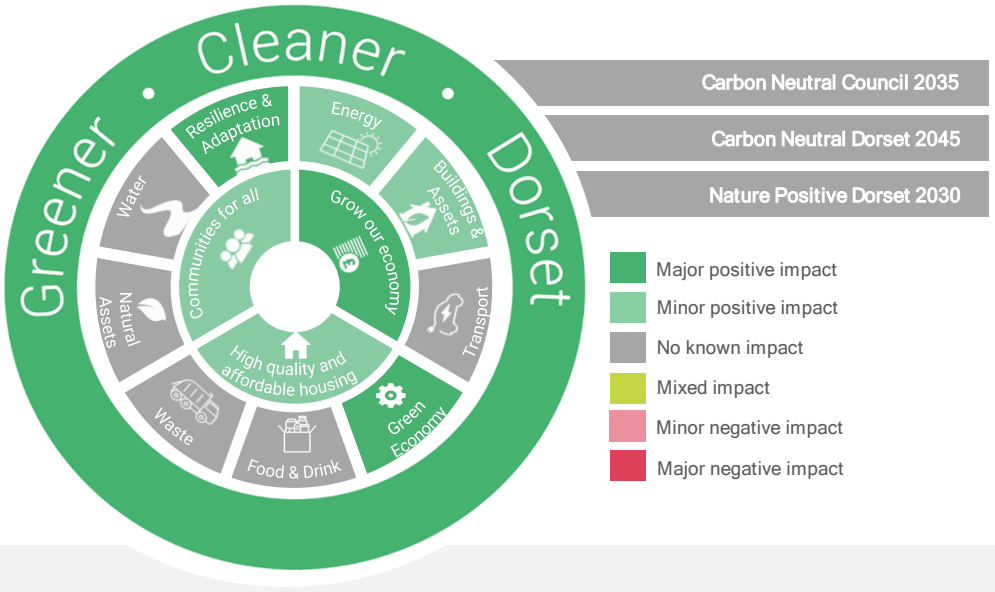
7.2 There is currently no proposed permanent increase in staffing arising from the scheme, however, approved funding may be used to fund a position if added resourcing is deemed necessary. The project will be governed through regular cost reporting, change control, risk management and monitoring of expenditure against the approved budget. Any material cost increase that cannot be managed within the

approved budget will be reported through the Council's financial governance arrangements.

8. Natural environment, climate & ecology implications

8.1 The scheme is an important climate adaptation project which will improve local resilience to sea-level rise, increasing storm severity and coastal erosion. The locality is vulnerable to sea level rise due to climate change, including a 'high' (>3.3%) chance of flooding mid-century as a result. The project therefore strongly supports Dorset Council Plan's strategic priority of responding to the climate and nature crisis by protecting vulnerable communities and critical infrastructure from environmental change.

8.2. The project is located within and adjacent to nationally and internationally important environmental designations including the Jurassic Coast World Heritage Site, Special Areas of Conservation and a Marine Conservation Zone. Environmental considerations have informed development of the preferred option and further Environmental Impact Assessment, Habitats Regulations Assessment and statutory approval processes will be undertaken during the next stage of project development.



Quantitative Impact on CEE targets (if known)		
	Unit	Number of units (+/-)
2030 - Natural asset extent & condition	Ha	Unknown
2040 - Operational Emissions	CO_2 (tonnes)	Unknown
2050 - County Emissions	CO_2 (tonnes)	Unknown

9. Well-being and health implications

9.1 The scheme will provide positive wellbeing benefits by reducing risks associated with coastal erosion and landslide hazards. Continued protection of homes, community infrastructure, public footpaths and transport links will support community confidence, resilience and long-term wellbeing.

The proposal will also help maintain access to employment, education, recreation and essential services for residents, businesses and visitors.

10. Other implications

10.1 N/A

11. Risk implications

11.1 HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: High

Residual Risk: Low.

12. Equalities

12.1 Following a screening process, no adverse effects have been identified.

13. Appendices

13.1 Appendix A – Outline Business Case

13.2 Appendix B – Equality impact assessment screening

13.3 Appendix C – List of acronyms used

14. Background papers

14.1 None

15. Report sign-off

15.1 This report has been through the internal report clearance process and has been signed off by the Director for Assurance & Governance (Monitoring Officer), the Director for Resources (Section 151 Officer) and the appropriate Cabinet Member(s).

Project name – Chesil Cove Sea Wall Improvements
Project stage / gateway- Outline Business Case


Chesil Cove Seawall (Jacobs)

Project type: simple change

Assurance route: NPAB

Project stage: OBC

Date: 12 Oct 2026

Version: 11

Check your project type is simple change

You should use this template where your project has followed the simple change appraisal type from the appraisal guidance.

A simple change type appraisal is for standalone projects where an FCERM strategy is not required.

Sections 4 and 7 of the FCERM Appraisal Guidance provide more detail on selecting and carrying out an appropriate appraisal type.

You should delete this page before submitting your business case for assurance.

Financial Scheme of Delegation (FSoD) approvals

You must complete section 1 of this sheet.

If your project is Environment Agency-led, you must complete section 2. If your project is led by another Risk Management Authority, you must complete section 3.

☐ Note, this is a check box. Click on it to mark it 'checked' ☒.

Section 1: all projects should complete this section

1.1

Project name (Enter project name exactly as it appears on AIMS PD PoL)	Chesil Cove Sea Wall Improvements
SOP Project Code	WXC501E/000A/098A
Start date (dd/mm/yyyy)	21/04/2023
End date (dd/mm/yyyy)	
For FSoD team use only	
FSoD reference	
FSoD date (dd/mm/yyyy)	

1.2

Items approved under Section A	**Items approved under Section C6/C7/C11**	**FSoD Ref**	**Date** (dd/mm/yyyy)	**Amount Requested** (£k)	**Approval amount** (£k)	**Current Total Approval** (£k) (for FSoD team use)
OBC				480	480	
	BCUR 1					
Add rows as required						
Total project cost (£k) (Estimated at SOC & OBC, actual at FBC) (£k)					10,960	
Whole Life Cash Cost (£k)					13,957	

* SOC / OBC / FBC / single stage business case

1.3

Lead assurer	**Post title**	**Assurance confirmation**			**Date** (dd/mm/yyyy)
		RED ☐	AMBER ☐	GREEN ☐	

1.4

Information to be highlighted to the Approving Officer

1.5

If the business case contains sensitive or commercial information or data that should be restricted (see Government Security Classifications) please tick the box.	☐

1.6

FSoD approver name(s)	**Post title**	**Attach emailed approval** (not email address)	**Date** (dd/mm/yyyy)

1.7

FSoD schedule	**Description**	**Check relevant box**
A1	Projects (including FCRM or Navigation revenue)	☐
A2	FCRM or Navigation capital projects	☐
Name and FSoD ref of approved strategy (A2) if applicable		
A4	FCERM capital projects led by LA, IDB and other RMAs	☒
T2	Corporate Property Projects / acquisitions	☐

1.8

For FSoD team use only:

Section 2: only Environment Agency-led projects should complete this section

2.1

SOP Project Code	
Programme	
National team name	
Area name	
Function	

2.2

Role	Name	Post Title	% time on project
Project Sponsor			
Project Executive			
Project Manager			

2.3

Required level of Environmental Impact Assessment (EIA) from programme	**N/A** ☐	**Low** ☐	**Medium** ☐	**High** ☐

Section 3: only other RMA-led projects should complete this section

3.1

RMA reference number	

3.2

Assurance and endorsement from Risk Management Authority	
I confirm that this business case meets our guidelines, quality assurance requirements, environmental obligations and Defra investment appraisal conditions. All internal approvals, including member approval, have been completed. I apply to the Environment Agency for capital grant and local levy in the sum of £_____ (Grant Claim Value).	
Name of RMA Project Executive	
Date of endorsement (dd/mm/yyyy)	
Attach emailed endorsement (not email address)	
Version approved	

1. Introduction and project summary (executive summary)

1.1. Introduction

The seawall at Chesil Cove is located at the toe of a large landslide system at the West Weares. The seawall was constructed in 1965 to prevent coastal erosion at the base of this system, and unloading and destabilisation of the cliffs situated immediately behind.

Since construction of the seawall in 1965, ongoing coastal erosion has stripped the beach and rock fronting the southern end of the structure exposing it to erosion and undermining. This loss of support has resulted in rotation of the structure and the development of cracks in the southern parapet wall. Augmentation works in 2011 and the further addition of rock armour in 2022 have provided temporary protection but have not fully addressed these issues.

The ongoing impact of climate change on sea level rise and storm power and frequency mean that the structure is experiencing increasingly larger wave impacts and beach draw-down forces. Beach and foreshore profile analysis indicates a general trend of erosion in front of the seawall.

With no further investment in the seawall, the condition will continue to deteriorate. Left unchecked the southern end of the seawall will quickly fail – it is estimated that this could happen during the next significant storm, which will lead to damage to the rest of the structure and, ultimately, allow coastal erosion and shoreline retreat to resume.

The resumption of marine erosion could trigger a rapid destabilisation of the coastal cliffs and slope behind, likely resulting in a reactivation of the whole of the existing landslide system in a relatively short time scale.

Under a Do Nothing scenario it is estimated that 51 residential and 1 commercial property, as well as 37 beach huts and a basketball court, would be lost. The latter comprise the 39 non-residential assets referred to elsewhere in this report. In addition, reactivation of the landslide could result in significant damage to a critical section of the A354 which would prevent access to the Isle of Portland peninsula. The A354 is the main access route onto Portland and if damaged would isolate the communities, businesses and HMP Portland prison south of the road. The Public Right of Way (PROW) which runs along the rear of the seawall would be disrupted and lost under this Do Nothing option. Note that roads and footpaths are treated as a separate category to non-residential assets in the economics assessment.

The most cost-effective option (Option 5A) to refurbish the existing seawall will include the installation of a new steel sheet pile wall with a capping beam along an 80m length of the wall. For the remainder of the wall, the capping beam will be repaired and joint repairs will be completed at the southern seawall and wing

wall. A rock revetment will be constructed on the beach fronting the seawall to dissipate wave energy and protect the sea wall from erosion and undermining.

Over time it is likely that beach levels fronting the northern end of the structure will also lower. An allowance has been included to extend the rock revetment further north so that the entire seawall is protected within the next 20 years.

The selected option will reinforce the existing sea wall providing resilience and continued stabilisation of West Weares. Failure of the sea wall could trigger a rapid destabilisation of coastal slope and cliffs behind, resulting in a reactivation of the whole of the existing landslide system. Continued toe erosion in the long term would ultimately lead the system to expand to the east and north beyond its 1858 footprint.

The seawall and surrounding area forms part of the Dorset & East Devon World Heritage Site (also known as the ‘Jurassic Coast’), the Isle of Portland to Studland Cliffs Special Area of Conservation (SAC) and the Chesil and the Fleet SAC. The fronting intertidal area is also designated as part of the Chesil Beach and Stennis Ledges Marine Conservation Zone (MCZ) and as part of the Chesil and the Fleet SAC. The rock revetment would extend approximately 26m from the base of the seawall into these designations.

Natural England have been consulted and they have no objection in principle to the scheme. The correspondence is saved in Appendix Q.

This Outline Business Case (OBC) is being led by Dorset Council as the designated coast protection authority responsible for coastal erosion under the Coast Protection Act, 1949.

1.2. Recommendation

This document presents an Outline Business Case (OBC) to secure business case approval to improve the seawall at Chesil Cove, Portland, Dorset.

This business case seeks FSoD approval for £10,960 k including £3,524k of Local Authority funding, £100k of Local Levy and £7,336k of FCERM GiA funding to progress to design and construction.

This project is forecast to deliver 25 OM3s and £42,894k in benefits (OM1A) for a total project expenditure of £10,960k.

2. Strategic case

2.1. Introduction

This document presents an Outline Business Case (OBC) for improving the sea wall at Chesil Cove, Dorset. The seawall at Chesil Cove, Portland, Dorset is located on the Chesil Cove frontage at the intersection of the north-western flank of the Isle of Portland and the most southeasterly part of Chesil Beach in Dorset. The extent of the seawall is shown in Figure 1.

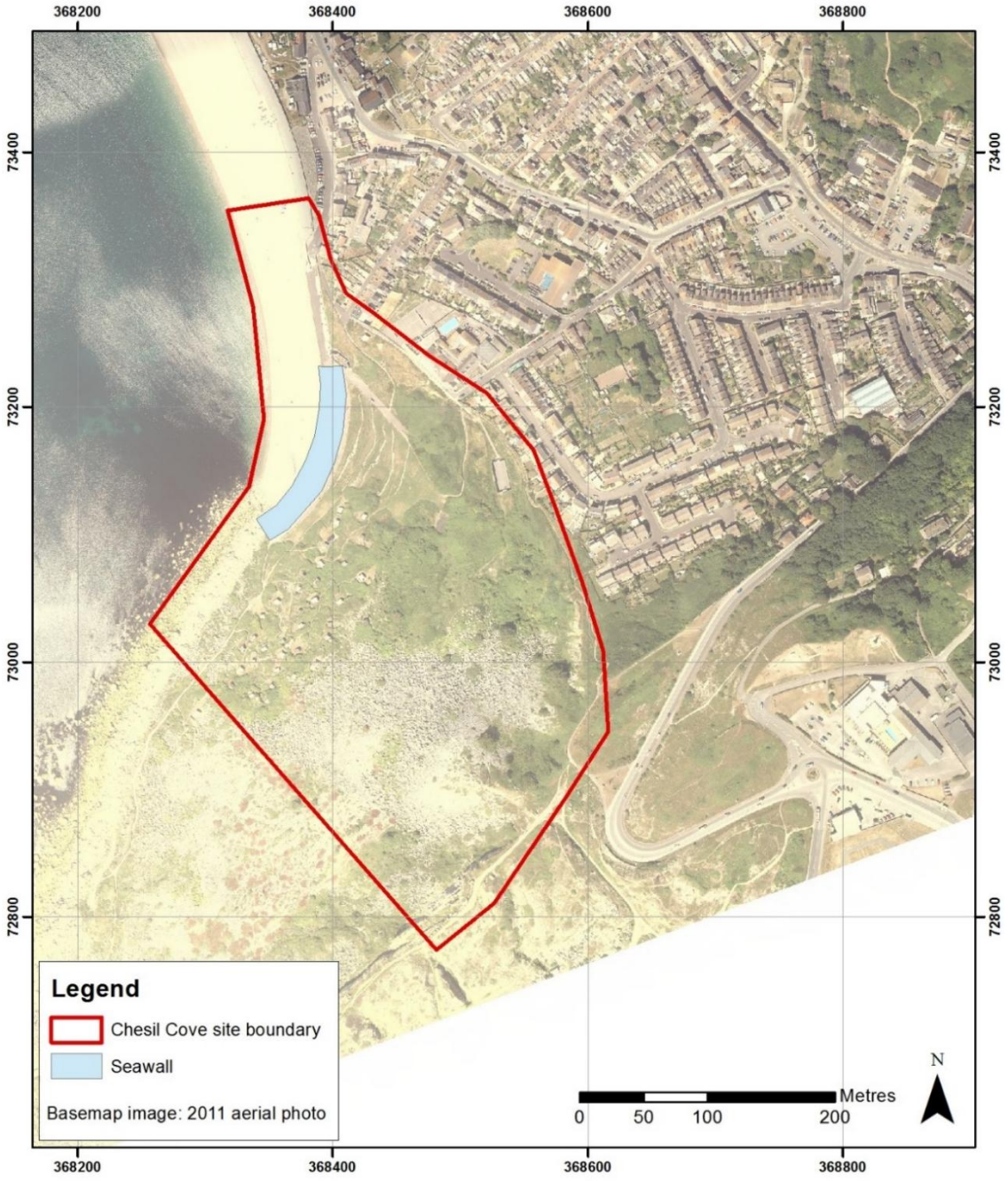


Figure 1. Location of Chesil Cove sea wall

The seawall at Chesil Cove fronts a large landslide system at the West Weares. The seawall was constructed in 1965 to prevent coastal erosion at the base of this system and unloading and destabilisation of the cliffs situated immediately behind. Due to the damage sustained to the structure in recent decades, and because climate change and sea level rise are resulting in an increase in coastal erosion and slope instability, there is a need to repair and strengthen the seawall to mitigate the increasing risk. Without improvement works the sea wall is expected to fail during the next significant storm.

Improvement works to the seawall will include the installation of a new steel sheet pile wall with a capping beam along an 80m length of the wall. For the remainder of the wall, the capping beam will be repaired and joint repairs will also be completed at the southern seawall and wing wall. A rock revetment will be constructed on the foreshore and beach fronting the seawall to dissipate wave energy and protect the sea wall from erosion and undermining.

The selected option will reinforce the existing sea wall providing resilience and continued stabilisation of the West Weares. Failure of the sea wall could trigger a rapid destabilisation of coastal slope and cliffs behind, resulting in reactivation of the whole of the existing landslide system. Continued toe erosion in the long term would ultimately lead the system to expand to the east and north beyond its 1858 footprint. Reactivation of the landslide would result in significant disruption to the A354 and loss of 51 residential properties and 39 non-residential assets within the landslide footprint.

The seawall is located in the ward of Chiswell which is in the 0-20% most deprived areas in the UK.

2.2. Strategic context

The study area falls within the Portland Bill to Eype (Thorncombe Beacon) policy unit of the 2010 Durlston Head to Rame Head Shoreline Management Plan 2.

The preferred policy option for Unit 6a02 – Chiswell to Chesil Beach, within which the seawall is located, is Hold the Line. The preferred policy options for neighbouring Unit 6a01 – Portland Bill to West Weare is No Active Intervention. There are no formal flood or erosion protection structures within this section.

A 100-year Flood and Coastal Risk Management Strategy of the Portland Underhill to Wyke Regis area, which includes the West Weares, is currently being prepared by Dorset Council in collaboration with the Environment Agency.

The intention of any scheme developed for Chesil Cove from this OBC would be to align with the SMP and Portland Underhill to Wyke Regis Strategy by preventing loss of coastal defence assets, coastal erosion and slope instability to preserve access to Portland and protect property and other assets.

West Dorset and Weymouth & Portland Local Plan - 2015

West Dorset and Weymouth & Portland prepared a joint local plan that forms the main basis for making decisions on planning applications and development in the area until 2031. It was adopted by Weymouth & Portland Borough Council on 15 October 2015 and by West Dorset District Council on 22 October 2015.

The key strategic objectives from the local plan of relevance to this scheme include:

“Protect and enhance the outstanding natural and built environment, including its landscape, biodiversity and geodiversity, and the local distinctiveness of places within the area – this will be the over-riding objective in those areas of the plan which are particularly sensitive to change.

Reduce vulnerability to the impacts of climate change, both by minimising the potential impacts and by adapting to those that are inevitable– this will be the over-riding objective in those areas of the plan which are at highest risk.”

Following the formation of Dorset Council in 2019, a new local plan for the wider Dorset area is currently in development. The council are working towards an adoption date of 2027 for the new local plan. This will supersede the former local planning authority local plans.

2.3. Current arrangements

The Chesil Cove seawall protects the base of the West Weares landslide system from coastal erosion. The seawall is located at the rear of the beach which consists of coarse shingle material overlying clay. The existing seawall is 150m in length and made up of a mass concrete recurve wall founded on reinforced concrete beams and steel sheet piles.

In recent decades the impact of climate change on sea level rise and storm power and frequency mean that the structure is experiencing increasingly larger wave impacts and beach draw-down forces. Three of the storms in early 2014, for example, exceeded the 1 in 50 year return period intensity and since 2007, 12 individual storms have exceeded the 1 in 50 year Return Period. Waves during these storms exceeded 7 m (Hs) in height (Jacobs, 2021).

Beach profile analysis also indicates that in general beach levels are reducing in front of the seawall. This is corroborated by bathymetric surveys which show the clays foreshore and nearshore are also lowering. This will result in increased exposure of the sheet pile toe of the wall leading to undermining, and wall rotation.

Emergency repair works were implemented by Dorset Council in 2011 following undercutting and the failure of the southern end of the seawall. The 2011

augmentation works included reconstruction of the wing wall and lower stair landing, as a ground bearing structure. Continued foreshore lowering and undermining means that these repairs have now lost support, and this has exposed the seawall's toe piling. Rock protection provided at the foot of the coastline abuts the south side of the seawall. In 2022, Dorset Council installed additional rock around the south-west extent of the seawall.

To inform this OBC, Jacobs undertook a visual inspection of the seawall in May 2023. The Chesil Cove seawall desk study and visual inspection was undertaken to assess the condition of the existing seawall and promenade, and to determine the potential impact of observed structural defects on seawall replacement and refurbishment options. The survey concluded that:

- Observations of the seawall suggest that there is ongoing gradual movement of the structure due to settlement or rotation.
- A large crack and joints are present in the parapet at the southern end of the seawall which monitoring shows are gradually widening. The crack formed shortly after construction of the seawall in 1965 but has worsened in recent decades. The 2011 augmentation works were designed to provide protection to the southern end of the seawall. However, because the piled foundation was not provided with this improvement and beach erosion has occurred, the works are now unsupported and hanging off the seaward face of the seawall and exerting a force which could exacerbate the observed settlement/rotation of the main structure.

It is estimated that the southern end of the seawall could fail in the next significant storm so that this part of the structure has no residual life.

Failure of the seawall would allow coastal erosion shoreline retreat to resume, which could trigger a rapid destabilisation of the cliffs and slope behind, resulting in a reactivation of the whole of the existing landslide system in a relatively short time scale.

If the seawall were to fail and a landslide to occur, significant damage would be incurred to houses, utilities, local roads, coastal footpaths, and the main access road to Portland (A354) which flank the landslide on its north and east sides.

The full Chesil Cove Seawall Inspection Report is provided in Appendix B.

2.4. Case for change

The Chesil Cove sea wall protects the base of the West Weares landslide system from coastal erosion. The seawall was constructed in 1965 to prevent coastal erosion at the base of this system and unloading and destabilisation of the cliffs situated immediately behind. By preventing coastal erosion at the toe of the landslide system, the seawall protects 51 residential properties, 1 business, 37

beach huts, a basketball court, coastal footpaths and roads (including the A354). The A354 is the main access route to and from Portland and if damaged would isolate the communities, businesses and prison south of the potential breach point.

Landsliding

About one quarter of the area of Portland and nearly all of its coastal fringe is affected by landslides of different types which are periodically active and pose potential significant hazards to engineering structures, infrastructure and property. The seawall fronts a large landslide system at the West Weares.

The geomorphological form of the Chesil Cove site is largely the result of a major landslide which occurred suddenly on Boxing Day 1858. The landslide caused a substantial toe heave of the beach and foreshore and left a series of terraced, back-tilted blocks and debris running parallel to the escarpment crest. Remnants of this and/or other similar large-scale landslide events remain visible today in the nearshore bathymetry data at Chesil Cove. An annotated image of the West Weares landslide is shown in the figure below.

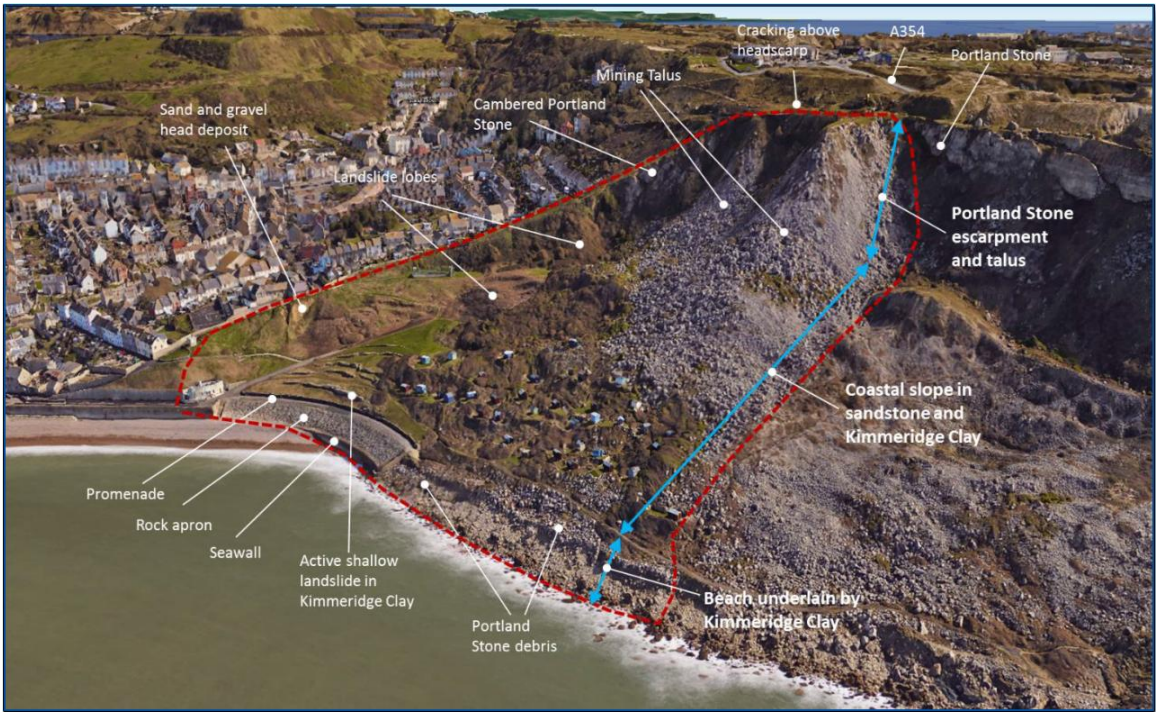


Figure 2. Chesil Cove site 3D image (Reference: CH2M, 2016 (Image Source: Stuart Morris).

Following the 1858 event, a mound of landslide debris thrust into the sea would have provided temporary protection of the slope landward from waves, erosion and undermining. However, the landslide debris was rapidly eroded away by the sea which allowed coastal erosion at the toe the landslide system to resume. This had the effect of reducing the stability of the slope resulting in ongoing landslide ground movement.

Concern about the stability, landslide movement and loss of hinterland prompted the construction of the current coastal defences in 1965. The seawall is 150m in length and is made up of a mass concrete recurve wall founded on reinforced concrete beams and steel sheet piles.

A walkover survey was undertaken in 2016 (recorded in 'Chesil Cove Desk Study and Preliminary Geomorphological Assessment Report' (CH2M, 2017)). The principal purpose of this study was to assess the influence of landsliding on the wall as a coast protection asset. Lowering of the fronting beach was noted which resulted in exposure of the sheet pile toe. However, no conclusive evidence was recorded that substantial landslide movements were taking place. Relatively shallow landsliding had occurred fairly recently (at the time of writing) behind the retaining wall at the rear of the walkway behind the seawall.

A geotechnical investigation was undertaken at the site in 2021 with the main aim to develop the conceptual ground model established in the desk study and to obtain information on ground conditions and controls on landsliding. The ground investigation findings indicated widespread ground disturbance and two distinct shear zones at depth which extend across the site (the shallower shear surface is active whilst the deeper shear surface appears to be relict). The shallower and potentially active shear surface is most likely linked to the most recent large-scale failure in 1858 when sea level was much the same as today. It was concluded that both shear surfaces are too deep to engineer economically.

The findings of the investigations also noted pressure ridges relating to shallow mudslides that apply earth pressure to the rear retaining wall of the seawall which has caused damage to the structure.

As well as the impacts of marine erosion, slope stability is influenced by groundwater and surface water springs within the cliff line at the junction of permeable Portland Sandstone and impermeable Kimmeridge Clay. Notably the seawall piles do not actively stabilise the pre-existing deep-seated landslide as the shear surface is below the base of the piles which means groundwater can influence the global stability of the coastal slope.

However, it was concluded that the sea wall does provide a vital service in preventing toe erosion, unloading and undermining of the slope above.

If the seawall were to fail, rapid toe erosion would ultimately lead the system to expand to the east and north beyond its 1858 footprint. There are already signs of instability above the headscarp to the east where cracking crosses the coastal path and disturbance of the A354 was reported prior to the works in the 1960s. Lateral extension to the north could reactivate pre-existing landslide systems known to exist beneath Fortuneswell.

A detailed account of landsliding and coastal erosion at the site is provided in Appendix I.

<u>Coastal Erosion</u>

Since construction in 1965, the seawall has been fully exposed to powerful long period swell waves approaching from the south and mid-Atlantic. The seawall experiences the full force of these waves due to its location and orientation and because the foreshore shelves away steeply so that very little wave energy is attenuated before reaching the structure. The impact of climate change on sea level rise and storm power and frequency mean that the structure is increasingly exposed to larger wave impacts and beach draw-down forces.

Chesil Beach has retreated north eastwards due to ongoing natural coastal processes for a long time (i.e. the Holocene or last 11,700 years). Increased storminess and sea level rise have exacerbated the rate of change and exposure. Sediment supply to the beach is now limited by coastal defences to the west and beach material can be lost offshore. These combined effects have progressively exposed more of the coast to wave attack and have left the most vulnerable southern half of the seawall protruding beyond the natural beach alignment and prone to further undermining and loss of support.

Left unchecked, this end of the seawall could fail and lead to damage to the rest of the structure and, ultimately, active coastal erosion, a loss of toe support and landsliding to resume at Chesil Cove.

It is feasible that the southern end of the seawall could fail in the next significant storm so that this part of the structure has no residual life.

The Geotechnical Desk Study (Appendix D) and slope stability assessment (see Annex A of Appendix D) show that the under present conditions the seawall is only marginally stable. Furthermore, although the stability of the slope isn’t reliant on the seawall and its foundations, this will become the case if foreshore scour and downwearing due to coastal erosion continues. The slope stability assessment also demonstrates that placement of the rock revetment in front of the seawall will both prevent foreshore erosion and provide support which will improve seawall stability.

A detailed account of coastal erosion and landsliding at the site are provided in Appendix C Coastal Processes Report and the Hazard model section of Appendix I Economic Report.

2.4.1. Table 1: number of properties at risk

Risk source & level	Residential properties	Non-residential properties
Coastal erosion		
Medium-term (until 2055)	25*	38
Long-term (until 2105)	51	38
*note these properties are predicted to be lost before the end of the epoch within the 20-year benefit period		

2.5. Impacts of climate change

The ongoing impact of climate change on sea level rise and storm power and frequency mean that the structure is experiencing increasingly larger wave impacts and beach draw-down forces. Beach and foreshore profile analysis indicates a general trend of erosion in front of the seawall.

In recent decades the impact of climate change on sea level rise and storm power and frequency mean that the structure is experiencing increasingly larger wave impacts and beach draw-down forces. Three of the storms in early 2014, for example, exceeded the 1 in 50 year return period intensity and since 2007, 12 individual storms have exceeded the 1 in 50 year Return Period. Waves during these storms exceeded 7 m in height (Jacobs, 2021).

Beach profile analysis indicates that in general beach levels are reducing in front of the seawall. This is corroborated by bathymetric surveys which show the clays foreshore and nearshore are also lowering. This will result in increased exposure of the sheet pile toe of the wall leading to undermining, and wall rotation.

The ongoing impact of climate change on sea level rise and storm power and frequency mean that the structure will increasingly be exposed to larger wave impacts and beach draw-down forces. The proposed scheme will reduce sea wall vulnerability to the impacts of climate change, and ensure a system that is adapted to future potential impacts.

2.6. Environmental and other considerations

An overview of the environmental designations is provided in Figure 4-1 of Appendix G and the Indicative Landscape Plan in Annex F of Appendix G.

An Environmental Statement will be required for the Scheme to present the results of a statutory EIA, which will accompany a full planning application and marine licence to Dorset Council Planning Authority and the Marine Management Organisation (MMO) respectively.

The seawall and surrounding area forms part of the Dorset & East Devon World Heritage Site (WHS), the Isle of Portland to Studland Cliffs SAC and the Chesil and the Fleet SAC. The fronting intertidal area is also designated as part of the Chesil Beach and Stennis Ledges MCZ and as part of the Chesil and the Fleet SAC.

A HRA Screening Report has been prepared which identifies likely significant impacts of the scheme on European sites, see Annex B of Appendix G and an Appropriate Assessment is required following further ecological survey work.

As the Scheme is located within the WHS, the impact of the proposed works on the WHS, including its setting will be assessed as part of the statutory EIA, in line with FCRM impact assessment guidance currently being developed by South West Flood & Coastal, utilising existing guidance and advice from UNESCO..

As part of the Scheme will be constructed within the MCZ, a MCZ risk assessment for the Chesil Beach and Stennis Ledges MCZ will be carried out to support the marine licence application that assesses the potential of the Scheme to affect qualifying intertidal and subtidal features, pink sea fan and native oyster, and any ecological or geomorphological processes on which these species are dependent on.

The development of this OBC has identified a number of relevant environmental issues, regulatory requirements, legal and other obligations, which need further consideration as the scheme progresses. Key areas for consideration are reported below:

- Designated geological and nature conservation sites;
- Water Framework Directive (WFD) requirements;
- Local community/tourism assets and access including Public Rights of Way;
- Ecological, e.g. protected species;
- Cultural/heritage;
- Landscape;
- Construction noise and traffic;
- Carbon.

To progress the above issues, the following documents were produced to support the Preliminary Environmental Information Report in Appendix G:

- Environmental Impact Assessment (EIA) Screening and Scoping Opinion (Annex A)
- Options Assessment Summary (Annex B);
- Habitat Regulations Assessment (HRA) Screening Report including Preliminary Ecological Appraisal (Annex C)
- Heritage Appraisal (Annex D);

- Water Framework Directive Assessment (Annex E);
- Indicative Landscape Plan (Annex F)

2.7. Risks, assumptions, constraints, dependencies and opportunities

2.7.1. Main risks

A risk register has been developed to identify and manage risks. The key risks with high priority associated with the delivery of the scheme are:

1. Early defence failure leads to works being more significant than planned
2. Unacceptable quality rock
3. Rock revetment settlement greater than expected
4. Increase in volume of beach material to be moved for construction of rock revetment
5. Underestimating volume of rock
6. Planning and licencing delays
7. Funding availability – Failure to secure agreed funding

The risk register has been used to inform the risk contingency for the scheme. The project risk register and Adjusted Optimism Bias register are in Appendices K and L.

As the project progresses the risk register will be developed to assign risks to the party best placed to manage it, and risks will be monitored and updated with regular risk workshops.

2.7.2. Constraints

A number of constraints need to be considered further during development of the scheme:

- Availability of and restrictions associated with partnership funding (FCRM GiA, Dorset Council)
- Working time restrictions in relation to local residents and businesses
- Tidal and sea state working restrictions
- International, national and local designated conservation sites that must be maintained and where possible, enhanced.
- Lyme Bay East coastal water body and associated Protected Areas, which are sensitive to change.
- Protected and notable habitats and species including invasive species, intertidal/subtidal habitats, fish, reptiles, invertebrates and botanical species.

- Setting of historic building assets.
- Tourism restrictions, e.g., limiting work to outside holiday period
- Road/footpath closures

2.7.3. Dependencies

To deliver the project investment objectives, the following internal and external dependencies have been considered and are being actively managed by the client team:

- Project approval/assurance
- Funding
- Legal agreements
- Licences, consents and orders

2.7.4. Opportunities

At detailed design stage opportunities for improved sustainability will be sought. A review of rock armour design including sources, size delivery methods and revetment dimensions will be examined. Once a contractor is appointed discussions regarding sustainable sourcing of materials, including steel sheet piles will be undertaken.

2.8. Objectives

This OBC has been produced to develop a scheme to improve the seawall at Chesil Cove to reduce the risk of coastal erosion and landslides to residential and commercial properties and other infrastructure within the impacted area. The investment objectives of the project are as follows:

- To maintain the seawall at the base of West Weares landslide system.
- Determine the most cost-effective level of protection for the next 100 years.
- Maintain the current defence line over the next 100 years.
- Assess the residual risks and identify options for management of these risks.

Minimise the scheme's environmental impact and determine opportunities to optimise the benefits to the local environment for people as well as for biodiversity.

3. Economic case

3.1. Introduction

The economic case seeks to summarise the methodology that has been used in carrying out the options appraisal. Critical success factors outline the requirements of the solutions considered and provide a set of criteria for the options to be measured against. The shortlisting process carefully considered the technical and environmental implications of each option.

The economic appraisal was undertaken in line with the Environment Agency's FCERM-AG, with damage calculations undertaken based on guidance in the Multi Coloured Manual 2017 (MCM) and supporting Multi-Coloured Handbook (2026).

3.2. Critical success factors

The primary objective of the scheme is to reduce the risk of coastal erosion undermining the sea wall at the base of the landslide system.

The critical success factors of the business case are set out below. The critical success factors are ranked by importance from 1 to 4 with 1 being the highest.

<u>Reduce risk of coastal erosion</u>

Measurement Criteria - Reduced risk of failure of seawall leading to coastal erosion will be managed by improving the condition of the asset and installing a rock revetment to dissipate wave energy.

Importance ranking = 1.

<u>Provide a sustainable coastal defence system that is affordable</u>

Measurement Criteria - Option cost including whole life cost and maintenance requirements which delivers the required level of protection. Record carbon reduction opportunities through the Carbon Calculator.

Importance ranking = 1.

<u>Community and key stakeholder engagement and involvement</u>

Measurement Criteria - To be measured by support and feedback provided by key local stakeholders. Community is to be aware of project programme and understand timescales.

Importance ranking = 2.

<u>Low level maintenance preferable</u>

Measurement Criteria – Technical assessment to detail which options have high or low maintenance.

Importance ranking = 4.

Ensure sustainable and environmentally neutral scheme

Measurement Criteria – Record carbon reduction opportunities through carbon calculator. Ensure no damage to adjacent designated sites.

Importance ranking = 3.

3.3. Long list options

This OBC builds on previous work including condition assessments and ground investigations, as well as the 2021 'Chesil Cove Coastal Defence Strategic Options Assessment' (Jacobs, 2021). This report assessed a long list of coastal defence options at Chesil Cove to manage long term (+50 years) coastal erosion which may result in potential failure of the seawall and consequences for landsliding.

The Long List options included –

- Option 1 – Full replacement of the seawall and rock revetment,
- Option 2 – Partial replacement of the seawall and rock revetment,
- Option 3 – Repair and strengthen (remediate) the current seawall and protect with a foreshore rock apron,
- Option 4 – Repair and strengthen (remediate) the current seawall and protect with a foreshore rock reef/terminal groyne,
- Option 5 – Repair, strengthen and improve the current seawall and protect with a rock revetment,
- Option 6 – Repair, strengthen and improve the current seawall (major refurbishment) and protect with an offshore breakwater.
- Option 7 – Sheet piled wall

The Jacobs 2021 report included an appraisal of options against key assessment criteria which allowed the options to be rated. Key criteria included high level costs, buildability, environmental and heritage impacts and carbon among others.

Based on the key criteria and information available at the time, the long list options assessment determined that Option 3, to repair and strengthen the current seawall and protect with a foreshore rock apron, was the most favourable option. Option 5, to repair and strengthen the current seawall and protect with a rock revetment, provides a good alternative along a similar approach to Option 3 and provided the next most favourable option.

Option 4 also offers a good alternative to Option 3 but scored lower due to known environmental constraints on offshore structures, high costs and the potential that the rock required on the seaward side of the reef will be larger than that available. If this is the case, more expensive and less favourable concrete armour units will have to be deployed.

The replacement seawall options (Options 1 and 2) scored least well. Option 6 also performed poorly due to very high costs and potential environmental showstopper triggered by a rock structure that is entirely offshore.

An additional Option 7 which includes the installation of a new sheet pile wall was also considered in the long list of options but this was dropped due to the likely increased beach scour over other options due to the reflective nature of a sheet pile wall, and the potential to cause geotechnical instabilities due to the required pile lengths which would interact with recorded deep seated shear surfaces within the landslide (see Appendix F, Annex A).

The full assessment of long list options is provided in the 2021 report included in Appendix A.

Additional information regarding the options, benefits and reasons for shortlisting and rejection is included within Appendix F – Options Report.

3.4. Short list options and technical assessment / appraisal

The Short listed options are as follows:

- Do Nothing
- Do Minimum
- Option 3A: Repair and Strengthen the Current Seawall and Protect with a Foreshore Rock Apron (40m extent, 2 layer 10-15 tonne rock).
- Option 3B: Repair and Strengthen the Current Seawall and Protect with a Foreshore Rock Apron (40m extent, 3 layer 10-15 tonne rock).
- Option 5A: Repair and Strengthen the Current Seawall and Protect with a Rock Revetment (1 in 3 slope with 10-15 tonne rock).
- Option 5B: Repair and Strengthen the Current Seawall and Protect with a Rock Revetment (1 in 6 slope with 3-6 tonne rock).

Options 3A, 3B, 5A and 5B are very similar, however the difference in slopes and use of geotextiles versus filter layer has an impact on the rock sizes and extent of the structures. This is discussed further in the technical appraisal in Section 3.3.

Technical Appraisal

This section contains a summary of the technical assessment options. The full assessment is available to read in Appendix F - Options Report and Appendix H – Details of Proposed Works.

Do Nothing

The ‘Do Nothing’ option assumes that there will be no further maintenance or repair to the seawall. Under the ‘Do Nothing’ scenario, failure of the seawall is likely to occur within a year.

With no further investment in the seawall, the condition will continue to deteriorate. Left unchecked the southern end of the seawall will quickly fail – it is feasible this could happen during the next significant storm so that this part of the structure has no residual life - and lead to damage to the rest of the structure and, ultimately, allow coastal erosion and shoreline retreat to resume.

The resumption of marine erosion would trigger a rapid destabilisation of slope behind, likely resulting in a reactivation of the whole of the existing landslide system in a relatively short time scale.

Under a Do Nothing scenario it is estimated 51 residential and 1 commercial property, as well as 37 beach huts and a basketball court would be lost. In addition, recommencement of the landslip will result in significant damage to a section of the A354 which would prevent access to the Portland peninsula. The Public Right of Way (PROW) which runs along the rear of the seawall would be disrupted and lost under this Do Nothing option.

The 'Do Nothing' option does not meet the objectives of the project and is included as a baseline option for appraisal only.

Do Minimum

The 'Do Minimum' option is a low-cost maintenance option providing limited risk reduction and benefits. It would consist of:

- An increase of rock at the toe of the structure,
- Patch and repair works to the sea wall; repairs to areas of concrete spalling or cracking.

The 'Do Minimum' option does not meet the objectives of the project and is included as a baseline option for appraisal only.

Option 3A - New sheet pile wall and repair with construction of large rock apron (2 layers)

Under the Do Something options (Options 3A, 3B, 5A and 5B), the seawall will be improved with the installation of a new steel sheet pile wall with capping beam along an 80m length of the seawall starting from the southern corner with a 15m section tying into high ground at the southern end and a length of 65m running along the front edge. The new sheet pile wall will be installed in front of the existing.

The capping beam along the remaining 65m length of seawall will be repaired and joint repairs will also be completed at the southern seawall and wing wall. The parapet and stairs constructed as part of the 2011 augmentation works would be removed as part of the scheme and the concrete parapet wall reconstructed.

Ongoing maintenance is included at ten yearly intervals for the 100 year appraisal period.

For option 3A, it is proposed that a rock apron formed of two layers of rock armour is constructed on the foreshore and beach fronting the seawall. The apron will provide wave attenuation and erosion protection to the existing seawall to prevent undermining.

The rock armour will be 10-15 tonne imported rock armour, overlying a filter layer and geotextile membrane. The rock armour would be installed along the existing foreshore and beach at a slope varying between 1 in 8 to 1 in 20 and will extend approximately 40m offshore.

A review of historical beach profiles indicates that wall protection is required in the short term along an 80m length of the southern seawall. It is proposed that the rock armour apron is extended north by 50m so that the entire seawall is protected within the next 20 years.

The large rock apron will dissipate wave energy and add weight to the toe of the landslide system to counter-balance the load/forces promoting landslide movement.

It is considered that this volume of rock could be delivered by road or marine. The steepness of the foreshore, and adverse sea state may make unloading from marine delivery difficult. Alternatively, if delivered by road, the large amount of rock would result in significant lorry movements through Chiswell resulting in temporary disturbance to local traffic routes and residents. Placement of the rock would need to be undertaken during low tides.

Option 3B - New sheet pile wall and repair with construction of large rock apron (3 layer toe)

Option 3B is the same as option 3A, except that three layers of rock will be placed from the toe of the apron to partway up the slope, where it ties in at a similar level to the two layers of rock. This option is considered to offer additional benefits by further increasing the weight to the toe of the landslide system to counter-balance the load/forces promoting landslide movement.

Option 5A - New sheet pile wall and repair with construction of rock revetment with filter layer (1 in 3 slope)

In option 5A, the proposed works to the seawall are as presented for Option 3A.

For this option, it is proposed that a rock revetment formed of two layers of rock armour overlaying a filter layer and geotextile is constructed on the foreshore and beach fronting the seawall. The rock revetment will provide erosion protection to the existing seawall to prevent undermining and dissipate wave energy. To provide protection to the steel sheet pile wall a core filter layer will be placed

against the sheet pile wall before the rock armour is laid. This will reduce wave action and abrasion to the sheet pile wall.

The rock revetment will comprise of 10-15 tonne imported rock armour, overlying a core armour of 0.3-1 tonne overlaying a geotextile. The shingle beach will be drawn back to expose the clay layer of the beach on which the rock revetment will be constructed. The rock armour revetment will be formed of a crest, 1 in 3 slope and toe. The rock armour revetment will be installed along an 80m length of the southern seawall. This will be extended within the next 20 years to complete the full length of the seawall.

The delivery of rock may be by road or marine.

Option 5B - New sheet pile wall and repair with construction of rock revetment with geotextile (1 in 6 slope)

This option is as 5A except that the rock revetment is constructed to a 1 in 6 slope. This reduces the size of rock required from 10-15 tonnes to 3-6 tonnes. This option extends approximately 40m from the seawall.

Choice of Materials

In the development of the short-listed options the size of the required rock armour was determined based on the use of imported rock armour. Imported rock armour (granite or limestone commercially available from France or Norway) has proven qualities for use in dynamic environments to provide a stable material for revetment construction. Due to the significant wave energy on this frontage, large rock armour of 10-15 tonnes is recommended using imported rock, except in Option 5B where the slope is shallower and 3-6 tonne rock is acceptable. The design condition adopted for the rock stability calculations was 0.5% Annual Exceedance probability with a 100 year design life.

The use of locally available Portland stone as rock armour was examined as part of option development. Portland stone is a less dense material than imported rock and therefore larger rock sizes would be required to meet an equivalent design criteria (See Appendix F Options Report for further detail). It was also noted that the compressive strength of Portland Stone is lower and water absorption higher than the imported rock materials which compromises the strength and durability of this material.

Despite these issues, it is acknowledged that the use of locally sourced Portland stone presents a more economic, sustainable and carbon efficient option. The use of this material will be further explored by Dorset Council during detailed design. Compromises on design criteria, and maintenance obligations may make the use of this material more viable.

3.5. Environmental assessment / appraisal

The OBC Preliminary Environmental Information Report (PEIR) assesses the environmental implications of the short-listed options outlined above in Annex B of Appendix G.

The PEIR and supporting annexes are included in Appendix G. The report describes the environmental issues, constraints and opportunities relating to the proposed scheme and identifies the scope of the statutory EIA required during detailed design.

An HRA Screening Assessment (assessment of likely significant effects) has been undertaken (see Annex C of Appendix G), which identifies likely significant effects on two European sites and that will require an Appropriate Assessment. Natural England has been consulted on the HRA Screening and agree the conclusions.

3.6. Costs

A full cost breakdown of constructing each of the short-listed options, has been appraised. In accordance with the FCERM-AG, costs are estimated over the 100 year appraisal period to derive a Present Value (PV) cost for each option.

The full cost breakdown for each option is provided in the Appendix I – Economic Assessment.

Mackley's have assisted in the production of the OBC by providing cost data for the sheet piling and specialised rock works, based upon their marine expertise. Additional costs have been produced through a detailed assessment of unit cost data from recent projects and consultant scheme experience. An allowance for consents and licences and detailed design costs are also included.

The costs for all works included in the economic appraisal of the options have a price base of 2026/27.

Risk has been considered to progress and construct the scheme. A risk register and adjusted Optimism Bias Calculator have been developed for the preferred option. Due to the similarity in construction approach and risks, these tools have been adopted for all short-listed options. The 50%ile risk budget from the Monte Carlo risk register has been combined with the % increase in cost from the OB register to provide a cost allowance for comparison at short list stage. This equates to approximately 27% for both Capital and Operation costs and PV Other costs.

3.7. Appraisal of opportunities, sustainability and carbon

Sustainability

At detailed design stage a review of rock armour design including sources, size delivery methods and revetment dimensions will be examined. Once a contractor is appointed discussions regarding sustainable sourcing of materials, including steel sheet piles will be undertaken.

Carbon Appraisal

During option development, a review of options for improvement to the seawall at Chesil Cove were considered. The preferred option looks to reduce the volume of rock used to ensure a lower carbon option.

Two alternative options have been examined for the preferred option 5A. Option 5A-1 considers rock delivery by barge to Southampton and then transportation to site by road. Portland Harbour has been discounted as it is likely that there would be insufficient quay space for unloading. Southampton has been used in the calculations as a conservative approach. The Contractor will decide on the transport arrangement, and this may differ from contractor to contractor. Option 5A-2 considers marine delivery of rock directly to Chesil Cove beach.

The results of the Carbon Planning Tools for all shortlisted options are summarised in Table below.

Option	Title	Capital Carbon Tonnes of CO^2	Operation Carbon Tonnes of CO^2	Net Carbon (incl. sinks) Tonnes of CO^2	Rank
3A	New sheet pile wall and repair with construction of large rock apron (2 layers)	6040	3	6087	3
3B	New sheet pile wall and repair with construction of large rock apron (3 layer toe)	7463	3	7513	4
5A-1 (rock via Southampton	New sheet pile wall and repair with construction	**3763**	**2**	**3804**	**2**

Option	Title	Capital Carbon Tonnes of CO^2	Operation Carbon Tonnes of CO^2	Net Carbon (incl. sinks) Tonnes of CO^2	Rank
and road delivery)	of rock revetment with filter layer (1 in 3 slope)				
5A-2 (rock direct to Chesil)		2545	2	2589	1
5B	New sheet pile wall and repair with construction of rock revetment with geotextile (1 in 6 slope)	3754	2	3797	2

Table 2. Carbon Cost – short-listed options

The Carbon Planning Tools together with the Carbon Appendix and Carbon Impacts Tool are included in Appendix N.

Further opportunities to reduce carbon to be explored at detailed design stage include –

- Capital carbon – optimising the size of the structures to reduce materials usage, reusing any existing structures or material onsite if possible, offsite manufacturing, confirming delivery approach.

3.8. Economic appraisal

The economic assessment of the short-listed options has been undertaken in accordance with the guidance given by Defra and the Environment Agency in the Flood and Coastal Erosion Risk Management Appraisal Guidance (Environment Agency, 2010) (FCERM-AG) and the Middlesex University Multi-Coloured Manual (MCM Handbook 2026). The base date for the assessment is 2026/27. Inflation has been applied to capital and other costs in 2027/28 and 2028/29.

A hazard model, available in Appendix I – Economic Assessment, was developed for the assessment of damages. The hazard model uses the site history and ground model to identify future failure scenarios from ongoing creep to widespread deep-seated failure to understand the likelihood, extent and scale of damage that could be caused. Damages are estimated probabilistically on an annual basis.

The most significant benefit of the scheme is prevention of disruption to the A354. The Isle of Portland is physically and visually separated from Weymouth, linked by a single carriageway road on the causeway adjacent to Chesil Beach and The Fleet. Although an entity in its own right, the Isle of Portland is made up of a group of villages, each with very distinctive features. The estimated population of the Isle of Portland is 12,840. Important interests on Portland include HMP Portland.

Further information is provided in Appendix I - Economics Report.

The Economic Summary of the Options Appraisal of short-listed options for the 100 year appraisal period is presented in Section 3.12, Table 4. The preferred option is identified based on the FCERM-AG decision process rules. Do Minimum has the highest BCR but the iBCR is greater than 1 and so the preferred option is Option 5A – New sheet pile wall and repair with construction of rock revetment with filter layer (1 in 3 slope).

3.9. Recommended preferred way forward or preferred option

Option 5A - New sheet pile wall and repair with construction of rock revetment with filter layer (1 in 3 slope)

This option meets the project objectives and CSFs and is the most economically preferred option to refurbish the Chesil Cove sea wall.

Seawall maintenance works will include the installation of a new steel sheet pile wall with capping beam along an 80m length of the seawall starting at 65m from the southern corner with a 15m section tying into high ground at the southern end. The new sheet pile wall will be installed in front of the existing sheet pile removing the need to demolish the existing.

The capping beam along the remaining 65m length of seawall will be repaired and joint repairs will also be completed at the southern seawall and wing wall. The parapet and stairs constructed as part of the 2011 augmentation works will be removed as part of the scheme and the concrete parapet wall reconstructed.

It is proposed that a rock revetment formed of two layers of rock armour overlaying a filter layer is constructed on the beach fronting the seawall. The filter layer will be placed over a geotextile separating the rock from the clay layer. Any shingle overlaying the clay will need to be moved for installation and will be redistributed in front of the seawall.

The rock armour will be 10-15 tonne imported rock armour, overlaying a filter layer of 0.3-1 tonne and geotextile. The rock armour would be installed at a slope of approximately 1 in 3.

The philosophy of this option is to protect the seawall with a rock revetment to dissipate wave energy and prevent erosion and undermining. This option has the

least encroachment impact onto the foreshore which minimises impacts on neighbouring frontages and environmental designations.

The rock revetment would extend approximately 26m from the base of the seawall encroaching into the Dorset & East Devon World Heritage Site, the Isle of Portland to Studland Cliffs Special Area of Conservation (SAC) and the Chesil and the Fleet SAC. The fronting intertidal area is also designated as part of the Chesil Beach and Stennis Ledges Marine Conservation Zone (MCZ) and as part of the Chesil and the Fleet SAC.

Over time it is likely that beach levels fronting the northern end of the structure will also lower. An allowance has been included to extend the rock revetment further north so that the entire seawall is protected within the next 20 years.

It is considered that this volume of rock could be delivered by road or marine. The steepness of the foreshore, and potentially choppy wave climate may make unloading from marine delivery difficult. Alternatively, if delivered by road, the large amount of rock would require delivery and storage at the Masonic carpark then transportation by tracked loader over the beach crest and along the beach to the seawall. Given the delivery vehicles will not have to pass through Chiswell it is anticipated that traffic disruption will be minimal and temporary. Placement of the rock would need to be undertaken at low tide.

The Details of the Proposed Works are included in Appendix H.

3.10. Value for money statement

This scheme is a refurbishment scheme as defined under the updated Flood and Coastal Erosion Risk Management Funding Policy March 2026. The proposed works will improve the condition of the primary flood defence asset - the Chesil Cove sea wall and extend the asset's life.

The sensitivity testing in Section 3.11 confirms the economic rigor of the economically preferred Option – 5A - New sheet pile wall and repair with construction of rock revetment with filter layer (1 in 3 slope), where Option 5A remains the preferred option in all scenarios.

To what extent does the proposal offer value for money and why has the value for money category been chosen?

The Defra Value for Money Statement states that for proposals with a positive Present Value Cost that Benefit Cost Ratio is the most appropriate Value for Money category to use for assessment.

The Benefit Cost Ratio for the 100 year appraisal period is 3.9, whilst when considered for the 20 year benefit period the Benefit Cost Ratio is 5.2. The guidance table shows that proposals with a Benefit Cost Ratio between 2.0-4.0 are considered of 'High' value and of over 4.0 of 'Very High' value.

The preferred option for Chesil Cove Sea Wall Improvements has positive Present Value Cost of £10,862k and a Benefit Cost Ratio of 3.9 for the 100 year appraisal period, and a positive Present Value Cost of £8,259k and a Benefit Cost Ratio of 5.2 for the 20 year benefit period.

The preferred option also has the highest Net Present Social Value of the options considered (£32,006k and £34,635k for the 100 year and 20 year periods respectively). However, Benefit Cost Ratio is the most appropriate decision criteria for this project according to the guidance.

What are the levels of confidence in the assessment and key impacts of the proposal?

Scheme present value costs for the 100 year appraisal period would have to rise by more than £11m in present value terms (from a current £10,861k present value) in order to reduce the Benefit Cost Ratio below 2 and drop the proposal into the next category of 'Medium' value for money. (For the 20 year benefit period, the present value costs would have to rise by more than £2.5m in present value terms from the current £8,258k) in order to reduce the Benefit Cost Ratio below 4.0 and drop the proposal into the next category of 'High' value for money.

It is highly unlikely that scheme costs would increase to this extent. The assessments of 'High' and 'Very High' values are therefore made with High Confidence using the "Very Likely" probability >85% category from the Value for Money framework due to use of priced options by potential supplier Mackleys.

The project is a significant stand-alone investment with an economic present value cost of £10,798k (100 year appraisal period cost) and a financial cash cost to the end of construction of £10,960k (including risk) (20 year benefit period cash cost).

Value for Money Summary

In addition to providing continued protection for residential and commercial property, as well as preventing reactivation on the landslide that could result in significant damage to the A354 – which would prevent access to the Isle of Portland peninsula, the scheme delivers on its investment objectives and contributes positively to the Environment Agency and Defra group Strategies. In summary, the scheme promoted in this Outline Business Case represents a 'Very High' value for money investment.

3.11. Sensitivity analysis

There are many variables used in the calculation of both costs and benefits associated with the Do Something options. A series of sensitivity tests have been undertaken to determine the relative impact that changes to the costs and damages would have on the status of the preferred option to ensure it is robust

under a variety of possible scenarios. Further details on the Sensitivity Tests are provided in Appendix I – Economics Report. The results are summarised below.

Sensitivity Test	Preferred Option	NPV (million)	BCR	iBCR
Baseline	Option 5A New Sheet Pile Wall and Repair with Construction of Rock Revetment with Filter Layer (1 in 3 slope).	32.0	3.9	3.9
Increase Capital costs by 20%	Option 5A New Sheet Pile Wall and Repair with Construction of Rock Revetment with Filter Layer (1 in 3 slope).	30.4	3.4	3.4
Delay in wall failure	Option 5A New Sheet Pile Wall and Repair with Construction of Rock Revetment with Filter Layer (1 in 3 slope).	26.6	3.1	2.8

Table 1.Summary of Economic Sensitivity Tests

3.12. Table 4: economic summary

(PV Costs include risk and optimism bias at 27%)

Option	Description	Whole Life Costs (PV £k)	Whole Life Benefits (PV £k)	Benefit Cost Ratio (BCR)	Incremental Benefit Cost Ratio (iBCR)
Option 1	Do Nothing	0	-	-	-
Option 2	Do Minimum	903	3,885	4.3	-
Option 5A	New sheet pile wall and repair with construction of rock revetment with filter layer (1 in 3 slope)	10,861	42,867	3.9	3.9
Option 5B	New sheet pile wall and repair with construction of rock revetment with geotextile (1 in 6 slope)	12,101	42,867	3.5	0.0
Option 3A	New sheet pile wall and repair with construction of large rock apron (2 layers)	17,836	42,867	2.4	0.0
Option 3B	New sheet pile wall and repair with construction of large rock apron (3 layer toe)	21,276	42,867	2.0	0.0

4. Commercial case

The commercial case details the procurement strategy for the project, together with details of risk allocation and project efficiencies. It demonstrates that the preferred option for coastal defence improvements has a viable route for procurement and that a structured plan is in place for delivery.

4.1. Procurement strategy

Dorset Council has significant recent experience with Public Contract Regulations and the Procurement Regulations; and will lead the procurement and tendering requirements. Delivering on procurement and tendering will rely on a mixture of internal and external resources. To meet operational, financial, social and administrative policies Dorset Council will achieve value for money and efficient corporate procurement of work, goods and services.

This project shares common characteristics and design similarities to several FCRM projects commissioned within the local area, both in its coastal environment and proposed defence structures. Embedding lessons learnt from these schemes will support this project in attaining the best quality and value design and construction.

Building on the project objectives, key drivers for the procurement of the scheme have been identified as follows:

- Professional and consulting service
- Early Contractor Involvement and buildability
- Construction
- Site investigations and surveys
- Public engagements and communications

Key drivers will be considered both individually and collectively to determine its optimal procurement options. Procurement options will be chosen on its efficiency to deliver on the project and its objectives. Previous experience has proved this approach to be very successful in delivering on projects.

This contracting approach involves the commission of a design supplier to undertake design independently and in advance of the commission of a construction supplier.

4.2. Procurement route and timescales

Following approval of the business case, Dorset Council will set out to procure the necessary services and construction work.

This OBC assumes a traditional route with detailed design preceding the construction delivery contract. However, this may vary depending on the scope of design work and scale of construction works. In turn, this will dictate the scope of works needed to complete the detailed design stage.

Post-OBC the project will be implemented in two sequential phases as discussed below:

- Phase I: April 2027 – December 2027
  This is the pre-construction, planning and detailed design stage and include site investigations, detailed design, ECI, statutory licensing and planning permissions.
- Phase II: December 2027 – June 2029
  This phase will include construction procurement and construction work itself.

4.2.1 Professional and Consulting Services

It is anticipated that development of the scope for future professional/consulting services will start in Dec 2026, with a view to commencing the post OBC work in Spring 2027.

Professional and consulting services will broadly include the following:

- Specialist technical, scientific and regulatory/legal advice
- Detailed design work and CRM
- Project management, construction contract development, and contract management

The necessary services will be scoped in detail before procurement and will be specific to the project and delivering on the objectives.

Professional services will be required for both of the implementation phases with specialist advice, detailed design and CRM part of the planning and detailed design phase. This phase will include Early Contractor Involvement on buildability and is anticipated to be needed by early 2027, to feed into detailed design. This phase will also include any consulting advice needed to prepare and/or submit the necessary applications for statutory and planning approvals/licenses.

Services pertaining to project management, construction contract development and contract management will be needed in the second, construction phase of the project. This phase is expected to start in Spring 2027 and construction completion reached in Summer 2029.

Dorset Council plan to retain Jacobs's services to support the delivery of this scheme post OBC. The council intends to procure Jacobs through the new Government Commercial Agency CPS2 Framework through a direct appointment. DC will procure the works via an exemption, or other suitable mechanism, as contemplated in the documentation approved for the appointment of the service provider for the OBC. If Jacobs are unavailable to support delivery as required, another suitable consultant will be appointed through a compliant route.

Direct appointment ensures that the most suitable supplier is appointed, providing (as will be set out for evaluation) a best value, high quality product. The

procurement method has been undertaken before and constitutes a compliant procurement route.

4.2.2 Early Contractor Involvement and Buildability

ECI will form part of the first phase and will bring construction expertise on board early in the design stage. Detailed construction experience will be fed into the design to inform quality, buildability, and the optimum programme of work early on.

A detail scope for ECI services will be developed and the service will be procured through existing frameworks used by the council. The choice of framework will fall to whichever is best placed to support delivery of the project objectives.

The frameworks available to this end are as follows:

- Government Commercial Agency (GCA)Highways Partnership Term Contract

4.2.3 Construction

Given the nature of the project, it is believed that the initial ECI contract should be extended to include construction phase. Significant risk avoidance can be achieved by having the ECI service provider delivering on construction as well.

The works will be delivered via NEC4 ECC which provides a legitimate delivery route and complies with public procurement regulations.

4.2.4 Site Investigations and surveys

Site investigations (SI) and surveys will form part of the first phase, and before detailed design is commenced the relevant ground investigations and surveys will be identified. They will precede or run concurrently to the detailed design process. Each will be scoped to ensure that it specifically supports delivery of the project objectives and addresses key uncertainties with the design and build.

As a key procurement driver, consisting of many individual elements, site investigations and surveys will be procured through a mix of frameworks, traditional invitation to quote processes as well as using Dorset Council in-house expertise.

4.2.5 Public Engagements and communications

Public engagements and communications will be conducted for the entire duration of the project. Dorset Coastal Forum has been providing the services on the business case and will continue to do so until completion of the project. They are a partner to Dorset Council and the council therefore has direct access to their services.

4.3. Contractual terms and risk allocation

The lead contracting and financial authority for the scheme is Dorset Council.

As a basic principle, risks will be contractually allocated to the party best placed to manage each risk. Risk allocation will be assessed at the point each contract is prepared between Dorset Council and each supplier to ensure the most appropriate allocation of risk.

Early Contractor Involvement during the initial stages of design will support a focus on risk reduction and management through the pre-construction stage to construction.

The New Engineering Contract (NEC) will be used for both consulting and contractor services. Dorset Council has replaced NEC3 with NEC4 as their preferred contract.

Professional services contract

Consulting services will be delivered through a call off contract from the Crown Commercial Framework, which uses the NEC4 Professional Services Contract.

Construction services contract

The construction services will be delivered under the terms of the NEC4 Engineering and Construction Contract. The preferred option for the construction services is to use an ECC Option C (Target contract with activity schedule).

Smaller procurements

For smaller procurement the council will make use of contracts specifically tailored to the nature of the procurement, and to the best delivery of project objectives. Dorset Council (DC) does so on a regular basis and has good understanding of the procurement and management of such contracts. These contracts are successfully delivered through the support of in-house legal capabilities. In the past those types of contracts consisted of the technical scope and specification along with special conditions pertaining the services being procured as well as general DC terms and conditions.

All risk shares will be set out in legal agreements, detailing how the Environment Agency, Dorset Council and other funding partners will share financial and other risks. The Project Board will approve contractor procurement agreements, any contract that exceeds £500,000 will also need Dorset Council cabinet approval.

The two stage approach provides high cost certainty and robust risk reduction prior to the signing of the contract. High confidence levels are provided to the suppliers through having adequate time to ensure the buildability of the final design and to undertake market testing of construction costs.

4.4. Efficiencies and commercial issues

The project will seek to generate efficiencies at each stage to ensure best value is achieved for the public purse. Projects arising from this OBC will develop a project efficiency register to record efficiency made and value added to the projects.

It is anticipated that, as the project progresses the following potential efficiencies can be made:

- Procurement of engineering services through existing commercial arrangements between engineering consultancies, suppliers and the council.
- Delivery phases including construction will retain the experience of the current consulting services on this project.
- The design of the promoted option will be reviewed as additional information becomes available so that opportunities for efficiencies can be identified and achieved through design.
- The contractor services brought in for ECI will be retained for the construction phase to ensure that a good technical understanding of the engineering solution and its challenges are retained intact.
- As part of option appraisal, an adaptive pathway was identified as a delivery mechanism on the project objectives. This will be investigated and considered during the design and planning stages.
- DCF is appointed as the stakeholder engagement manager to ensure that the project team can manage any emerging stakeholder issues as efficiently as possible.

An efficiency Combined Efficiencies Report Tool (CERT) for this OBC is included in Appendix P.

5. Financial case

5.1. Financial summary

Table 5 presents the financial summary for the preferred Option 5A - New Sheet Pile Wall and Repair with Construction of Rock Revetment with Filter Layer (1 in 3 slope). For the development of the OBC financial Case a 20 year benefit period is adopted.

Table 6 presents the project costs for approval. The Total Costs (for Approval) are £10,960k.

Mackley's have assisted in the production of the OBC by providing cost data for the sheet piling and specialised rock works, based upon their marine expertise. Additional costs have been produced through a detailed assessment of unit cost data from recent projects and consultant scheme experience. An allowance for consents and licences and detailed design costs are also included.

An additional allowance has been made to cover Environmental consents and licences and the requirements of meeting Biodiversity Net Gain obligations.

A Risk Register has been developed for the preferred option, (Appendix K). Monte Carlo risk analyses derived the 95% confidence limits included in the approval figures. An adjusted optimism bias allowance has also been applied.

A total contingency allowance made in the form of a risk allowance (95%ile) derived from the risk register which represents 27% (£1,838k) combined with an Adjusted optimism bias of 19% (£1,288k) provides a total risk allowance of £3,126k for the detailed design and construction stages (representing 43% of the approval value excluding sunk costs).

An allowance has been included to take into account inflation to costs/works carried out in financial years 2027/28, 2028/29 and 2029/30.

5.2. Funding sources

This project is seeking FCERM GiA funding to deliver the Chesil Cove Sea Wall Improvements refurbishment scheme. The works to the sea wall fulfil the definition of a refurbishment project as defined in the Capital Grant Eligible Investment Guidance (3 March 2026), where refurbishment is defined as:

"Activities mitigating for loss in asset design performance which are both:

- not manageable with asset maintenance activities
- significant and permanent if not addressed"

The benefit period has been taken as 20 years which is the period before the next investment when it is proposed that the rock revetment is extended further along the length of the seawall. This will allow the assets to be reassessed in 20 years time.

The seawall is located in the ward of Chiswell which is in the 0-20% most deprived areas in the UK.

All the funding for the scheme will be FCERM GiA. Future maintenance costs will be fully funded by Dorset Council.

5.2.1. Table 5: important financial details (20 year benefit period)

Detail	Total
Whole life cash cost (£k)	10,960
FCERM GIA (£k)	7,336
3rd party contributions:	
Dorset Council Funds (£k)	3,524
Local Levy (£k)	100

5.3. Funding prioritisation

It is understood the project prioritisation will depend on its 'return on government investment', which is calculated as the net present value of benefits (NPV B) divided by the grant in aid costs (G), as in the formula below.

Prioritisation = NPV B / G

The Net Present Value Benefits based on the 20 year benefit appraisal period is 3.3, based on a Net Present Value of Benefits of £34,635k.

5.4. Mitigating cost variation

Risks including but not limited to environmental conditions changing, changes in procurement, or needing more materials than planned have been considered. The key delivery risks of the project, with their proposed mitigation measures, are listed in project risk register in Appendix K.

5.5. Impact on resource and balance sheet (Environment Agency projects only)

Not Used

5.6. Overall affordability

Table 6 presents the combined whole life costs for the assets in the scheme assuming the 20-year benefit period. Total project cash costs of £10,960k are required to deliver such a scheme

5.7. Depreciation (Environment Agency-led projects only)

Not Used.

5.8. Table 6: financial summary (Cash Costs)

Annualised and itemised spend profile (cash, £k)	Pre-Yr 0	Yr 0 (this financial year) (2026/27)	Yr 1 (2027/28)	Yr 2 (2028/29)	Yr 3 (2029/30)	Yr 4+	Total
Costs to develop business case:							
• Internal costs	80	120					200
• External consultant fees	280						280
• Specialist fees and investigations							
Project delivery costs GW2:	360	120	0	0	0	0	480
Project approval costs:							
• Internal staff costs			108	198	36		342
• External consultant fees (inc. Cost Consultant, CDM)			682	70	43		794
• Construction Staff (ECC PM, Supervisor, Environmental Clerk of Works)				114	70		183
• Project implementation costs (construction)				3,119	1,926		5,045
• Environmental Enhancement (inc BNG)				564			564
• Environmental Mitigation				22			22
• Surveys and Investigations			107	5			112
• Consents and Licences			19				19
Risk (95th %ile + optimism bias)			375	1,806	945		3,126
Inflation (state % used in appendix)			25	147	99		271
Project delivery costs (total of above rows)	360	120	1,316	6,045	3,119	0	10,960
Future costs:							
• Maintenance						Covered by rev. cost	
• Future risk/optimism bias							
Project whole life costs (total of initial + future cost rows)	360	120	1,316	6,045	3,119	0	10,960
Funding sources:							
• Grant in Aid (capital)		0	921	4,231	2,183		7,336
• Grant in Aid (resource)							
• Council Capital Contributions	360	20	395	1,813	936		3,524
• Local Levy		100					100
Total Funding	360	120	1,316	6,045	3,119	0	10,960

6. Management case

6.1. Project management

The development of the OBC is being led by Dorset Council as the coastal erosion risk management authority responsible for coastal erosion under the Coast Protection Act 1949.

Governance and assurance arrangements are already in place for the project. Project governance consists of the Project Team, a Steering Group, Internal Special Advisors to the project as well as External Project Advisors to the project.

6.2. Project structure and governance

The Project Steering Group is chaired by Dorset Council's Service Manager FCERM.

The Senior Suppliers are Jacobs professional services consultants appointed to work alongside DC to deliver the OBC.

As the project progresses through the detailed design and construction phases it is expected that any appointed contractors for detailed design and scheme delivery will be added to the Senior Suppliers.

The Steering Group meets at regular intervals that coincide with key project milestones. The group can also call additional meetings as required.

6.2.1. Project roles and responsibilities

The governance structure is laid out below.

<u>Project Team</u>	
CRM Project Engineer:	Matthew Atyeo
Coastal Risk Manager:	Johan Venter
Consultant:	Jacobs
NEC4 PM:	TBC for Construction phase
Contractor:	TBC for Construction phase
Communication:	Dorset Coast Forum (Matthew Smith)
<u>Steering Group</u>	
Dorset Council:	Service Manager FCERM (Chair)
	Matthew Penny
	Finance – Paul Johnson
	Ecology – Nikki Taylor
	Greenspace – Russel Goff
	Highways – Ian Newport
	Technical Support – Mandy Stubbs
	World Heritage Planning – Sam Scriven

Environment Agency: Dave Picksley
Diamond McGill
Laura Lavery

Dorset Council internal special advisors

Rachel Baker: Communications Business Partner - Place
Marianne Lewis: Senior Procurement Officer- (Business Partner)Abigail Brooks: Senior Commercial Surveyor
Cass Worman: Senior Conservation Officer for Spatial Planning and Majors – Economy and Environment

Lara Altree: Senior Lawyer - Legal Services
Philip Crowther: Legal Advisor – Regulatory
Susan Hetherington: Engineer – Transport Development (Highways)
Marc Cutler: Traffic Team Leader (Highways)
Samantha Paulley: Senior Coordinator -Traffic (Highways)

6.3. Project plan

The key dates and milestones for the scheme are provided below.

6.3.1. Table 7: project stage summary

Project stage / gateway	Project stage description	Estimated Start date	Estimated End date	Responsible organisation	Budget required (£k)
Gateway 0	Strategic assessment	03/06/2023		Dorset Council	Refer to Table 6
Gateway 1	Business justification	24/04/2024		Dorset Council	
Gateway 2	Delivery strategy	Aug 2026	Dec 2026	Dorset Council	
Gateway 2	OBC Approval	Nov 2026	Dec 2026	Dorset Council	
	Detailed Design & EIA	Apr 2027	Nov 2027	Dorset Council	
	Licences & Approvals	Nov 2027	Mar 2028	Dorset Council	

	Contract Award (Notice to Proceed)	Mar 2028	Mar 2028	Dorset Council	
	Construction	Mar 2028	Jun 2029	Dorset Council	

The detailed project programme is available in Appendix M.

6.4. Engagement with stakeholders and compliance with Equality Act 2010

To ensure the smooth delivery of this project, consultation and engagement with key parties has been undertaken and will continue as the project progresses. Dorset Council have engaged with the following:

- Local community - three rounds of engagement with the local community on the problem at Chesil Cove, the potential solutions and the preferred option identified by the OBC. There was opposition amongst some users of the southern end of the seawall to options which might damage amenity by placing rock on the beach. Significant effort was put into easing these worries and to seek alternative solutions. Due to the need to armour the foreshore and beach to prevent erosion and downwearing which is undermining the seawall there are limited alternatives. However, reshaping of the rock apron and a sheet pile only options were added to the long list options appraisal. In addition, options to change the use of imported granite in the rock apron to local Portland Stone and a reshaping of the northern edge of the apron to recreate an area of sheltered sea access for swimmers will be taken forward for further consideration in detailed design. Continued engagement, with the local community will be necessary to inform residents and businesses of key activities being planned where any construction work may cause disruption to the local area.
- Natural England – through a meeting and subsequent correspondence, Natural England has confirmed that they have no objection in principle to the Scheme. A letter of support from Natural England is included in Appendix Q. Additionally, Natural England has been consulted on a Habitats Regulations Assessment (HRA) Screening Report prepared for the project (see Annex C of Appendix G) in accordance with The Conservation of Habitats and Species Regulations 2017 (as amended) and the Offshore Marine Conservation (Natural Habitats & c.) (Amendment) Regulations 2010 (the ‘Habitats Regulations’). The project

team will continue to work closely with Natural England throughout the next stage of works.

- Consenting authorities - in accordance with the Town and Country Planning (EIA) Regulations 2017 (as amended) and Marine Works (EIA) Regulations 2007, a formal EIA Screening and Scoping Opinion was requested from Dorset Council Planning Authority and the MMO. Under the Coastal Concordat, the MMO (as lead authority) coordinated an EIA Screening and Scoping Opinion (see Annex A of Appendix G). Further engagement has been undertaken with Dorset Council Planning Authority regarding the Scheme.
- Other stakeholders included:
    - Dorset Council Ecologist
    - Environment Agency
    - Jurassic Coast Trust (it should be noted that the Jurassic Coast Trust was closed in 2025 and Dorset Council has taken on responsibility to deliver the Management Plan)
    - Environment Agency
    - Portland Town Council
    - Portland Underhill to Wyke Regis Coastal Strategy Study Team
    - Crown Estates
    - Quiddles Café
    - Cove House Inn

6.5. Benefits, outcomes and change management

The proposed investments aim to extend the life of the Chesil Cove seawall to 100 years, to continue to prevent the reactivation of the West Weares landslide that would result in loss of 51 residential properties, 39 non-residential assets, and the A354.

Benefit	**Specific targets and/or scope**
Technical, Innovation, Health and Safety	
Maximise health and safety in construction and operation	• Repair existing seawall instead of replacement. • Proposed rock revetment offers sustainable, low maintenance option.
Maximise opportunities for innovation	• Solution is fully adaptable to climate change.
Sustainability	• Solution is fully adaptable to climate change.

	• Helping the community economically as continued stability of the landslide and A354 will support future development and tourism
Economic and Other Monetised Benefits	• A354 and main transport link to Portland better protected • 51 residential properties better protected • 39 non-residential assets better protected • Overall economic benefits of £39 million (OM1A)
Other (including environmental) Benefits	• Protection of coastal frontage and reduced erosion risk to people and the environment in the hinterland of the defences including properties, beach huts, local road, leisure, sea bathers, community and recreational facilities • Increased confidence in local investment for development, businesses and economic growth.

Table 8.Benefit Summary

6.5.1. Table 9: carbon benefit summary

The Carbon Calculator has been completed as part of the assessment (Appendix N). Table 9 shows the carbon assessment summary for the preferred option – Option 5A-1 that considers rock delivery by barge to Southampton and then transportation to site by road.

	Forecast (tCO_2e)	**Target [1] [2] (tCO_2e)**	**Forecast / Target (%)**	**Current Authorised Budget (tCO_2e)**	**Previous Authorised Budget (tCO_2e)**
Capital Carbon	3872	669.29		*Environment Agency-led projects only*	*Environment Agency-led projects only*
Operational Carbon	39				
Net Carbon [3]	3804				

Notes

1 Target for EA led projects is the Capital Carbon Budget from EA Carbon Assessment Tools and AIMS:PD for Operational Carbon.

2 Target for RMA projects will relate to the partners' own target measures. Where these are not available, use the indicative figures provided in AIMS:PD.

3 Net Carbon = Whole-life Carbon Value – Any Sequestration – Carbon Avoided (Carbon Impacts Tool)

6.6. Risk management

A risk register has been developed to identify and manage risks. The key risks with high priority associated with the delivery of the scheme are:

1. Early defence failure leads to works being more significant than planned
2. Unacceptable quality rock
3. Rock revetment settlement greater than expected
4. Increase in volume of beach material to be moved for construction of rock revetment
5. Underestimating volume of rock
6. Planning and licencing delays
7. Funding availability – Failure to secure agreed funding
8.

The risk register has been used to inform the risk contingency for the scheme. The project risk register and Adjusted Optimism Bias register are in Appendices K and L.

As the project progresses the risk register will be developed to assign risks to the party best placed to manage it, and risks will be monitored and updated with regular risk workshops.

<u>Assumptions</u>

The quantities of rock are based on an assumption in respect to the location of the clay layer on the beach. Confirmation will be sought on site in autumn 2026.

It has been assumed that no geotechnical survey will be required at detailed design stage to inform the construction of the seawall or rock revetment but it may be required to reduce design conservatism.

<u>Issues</u>

If failure of a defence should occur ahead of scheme implementation, any emergency works required will consider the outline design for the failure location. The works undertaken will endeavour to implement the proposed solution or utilise materials which can be reused in the final scheme, such as rock.

<u>Dependencies</u>

The business case for the scheme is dependent on provision of a contribution to be provided by Dorset Council. Once the contribution is approved and subject to OBC approval, funds can be drawn down to progress detailed design and construction.

6.7. Contract management

Contract Management is set out in the Commercial Case Section 4.

6.8. Assurance

This is a simple change appraisal type project, which will be assured in line with the Environment Agency's Integrated Assurance and Approval Strategy (IAAS).

Large Projects Review Group (LPRG)/National Project Assurance Service (NPAS) will review the project OBC as it completes the Outline Design Stage and ahead of detailed design and construction.

Dorset Council Cabinet Approval will also be sought.

The scheme will require planning approval and a Marine Licence. Applications will be made during the detailed design stage.

6.9. Post project evaluation

Not Used

6.10. Contingency plans

Not Used

7. List of appendices **(excluded from Cabinet Report, available upon request)**

A	Chesil Cove Coastal Defence Strategic Options Assessment 2021
B	Chesil Cove Seawall Inspection 2023
C	Coastal Processes Report
D	Geotechnical Desk Study
E	Photographs
F	Options Report
G	Preliminary Environmental Information Report
	Annex A - EIA Screening Scoping Opinion
	Annex B - Option Assessment
	Annex C - HRA Screening Report including Preliminary Ecological Appraisal
	Annex D - Heritage Appraisal
	Annex E - Water Framework Directive Assessment
	Annex F - Indicative Landscape Plan
H	Details of Proposed Works
I	Economics Report
J	Not Used
K	Project Risk Register
L	Adjusted Optimism Bias
M	Programme
N	Carbon
O	Not Used
P	Efficiency
Q	Natural England Letter

Appendix A – Confirmation and details of consultation

Names of important consultees (for example, Finance Business Partner, NEAS, NE, Commercial, Legal etc.)		
Name **and** job title	Date	Important outcomes from consultation

I confirm that the documentation is ready for submission to Assurance/Budget Holder (delete as appropriate).

I, as Project Executive, have ensured that relevant parties have been consulted in the development of this project and the production of this document in particular the Project Sponsor and Senior User.

Name	
Job Title	
Emailed approval	
Date	

Paste the full email from the Project Executive here.

Equality Impact Assessment (EqIA) Template

Before completing the EQIA please have a look at the Dorset Council style guide and also use the accessibility checker to make sure your document is easy for people of all abilities to read.

Some key tips

- avoid tables and charts, if possible please provide raw data
- avoid pictures and maps if possible.
- avoid using bold, italics or colour to highlight or stress a point
- when using numbering or bullet points avoid using capitals at the beginning unless the name of something
- date format is dd month yyyy (1 June 2021)
- use clear and simple language
- where you need to use technical terms, abbreviations or acronyms, explain what they mean the first time you use them
- if using hyperlinks, make sure the link text describes where the link goes rather than 'click here' Please note equality impact assessments are published on the Dorset Council website

Before completing this form, please refer to the supporting guidance. The aim of an Equality Impact Assessment (EqIA) is to consider the equality implications of your policy, strategy, project or service on different groups of people including employees of Dorset Council, residents and users of our services and to consider if there are ways to proactively advance equality.

Where further guidance is needed, please contact the Inclusion Champion or the Diversity & Inclusion Officer.

1. Initial information

Name of the policy, project, strategy, project or service being assessed:

Chesil Cove Seawall Improvements Scheme: Outline Business Case and proposed scheme delivery.

2. Is this a (please delete those not required):

A new capital infrastructure project outline business case detailing the funding and technical arrangements for the refurbishment, strengthening and protection of an existing coastal defence constructed in 1965.

3. Is this (please delete those not required):

Both internal and external. The project requires internal governance, funding and procurement decisions and has external implications for residents, businesses, visitors, road users, public-right-of-way users and other stakeholders.

4. Please provide a brief overview of its aims and objectives:

Is seeking Cabinet approval of the Outline Business Case for the Chesil Cove Slope Stabilisation Scheme, also known as the Chesil Cove Seawall Improvements Scheme. Approval is also being sought for the Council's capital contribution, which is required to secure external funding and enable the scheme to progress through detailed design, statutory approvals, procurement and construction.

The scheme is intended to reduce the risk of coastal erosion and reactivation of the West Weares landslide system. The preferred option comprises refurbishment and strengthening of the existing seawall, installation of new steel sheet piles and construction of a protective rock revetment to prevent undermining and dissipate wave energy.

The intended outcomes are to:

- maintain the existing coastal defence line;
- reduce the risk of damage to homes, businesses and community infrastructure;
- reduce the risk of disruption to the A354, the only highway connection between Portland and the mainland;
- maintain public access and community connectivity wherever reasonably practicable; and
- improve long-term resilience to coastal erosion, sea-level rise and severe storms.

The scheme is expected to provide broad community benefits. Detailed design and construction arrangements will be developed regarding accessibility, temporary access restrictions and the needs of people who may be disproportionately affected by disruption.

5. Please provide the background to this proposal?

The existing seawall at Chesil Cove was constructed in 1965 to protect the base of the West Weares landslide system from coastal erosion. Investigations undertaken during development of the OBC have identified significant structural deterioration, ongoing movement and an increasing risk of failure as a result of beach lowering, coastal erosion and the impacts of climate change. Without intervention, failure of the seawall could allow renewed marine erosion at the base of the slope and potentially trigger reactivation of the West Weares landslide system.

The consequences of failure could be significant. Approximately 51 residential properties, commercial premises, public rights of way, beach huts and community facilities would be placed at risk. Of particular concern is the potential impact on the A354, which is the sole highway route connecting Portland to the mainland and provides access for residents, businesses, emergency services and HMP Portland.

Evidence gathering and engagement

6. What sources of data, evidence or research has been used for this assessment? (e.g national statistics, employee data):

The seawall has been inspected and maintained for many years. Recent inspections, coastal process studies and geotechnical investigations have identified signs of deterioration, structural movement, beach lowering and foundation exposure.

Expert consultants were commissioned to undertake the necessary pre-OBC surveys, investigations and analysis, eventually leading to a preferred option within the OBC.

Three rounds of community engagement have been undertaken during preparation of the OBC, covering the condition of the seawall, the options considered and the emerging preferred option.

7. What did this tell you?

The OBC highlights that the southern section of the seawall is particularly vulnerable and may fail during a future significant storm event if major improvement works are not undertaken.

The OBC considered a broad range of options and identified a preferred option involving structural strengthening of the seawall, installation of new sheet piles and construction of a protective rock revetment. This option was determined to offer the

most effective balance of technical performance, environmental considerations, affordability and value for money.

During community engagement, some concern has been expressed regarding the effect of rock armour on beach amenity and access to the sea. These issues will continue to be considered during detailed design, including the shape of the revetment, the treatment of its northern termination and opportunities to retain appropriate access.

8. **Who have you engaged and consulted with as part of this assessment**?

Three rounds of community engagement have been undertaken during development of the Outline Business Case. The engagement covered:

- the existing condition and role of the seawall;
- the risk of coastal erosion and landslide reactivation;
- the potential engineering options;
- the emerging preferred option; and
- potential implications for access, beach amenity and use of the frontage.

Engagement has included local residents, businesses and users of the Chesil Cove frontage. Consultation or technical engagement has also taken place with Natural England, the Environment Agency, Dorset Council Planning Authority, the Marine Management Organisation, Portland Town Council, Crown Estate interests and relevant environmental and World Heritage Site stakeholders.

Feedback has identified particular concerns regarding the effect of the proposed rock revetment on beach amenity and access to the sea. These matters will be considered further during detailed design. Continued engagement will be undertaken before construction, including engagement on access, temporary closures, traffic management and construction disruption.

9. Is further information needed to help inform decision making?

Yes. Further information will become available as the project progresses through detailed design, statutory approvals and construction planning. The equality-relevant information still to be developed includes:

- the permanent pedestrian and recreational access arrangements;
- any changes to access to the seawall, beach or sea;
- temporary public-right-of-way closures and diversion routes;
- accessibility of temporary routes;
- the construction traffic and delivery strategy;
- access to nearby homes, businesses and community facilities;
- the duration and timing of noise, traffic and access disruption;
- the format and accessibility of public communications; and
- feedback from continued community and stakeholder engagement.

The equality screening will be reviewed when this information is available and before construction begins. A full EqIA will be completed if the emerging design or construction arrangements identify a potentially significant or disproportionate adverse effect on a protected group that cannot be adequately mitigated.

Is an EQIA required?

Not every proposal will need an EqIA. The data and research should inform your decision whether to continue with this EqIA. If you decide that your proposal does not need an EqIA, please answer the following question:

This policy, strategy, project or service does not require a EqIA because (provide details):

A proportionate equality screening assessment has been undertaken using the information currently available from the Outline Business Case, technical studies and community engagement. The screening has not identified any likely significant, disproportionate or discriminatory adverse effects on people who share a protected characteristic or on the additional groups recognised by Dorset Council.

The current decision concerns approval of the Outline Business Case, allocation of capital funding and progression of the project into detailed design and statutory approvals. It does not change eligibility for, or access to, a council service, introduce a new policy affecting particular groups, or remove an existing service or facility.

The scheme is intended to provide a broad public benefit by reducing the risk of coastal erosion and landslide reactivation affecting homes, businesses, community assets, public rights of way and the A354, which is the only highway connection between Portland and the mainland. Maintaining the resilience of this route is expected to benefit the community generally and may be particularly important to disabled and older people, people with caring responsibilities, those without access to private transport and people who rely on the route to reach employment, education, healthcare and other essential services.

Some temporary effects may arise during construction, including changes to pedestrian access, use of the public right of way and beach, traffic movements, noise and access to nearby businesses. The detailed nature and extent of these effects are not yet known because the project remains at Outline Business Case stage. These matters will be considered through detailed design, planning, environmental assessment, traffic and access planning and continued community engagement. Reasonable and proportionate mitigation will be incorporated into the design and construction arrangements where necessary.

On the evidence currently available, these potential temporary effects do not justify completion of a full EqIA at this stage. A full EqIA will be completed if the design, consultation or construction planning identifies a potentially significant or disproportionate effect on a protected group that cannot be appropriately addressed through normal design and project mitigation measures.

Assessing the impact on different groups of people

For each of the protected characteristics groups below, please explain whether your proposal could have a positive, negative, unclear or no impact. Where an impact has been identified, please explain what it is and if unclear or negative please explain what mitigating actions will be taken.

- use the evidence you have gathered to inform your decision making.
- consider impacts on residents, service users and employees separately.
- if your strategy, policy, project or service contains options you may wish to consider providing an assessment for each option.
- see guidance for more information about the different protected characteristics.

Key to impacts

Positive Impact	• the proposal eliminates discrimination, advances equality of opportunity and/or fosters good relations with protected groups.
Negative Impact	• protected characteristic group(s) could be disadvantaged or discriminated against
Neutral Impact	• no change/ no assessed significant impact of protected characteristic groups
Unclear	• not enough data/evidence has been collected to make an informed decision.

Impacts on who or what?	Choose impact	How
Age		
Disability		
Care Experience		
Gender reassignment and Gender Identity		
Marriage or civil partnership		
Pregnancy and maternity		
Race and Ethnicity		

Impacts on who or what?	Choose impact	How
Religion and belief		
Sex (consider men and women)		
Sexual orientation		
People with caring responsibilities		
Rural isolation		
Socio-economic deprivation		
Single parents		
Armed forces communities		

Please provide a summary of the impacts:

Action Plan

Summarise any actions required as a result of this EqIA.

Issue	Action to be taken	Person(s) responsible	Date to be completed by

Sign Off

Officer completing this EqIA:

Officers involved in completing the EqIA:

Date of completion:

Version Number:

EqIA review date:

Equality Lead Sign Off:

Next Steps:

- the EqIA will be reviewed by Communications and Engagement and if in agreement, your EqIA will be signed off.
- if not, we will get in touch to chat further about the EqIA, to get a better understanding.
- EqIA authors are responsible to ensuring any actions in the action plan are implemented.

Please send to Diversity and Inclusion Officer

List of Acronyms

AEP	Annual Exceedance Probability
AOD	Above Ordnance Datum
AONB	Area of Outstanding Natural Beauty
AQMA	Air Quality Management Area
AST	Appraisal Summary Table
BCP	Bournemouth, Christchurch and Poole Council
BCR	Benefit Cost Ratio
BMP	Beach Management Plan
BNG	Biodiversity Net Gain
CEMP	Construction Environmental Management Plan
CMT	Carbon Modelling Tool
CSF	Critical Success Factor
DC	Dorset Council
DWT	Dorset Wildlife Trust
EA	Environment Agency
EIA	Environmental Impact Assessment
ESE	Early Supplier Engagement
FBC	Full Business Case
FCERM-AG	Flood and Coastal Erosion Risk Management Appraisal Guidance
FCERM	Flood and Coastal Erosion Risk Management
FDGiA	Flood Defence Grant in Aid
GiA	Grant in Aid
HRA	Habitats Regulation Assessment
INNS	Invasive Non-Native Species
LNR	Local Nature Reserve
LSE	Likely Significant Effects
MCA	Multi Criteria Analysis
MCZ	Marine Conservation Zone
MMO	Marine Manangement Organisation

NIA	Noise Important Area
NPSV	Net Present Social Value
OBC	Outline Business Case
PDZ	Policy Development Zones
PEA	Preliminary Ecological Appraisal
PESTLE	Political, Economic, Social, Technical, Legal, and Environment
PV	Present Value
PVB	Present Value Benefit
PVC	Present Value Cost
RAG	Red, Amber, Green
RPSC	Return on Public Sector Cost
SAC	Special Area of Conservation
SFRA	Strategic Flood Risk Assessment
SINC	Sites of Importance in Nature Conservation
SMP	Shoreline Management Plan
SOP	Standard of Protection
SPA	Special Protection Area
SSS	Side Scan Sonar
SSSI	Site of Special Scientific Interest
SWOT	Strengths, Weaknesses, Opportunities and Threats
TMP	Traffic Management Plan
VfM	Value for Money
WFD	Water Framework Directive
WLC	Whole Life Carbon

Recommendation to Cabinet
10 November 2026

From the Shareholder Committee for Care Dorset Holdings Ltd on 28 September 2026

Care Dorset Annual Performance Report

For Review and Consultation

Cabinet Member:
Cllr S Robinson – Adult Social Care and Health

Local Councillor(s):
All

Senior Leadership Team:
J Ingram – Director Adult Social Care

Report Author and job title: Chris Best, Chief Executive Officer, Care Dorset

Report Status: Public (the exemption paragraph is N/A)

Recommendation:

To receive the Care Dorset Annual Performance Report.

Appendices

Report to Shareholder Committee for Care Dorset Holdings Ltd on 28 September 2026 'Annual Performance Report', which includes the following appendix:
Impact Report 2025/26

Background papers

Agenda for Shareholder Committee for Care Dorset Holdings Ltd on Monday, 28th September, 2026, 2.00 pm - Dorset Council

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Shareholder Committee for Care Dorset Holding Ltd

28 September 2026

ANNUAL PERFORMANCE REPORT

For information and assurance

Report author: Chris Best

Title: Chief Executive Officer

Email: chris.best@caredorset.co.uk

Date: 14 September 2026

Report status: **PUBLIC**

Executive summary:

Care Dorset has continued to strengthen its performance and organisational maturity during its fourth year of operation, delivering over £4.1 million in savings since inception while maintaining strong occupancy, positive reablement outcomes and consistently good regulatory performance across inspected services. Workforce retention, training compliance and leadership capability have improved, supported by investment in organisational development and quality improvement. Despite ongoing financial, workforce and estate-related pressures, the organisation has maintained a strong partnership with Dorset Council and continued to develop new service provision, including specialist supported living. Governance, assurance and digital transformation arrangements have also been strengthened to support long-term sustainability and strategic delivery.

Recommendation(s):

The Committee is asked to note the annual performance report.

Reason for recommendation(s):

As an owned company of Dorset Council and a strategic partner in the delivery of adult social care services, this report provides the Shareholder Committee with an overview of Care Dorset's performance, achievements and key developments during the reporting period.

DELIVERY AGAINST INITIAL EXPECTATIONS

1. The Cabinet report of November 2021 established a number of key expectations for the Local Authority Trading Company. As these expectations have not subsequently been refreshed, they continue to provide the basis for assessing Care Dorset's performance nearly four years after commencing operations in October 2022.

2. Financially, Care Dorset has exceeded the original savings target. Against an expectation to deliver £3 million of gross savings by April 2025, the organisation has generated almost £4.1 million of savings since inception. This includes £896k arising from the closure of Sidney Gale House in August 2024, demonstrating the organisation's contribution to delivering value for money.

3. In relation to residential capacity, Care Dorset currently operates 175 block-contracted beds, lower than the original ambition of 220 beds. This reflects changes to the operating model following the closure of Sidney Gale House and an increase in the proportion of self-funded provision. Despite the reduced bed base, occupancy across block-funded residential services has averaged 90.4%, representing a significant improvement on the position at transfer. Services are also supporting people with increasingly complex needs, demonstrating Care Dorset's ability to provide care for individuals with higher levels of acuity.

4. Recovery and reablement services continue to make a significant contribution to system flow. While reablement bed capacity has reduced from 30 beds across three services to 12 beds at Castleman Plus, occupancy has remained strong and has increased further during 2026. Community Reablement has continued to perform well, supporting an average of almost 150 people each week, with short intervention periods and positive outcomes. Notably, 97% of people completing reablement do so without requiring an increased package of ongoing care.

5. Care Dorset has also continued to strengthen its presence within local communities through a range of engagement activities, including fundraising initiatives, intergenerational projects with local schools, and sponsorship of community sports teams. These activities support the objective of creating strong local connections and promoting community-based opportunities.

6. The relationship between Care Dorset and Dorset Council remains positive and constructive. Regular engagement and reporting arrangements are in place across both organisations, supported by quarterly service-level agreement meetings. While some property-related matters remain unresolved, there is a shared commitment from both organisations to address these challenges and maintain progress against strategic objectives. Overall, partnership working remains a significant enabler of Care Dorset's success.

STRATEGIC CONTEXT AND DIRECTION

7. Care Dorset's five-year strategy, Your Life, Your Way, continues to provide the overarching framework for organisational decision-making and development. The strategy is underpinned by the vision of creating "a world where people can thrive" and is delivered through four strategic pillars: Quality, Reputation, Effectiveness and Growth.

8. During the reporting period, the organisation has focused on strengthening the foundations required to deliver its long-term ambitions. This has included enhancing governance and

accountability arrangements, improving the quality and accessibility of performance information, developing more consistent operational standards, and investing in leadership capability across the organisation.

9. Alongside this, significant emphasis has been placed on ensuring resources are deployed effectively and sustainably, supporting both service quality and financial resilience. Collectively, these activities are establishing a stronger platform from which Care Dorset can continue to improve outcomes for people who use services, respond to future demand, and deliver against its strategic objectives.

QUALITY AND THE EXPERIENCE OF PEOPLE WE SUPPORT

10. Maintaining and improving the quality of care and support remained the organisation's primary focus throughout the reporting period. This was achieved against a challenging operating environment characterised by increasing complexity of need, workforce pressures, ageing estate infrastructure and the need to maintain consistent service delivery across a geographically dispersed portfolio of services.

11. Priority attention was given to strengthening key areas of quality assurance, including care planning and record keeping, medicines management, workforce deployment, safeguarding, leadership oversight and engagement with families and professionals. Alongside this, continued emphasis was placed on ensuring improvement actions were completed in a timely manner and that learning was embedded across services.

12. Progress has been made in strengthening oversight, standardising operational practice and improving assurance arrangements. This work will continue as the organisation seeks to embed sustainable improvements, demonstrate consistency across services and provide ongoing assurance regarding the quality, safety and effectiveness of care and support delivered to the people it serves.

PEOPLE, LEADERSHIP AND CULTURE

13. Our colleagues remain central to delivering high-quality services, maintaining our reputation and supporting the long-term sustainability of the organisation. During the reporting period, Care Dorset has continued to embed its servant leadership approach through the introduction of the CARE Leadership Model, which is being rolled out across the organisation to promote consistent leadership behaviours, accountability and culture.

14. While leadership within residential services experienced some instability earlier in the reporting period, this has now largely stabilised. Managers in post are making positive progress in developing their teams, strengthening performance and modelling the values and behaviours that underpin a positive organisational culture.

15. Investment in leadership development has also been a key priority. In April 2026, Care Dorset held its first Leaders' Summit, bringing together local and senior leaders from across the organisation to strengthen collaboration, align strategic priorities, share learning and reinforce a collective commitment to delivering high-quality care and support.

16. The organisation has continued to invest in workforce capability through its partnership with the British Institute of Learning Disabilities (BILD). This programme has supported the rollout of Positive Behaviour Support (PBS) and the introduction of PBS coaches across

services, strengthening professional practice and improving outcomes for the people we support.

17. This work has also enabled the development of THRIVE, Care Dorset's organisational model of support. THRIVE brings together Positive Behaviour Support, Active Support, Capable Environments and Practice Leadership into a single framework designed to promote independence, choice, inclusion and quality of life. The model provides a clear and consistent approach to delivering person-centred care and will continue to underpin leadership development, workforce practice and service improvement across the organisation.

18. Table 1 sets out the key workforce metrics position from October 2025 to July 2026.

TABLE 1:

Key metric	October 25	July 26
Colleague voluntary turnover	15%	15.04%
Colleague retention	71.2%	79%
Sickness *(average number of sick days per FTE in a 12-month period)*	10.3 days	10 days
Colleague engagement score	80%	79%
Training compliance	82%	91%

OPERATIONAL PERFORMANCE

19. Care Dorset continues to deliver a diverse portfolio of services across residential care, bedded and community reablement, day opportunities, extra care and supported living. Demand for services remains strong, with increasing complexity of need across many service areas, requiring continued focus on quality, workforce capability and operational resilience.

20. Regulatory performance remains a significant strength for the organisation. During the reporting period, Anglebury Court and The Lawns were inspected by the Care Quality Commission (CQC), with both services achieving an overall rating of Good. Notably, The Lawns improved from a previous rating of Requires Improvement in August 2024 to Good following its July 2026 inspection, demonstrating the effectiveness of targeted quality improvement activity and the commitment of colleagues across the service.

21. All currently inspected Care Dorset services hold an overall Good CQC rating. Several newer services, including Castleman Plus and St Martin's, have not yet received their first inspection since opening or registration changes.

FINANCIAL PERFORMANCE

22. Financial sustainability remained a key area of focus throughout the reporting period. Like many organisations operating within the care sector, Care Dorset faced increasing cost pressures, including the impact of national policy changes such as increases to employer National Insurance contributions. In addition, changes to arrangements with Dorset Council resulted in Care Dorset assuming greater responsibility for leased properties, alongside the

delivery of unplanned savings totalling £500k to support the Council's wider financial position. Despite these challenges, the organisation has continued to take action to strengthen financial resilience and improve operational efficiency.

23. A significant development during the year was the introduction of Neuven as Care Dorset's neutral vendor for agency staffing. Implemented in May 2025, the arrangement has improved oversight and control of agency staffing requirements, increased transparency in agency utilisation, and reduced premium agency costs. This has contributed to a more effective approach to workforce management and has saved the organisation £280,000.

24. The organisation has also continued to invest in digital transformation as a key enabler of future efficiency and growth. The appointment of a Head of Digital Services and Systems has provided dedicated leadership for the development of a comprehensive digital roadmap, designed to simplify the technology landscape, improve system integration, and strengthen the quality of management information available to support decision-making. The benefits of this programme will be realised progressively over the coming years as new systems and processes are embedded across the organisation.

25. Further progress has been made through the implementation of a new electronic rostering system, which went live in April 2026. The system has improved the experience of colleagues by providing greater flexibility and visibility over working patterns and leave arrangements, while also enhancing organisational oversight of workforce deployment, productivity and resource utilisation. Collectively, these initiatives are strengthening organisational effectiveness and establishing a more robust platform to support the delivery of Care Dorset's strategic ambitions.

GROWTH AND COMMERCIAL DEVELOPMENT

26. Sustainable growth remains an important strategic objective for Care Dorset, enabling the organisation to support more people, diversify its income streams and increase its contribution to the wider health and care system. Consistent with the organisation's strategic approach, growth opportunities continue to be assessed against clear criteria, including strategic alignment, quality impact, workforce capacity, financial viability, capital requirements and overall deliverability.

27. The organisation has also expanded its service portfolio through the successful mobilisation of Littlemoor Road, a specialist transition service for younger adults with learning disabilities and/or autism. This builds on the success of the Dorchester Road service and demonstrates Care Dorset's ability to develop innovative services that respond to identified local demand.

28. Alongside service development, increasing self-funded occupancy has remained a key commercial priority. Care Dorset now has 46 residential care home beds funded outside of the block contract arrangement. While occupancy across these beds has averaged 66.4% during the reporting period, increasing utilisation remains an important opportunity to strengthen income generation and improve financial performance.

29. The organisation's commercial development capacity was impacted during the period by the removal of the Chief Commercial Officer role from the structure as part of wider cost-saving measures. While the direct effect on growth outcomes is difficult to quantify, the reduction in dedicated commercial resource presents a challenge in progressing business development opportunities at pace. Notwithstanding this, Care Dorset continues to pursue

growth opportunities that align with its strategic objectives and deliver sustainable benefits for the organisation, the Council and the people it supports.

PARTNERSHIPS AND REPUTATION

30. Care Dorset's ability to deliver its strategic objectives is underpinned by strong partnerships across the health and care system. Productive relationships with Dorset Council, NHS partners, commissioners, regulators, community organisations, and the people we support and their families continue to support service quality, organisational development and positive outcomes for local communities.

31. The relationship with Dorset Council remains particularly important given its role as shareholder, commissioner, landlord and strategic partner. Throughout the reporting period, constructive engagement has been maintained through established governance, reporting and operational forums, supporting collaborative working and alignment of shared priorities.

32. These strong partnership arrangements have enabled continued progress across service delivery, transformation programmes and strategic development initiatives. They have also supported Care Dorset's growing reputation as a trusted provider, evidenced through improved regulatory outcomes, sector engagement and increasing recognition of the organisation's innovative approaches to care and support.

GOVERNANCE, ASSURANCE AND STRATEGIC RISKS

32.1. The governance framework continued to evolve during the reporting period, reflecting both changes in Board membership and the organisation's ongoing commitment to maintaining effective oversight and assurance. The Board saw the departure of Andrew Billany following his move from Dorset Council. As Care Dorset's first Company Director and a longstanding advocate for the organisation, Andrew made a significant contribution to the establishment and development of the business.

32.2. To strengthen Board capability and provide additional assurance in relation to the organisation's growing clinical responsibilities, Dr Felix Davies joined the Board as a Non-Executive Director in August 2025. His clinical expertise and experience have enhanced Board discussions and strengthened oversight of quality, safety and clinical governance.

32.3. The organisation's strategic risk profile remains stable overall, although work continues to reduce a number of risks to their target levels. Oversight arrangements remain in place through the Board and its committees, with regular monitoring of controls, mitigations and risk trends.

32.4. The principal strategic risks facing Care Dorset relate to changes in policy and commissioning arrangements, financial pressures arising from the wider economic environment, the condition and suitability of the estate, digital resilience and information security, the ongoing delivery of high-quality care, and the organisation's ability to deliver its strategic priorities and growth ambitions. These risks are regularly reviewed to ensure that emerging issues are identified early and that mitigating actions remain effective.

32.5. While the operating environment continues to present challenges, the Board is satisfied that appropriate governance, risk management and assurance arrangements are in place to support informed decision-making and maintain oversight of the organisation's most significant strategic risks.

32.6. Care Dorset operates a well-established governance structure designed to provide effective oversight, assurance and accountability across the organisation. Supporting the work of the Board are four Chief Officer-led committees, each responsible for overseeing defined areas of organisational performance, risk and strategic delivery.

32.7. The committees play a key role in providing assurance to the Board through the monitoring of key performance indicators, oversight of strategic and operational risks, and scrutiny of progress against agreed business plan objectives. This approach enables the Board to maintain visibility of performance and emerging issues while ensuring appropriate challenge and accountability throughout the organisation.

32.8. The four committees are:

- Clinical Governance and Best Practice Committee
- People and Resources Committee
- Property and Assets Committee
- Business Development Committee

32.9. Collectively, these committees provide a structured framework for oversight and decision-making, supporting the effective delivery of Care Dorset's strategic priorities and ensuring that risks, performance and opportunities are subject to regular review and scrutiny.

CHIEF EXECUTIVE'S CLOSING REFLECTIONS

33. As Care Dorset approaches its fourth year of operation, it is in a stronger and more mature position than when it was established in October 2022. The period has been marked by significant external pressures, including financial constraints, workforce challenges, increasing complexity of need, and ongoing change across the health and social care sector. Despite this, the organisation has remained focused on its core purpose of supporting people to live fulfilling lives while delivering value for Dorset Council and local taxpayers.

34. The report highlights a number of noteworthy achievements. Care Dorset has delivered savings in excess of those originally anticipated, maintained strong occupancy across contracted services, secured positive regulatory outcomes, strengthened workforce capability and retention, and continued to develop services that promote independence and community inclusion. Progress has also been made in strengthening governance arrangements, leadership capability and organisational effectiveness. Underpinning these achievements is a continued commitment to a culture centred on compassion, accountability, respect and empowerment.

35. The organisation remains realistic about the challenges that lie ahead. Sustained focus will be required to continue improving quality, manage ongoing financial pressures, address estate-related risks and ensure sufficient organisational capacity to deliver both operational priorities and long-term strategic ambitions. Growth opportunities will continue to be pursued where they align with Care Dorset's purpose, values and commitment to delivering high-quality care and support.

36. Looking ahead, the priorities set out within Your Life, Your Way remain unchanged. The organisation will continue to focus on strengthening quality, developing leadership, improving organisational effectiveness, advancing digital capability and maintaining long-

term financial sustainability. Achieving these ambitions will depend on the commitment of colleagues and the continued support and collaboration of Dorset Council, health and care partners, families, carers and the people who use our services.

37. On behalf of the Board, I would like to thank our colleagues, volunteers, directors, shareholder representatives, stakeholder partners and families for their continued commitment and support. Most importantly, I would like to thank the people we support, whose experiences, aspirations and feedback continue to shape our services and provide the clearest reminder of why our work matters. Care Dorset enters the next stage of its journey with a strong foundation, a clear sense of purpose and a continued determination to deliver outstanding care and support for the people and communities of Dorset.

APPENDICES

38. Appendix A: Impact Report

BACKGROUND PAPERS

39. None

Care Dorset
Your Life, Your Way

Impact Report 2025/26



> I and my family are truly happy with the care given to Rob. The staff also care for the welfare of Rob's family.
>
> Family member

> I could not fault the care. They go above and beyond.
>
> Family member

> It feels like being at home. There's nothing I would change.
>
> Family member

> I feel like I've known the staff here for years. The atmosphere is friendly and there's a lot of laughter.
>
> Ruth

Contents

3. Chief Executive's welcome
4. Financial narrrative
5. Case study: bringing down agency costs
6. Operational update
7. Quality as culture
9. Bringing wishes to life
10. Opinion: Vic Rayner OBE, National Care Forum CEO



Care Dorset
Your Life, Your Way

Year in Review

It's extraordinary to think it's been a whole year since we last shared stories of the impact Care Dorset has made to the lives and families of the people we support, to Dorset Council and to the communities of Dorset.

We're now in the second year of a five-year strategic period.

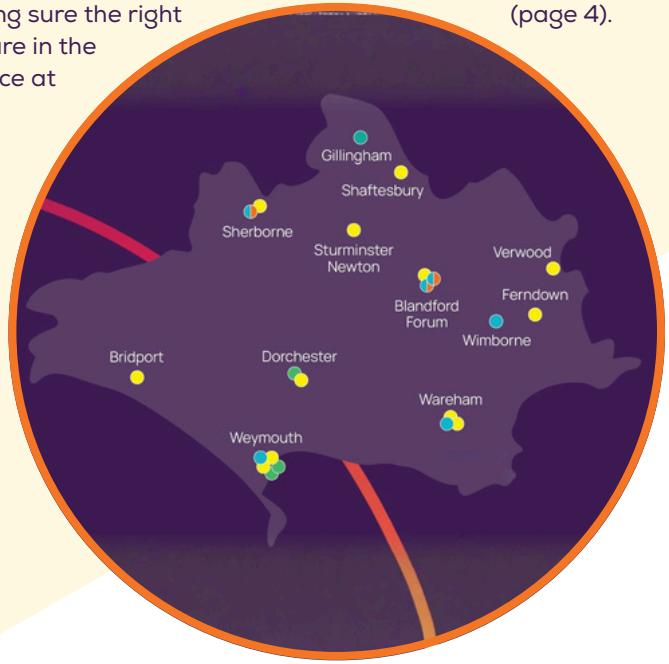
This is a time of sleeves-up renewal – modernising our business and bringing the 23 services, plus outreach, together into one efficient organisation delivering our vision: 'A world where people can thrive.'

We need this because exceptional service starts with enabling our colleagues to succeed.

By making sure the right people are in the right place at the right time and giving them the tools, support, and environment they need to thrive, we empower them to deliver the best possible experience for the people we support.

So perhaps you can imagine how much harder that was without the ability to see in one place what shifts are booked, how much absence we're dealing with and who's on annual leave.

Our Chief Finance Officer, Lisa Evans, has been leading a major project to bring in a system which can do just that (page 4).



Good' across the board

Talking of unity, I'm hugely pleased to report all of our regulated and inspected services are now rated 'Good' in all domains by the Care Quality Commission.

Anyone who has undergone a CQC inspection will know what a moment that is for colleagues, and – prepare as you might – there's no way to make it anything other than stressful.

Chief Operating Officer Ally Prince describes what was done to ensure one service went from 'Requires Improvement' back to 'Good' at the first opportunity (Page 6).

And this has all been done while we welcome our newest service, Littlemoor Road in Weymouth. A product of the success of our first Transition service, and an opportunity for growth, new experiences and (I hope) fun for three young people



Insight

Adult social care (ASC) has been headline news recently in a way it hasn't been for years. While we're all focussed on the day job, it's important to look up and see how our experience tracks against national trends.

We're proud members of the National Care Forum which represents not-for-profits and LATCos in the ASC industry and I am grateful to its CEO, Vic Rayner OBE, for sharing insights into this sector, its drivers and many challenges.

Thank you for taking the time to read this Impact Report. If you would like to discuss any part of it do please simply contact me.

Sincerely,

[redacted]

Chris Best
Chief Executive Officer



Financial narrative

By **Lisa Evans**, Chief Financial Officer

Towards stable growth

Care Dorset has returned £500,000 in savings to Dorset Council over 12 months, whilst driving for growth. But high-quality care for the people we support must always be put first.

"Net profits have continued to grow year-on-year, from a loss in 2023 to £10k the following year and £40k in this.

This small surplus is very welcome as we, like all publicly owned adult social care bodies, must operate within a tight financial envelope.

Messaging the importance of value-for-money and discipline is ongoing, and is bearing fruit.

But I'm proud that rather than passively managing each efficiency issue piecemeal, Care Dorset has instead done the hard thing and faced the structural causes.

Programmes to unify staff rota, holiday and absence management (see right) and agency costs (page 5) are both steps towards the *'Care Dorset Way'* which will generate economies for years to come."





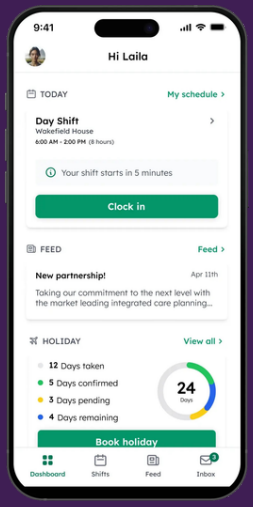


Financial KPIs	Unit	2025/26*	2024	2023
Revenue	£'000	48,600	31,919	29,583
Operating profit/loss	£'000	40	10	(394)

*The financial results cover an 18-month reporting period. Equivalent 12 months sales are 2% higher than the previous final year, with growth from private funders and growth in Extra Care.

Making sense of rotas

Until 2026 there was no single way to see your shifts, book leave or record sickness. Each service did it their way.



In April, Care Dorset implemented a new digital rostering system, Sona.

For most colleagues Sona is a mobile app where they can book holiday, see their rota and access additional shifts.

For the organisation, it has strengthened oversight of workforce deployment, enabled deeper insight into working patterns and productivity, and enhanced monitoring of delivery and resource use.

As a result, the system is supporting more effective workforce planning while helping to ensure resources are aligned to demand.

Care Dorset
Your Life, Your Way

Zoning in on agency costs

When you need a care and support colleague and there's no one to call, you call agency. But that comes at a cost. It can become a habit. And it quickly adds up to a sizeable bill. How to address it?

Care agencies exist to fill gaps. Without them it would be very difficult to keep services at safe staffing levels. The industry needs agency.

But for Care Dorset what was meant to be an 'in need' additional service had become a 'baked in' financial burden. Agency use was consistently over expectations and some suppliers were charging premiums it was hard to justify.

Service colleagues who booked agency were working with systems, habits and relationships which had built up over years – and each did it differently.

Simply saying it was a problem wasn't going to solve the problem.

In late 2024 Care Dorset approached Neuven, seeking a refresh of our relationship with agency. We said we believed we were using it too much, we appeared to be using the most expensive agencies most often and there wasn't enough visibility.

The programme to tackle that ran throughout spring of 2025.

Neuven renegotiated agency fees. Most agencies engaged, but those who chose not to join the roster at the new rates were released.

There were communications, face-to-face meetings and a little training to update managers and senior staff. It wasn't about taking operational decisions away, just standardising the process to be more visible.

System goes live

Under the new system there would only be one way to book agency – through an online portal. That went live in May 2025.

Care Dorset has made a saving of £280,000 compared to hourly coverage in the previous year.

Chief Operating Officer Ally Prince said: "We like and need our agency colleagues. This is about management.

"It's reminded anyone booking agency to think twice – is this really necessary? Are there other options? I believe that's made a big difference."





Operational update

By **Allyson Prince**, Chief Operating Officer

You're in a Good place

In March 2025, The Lawns in Weymouth was rated 'Requires Improvement' by the Care Quality Commission (CQC). Skip forward a year and it's back to 'Good' again. What was the difference?

"It's such a pleasure to say all of Care Dorset's CQC-inspected services have achieved a 'Good' rating.

We've had two inspections in 2026. Anglebury Court, our Residential service in Wareham, was inspected in February and rated 'Good' in May.

And in August another Residential service, The Lawns in Weymouth, regained its 'Good' title.

Both were wonderful achievements by service colleagues and great for the people we support and their families.

But I must admit getting back our 'Good' at The Lawns was very special.

Safe	Good ✓
Effective	Good ✓
Caring	Good ✓
Responsive	Good ✓
Well led	Good ✓

The new Manager, Michelle Harwood, has created a great 'can do' culture, and her enthusiasm was noticed.

One relative told the CQC: 'The new management have turned the place around.'

There were lots of reasons The Lawns earned its rating – all of them hard won – but having that leadership in place is a huge benefit."

Second service

In May 2024 Care Dorset opened its first 'Transition service,' essentially a Supported Living home for people aged 18-25 as they develop independence skills.

That was Dorchester Road in Weymouth, and its leadership have since been nominated in two separate national awards.

So it was fantastic to see that success turn into a second Transition service, Littlemoor Road, again in Weymouth, which opened in July.



Here to THRIVE

Many care services have their own model of care provision. Care Dorset has developed its own – called THRIVE – and it will become a cornerstone of our service.

THRIVE is a combination of three care disciplines:

1. **Active Support**
Helps people with disabilities take part by shifting support from "doing for" to "doing with" – promoting independence, skills, and meaningful engagement.

2. **Positive Behaviour Support**
Improves quality of life and reduces challenging behaviour by understanding why behaviours occur.

3. **Person-centred care**
Centring an individual's values, preferences, and circumstances. Treating the person rather than the diagnosis.

We're at an early stage in the rollout, but excited to develop a branded THRIVE model serving all the people we support.

Quality as a culture (part 1)

Quality in care requires a culture which is open to development, and programmes which provide it. Care Dorset has both - but neither happen by themselves.

In September last year, all Care Dorset learning & development activity was brought together under the CarePath Academy brand.

CarePath Academy is a keystone in the 'Care Dorset Way' across the 23 services and outreach. That includes compliance level training and career development.

Its two tiers of Leadership training - partly based on the NHS 'QI' model - is developing the next generation of Care Dorset leaders.

The CarePath Academy remains a Care Dorset programme, but with a medium-term ambition to become an awarding body, offering recognised care qualifications.

Milestones

Milestones passed, and coming up...

150

Colleagues completed a PBS Practitioner course.

30

Colleagues progressed to PBS Coach status.

50

More PBS Coaches will be trained in the next two years.

75

Active Support Practitioners in the next two years.

4

Level 5 BTEC Diplomas in PBS Practice Leadership.

CarePath Academy
Care Dorset

Positive Behaviour Support

Last year, Care Dorset began a three-year partnership with the disability charity network Bild to strengthen our Positive Behavioural Support (PBS) practice.

PBS is one pillar of THRIVE (page 6), Care Dorset's new care model.



Care Dorset
Your Life, Your Way

Quality as a culture (part 2)

With 23 services plus outreach "What's it like to be at Care Dorset?" was not always a question with an answer. The Customer Experience Team was created to provide one.

Care Dorset needed a 'golden thread,' bringing Quality and safeguarding, its Values and its ambitions to life for all stakeholders.

In November last year the Customer Experience Team was launched. The 'experience' is that of the people we support, but also of families, colleagues and others.

The team's Customer Voice programme now drives almost all stakeholder engagement, including surveys - bringing them together in one place for analysis.

It also leads integration with third-party agencies whose role it is to assess Care Dorset's provision, ensuring it meets the standards expected by regulators and others.

The goal is always safer, higher-quality and more meaningful outcomes for everyone.



KeeP 106 106.3 FM and online

Dorset's Reablement rates beat all the averages

DAILY ECHO

Care Dorset reablement service amongst best in England

DorsetECHO

Dorset care company 'among most successful in England'

Reablement success

In April, Care Dorset announced its Reablement care could be listed amongst the best in England.

Some 92% of those who used it, ended needing no increase in care.

That's 15% better than the national average and outranks the South West - itself the top-performing region at 86%.

In the three months to February, the Care Dorset team delivered over 12,000 hours of support.

During the same period, 92% of users ended their Reablement with no increase to their package of care.



Care Dorset
Your Life, Your Way

Making dreams come true

No one stops enjoying the things they've always enjoyed just because they've moved into a care setting. Creating a perfect day can mean extra effort – but it's what Care Dorset does.

When Gerald White turned 100, he could not have known he was about to have an 80-year-old wish fulfilled.

Gerald lives in The Hayes, a Care Dorset Residential home in Sherborne.

The father of two said: "In my 20s my friend Eddie had a motorbike and sidecar, but he would never let me ride in it."

Activities Officers decided they wanted to do something about that.

The problem was they didn't know anyone who owned a sidecar.

So an appeal went up on Facebook groups: "Do you have a sidecar? We'd like to make someone's day."

That caught the attention of local bikers.

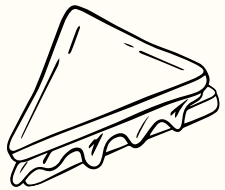
Then it was spotted by someone with an award-winning, homemade sidecar.

Fast forward to June this year.

Gerald is being helped into the sidecar, along with 20 bikers who will be his guard of honour (in return for bacon sandwiches from the kitchen team).

Watch the video...







Adventures so far...

Football-mad Ron gets star treatment at Weymouth FC

Brief Encounter star Margaret turns 100, gets message from the King delivered by the mayor

Gerald's sidecar ride out

Former landlord Shirley pulls pints again

Care Dorset
Your Life, Your Way

The future is LATCo shaped

As a publicly owned Local Authority Trading Company, Care Dorset occupies a unique place in the adult social care market, says National Care Forum CEO Vic Rayner OBE.

There is a growing group of NCF's not-for-profit members who operate as Local Authority Trading Companies (LATCos), meaning they grew out from local authorities and so possess strong local knowledge and established trust amongst the people and communities they support.

LATCos are delivering measurable improvements in adult social care and support across the UK.

By their nature align with the current Labour government's priorities of ethical public service delivery, fair employment and community wealth-building while also offering appeal through their efficiency, innovation and financial sustainability.

LATCOs, charities, community interest companies, housing providers, local authority direct provision and social enterprises operate services throughout England.

Between them they provide 20% of the social care provision delivered every day.

We believe this needs to increase.

Other services that are provided to older and disabled adults is done so on a 'for profit' basis.

In many cases those profits are redirected away, or 'extracted', from social care provision each year, whereas not-for-profit care and support organisations reinvest their surplus, offering more transparency and clearer accountability for the use of taxpayers' and self-payers' money.

Adult social care reform

This idea of 'extractive profit' or 'profiteering' has been highlighted recently by both Prime Minister Andy Burnham and Baroness Louise Casey.

The Casey Commission's 'Big Conversation on Care' has asked the public to submit proposals to tackle the question: 'When we are old or disabled, or have a serious illness, who should support us and how?' and at the time of writing 55 of the suggestions posted feature not-for-profit care in some way.



We are hopeful that by the time this public consultation has concluded these proposals will have received sufficient support to ensure the future role of not-for-profit care and support is included in the Commission's recommendations for the reform of adult social care.

We want to both support our members to grow and see the proportion of not-for-profit provision in adult social care increase and we would welcome working with the government to achieve this.

In collaboration with our members we have made a series of recommendations to government in order to transform the adult social care sector. You can read these here.

At a time when the social care system continues to experience challenges around funding, commissioning and workforce, we are keen to see how the new government may respond to hearing more about the purpose of our not-for-profit members and the innovation taking place within their organisations.

We hope to see the recognition, strengthening and growth of not-for-profit care and support provision become central to the development of a National Care Service.

Furthermore, we will continue to support Care Dorset and all our members by ensuring their voices are heard at the highest level of government.



Care Dorset

Your Life, Your Way

Contact

For further information please
contact our team on hello@caredorset.co.uk

www.caredorset.co.uk

Dorset Council, County Hall, Colliton Park, Dorchester, Dorset, DT1 1XJ

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Cabinet

10 November 2026

Shillingstone Parish Neighbourhood Plan Review

For Decision

Cabinet Member:
Cllr S Bartlett, Planning & Planning Enforcement

Local Councillor: Cllr S Murcer

Senior Leadership Team:
J Britton - Executive Director, Economy & Environment

Report author and job title: Ed Gerry, Community Planning Manager
Email: Ed.Gerry@dorsetcouncil.gov.uk

Statutory Authority: Localism Act 2011
Levelling-up and Regeneration Act 2023
Neighbourhood Planning (General) Regulations 2012 (as amended)

Report status: Public (the exemption paragraph is N/A)

1. Executive summary

1.1 The neighbourhood plan review has been subject to independent examination and the examiner has recommended that the Council should make (adopt) the plan with the modifications specified in his report (Appendix B). (The examiner has concluded that there is no statutory requirement for a referendum in this instance given the limited nature of the changes proposed to the plan). The purpose of this report is to formally make the modified plan part of the development plan for use in planning decisions in the Shillingstone Neighbourhood Area.

2. Recommendations

2.1 The following recommendations are made:

a) That the Council 'makes' the Modified Shillingstone Parish Neighbourhood Plan (as set out in Appendix A) 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.

3. Reason for the recommendations

3.1 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.

4. Shillingstone Parish Neighbourhood Plan Review

4.1 The neighbourhood plan area for Shillingstone was designated by North Dorset District Council in September 2013. Following significant amounts of consultation and research Shillingstone Parish Council (the Qualifying Body) submitted the Shillingstone Neighbourhood Plan 2016 to 2031, and associated documents, to North Dorset District Council in April 2016. The submitted plan was subject to consultation, independent examination and then a referendum. The referendum was held on 9 February 2017 and a majority of those who voted in the referendum voted in favour of the plan. Consequently, the neighbourhood plan was formally made by North Dorset District Council on 21 February 2017.

4.2 In 2025, Shillingstone Parish Council decided to review the made plan. It is set out in the review that the plan has been refreshed to reflect changes that have occurred, reflecting current planning needs, including updates to the forecast and actual stock of houses built so far, and land available for development, and to make certain policies clearer. Full details regarding the changes proposed are outlined in the Modifications Statement which is available via the link set out at the end of this report.

4.3 The modified plan, and its associated documents, were subject to formal consultation from 12 June 2026 to 24 July 2026. Dorset Council[1] subsequently made arrangements for an independent examination of the plan review as required by The Neighbourhood Planning (General) Regulations 2012 (as amended).

[1] On 1 April 2019 the county's nine councils were replaced by two new organisations. Dorset Council became the local authority for the area previously covered by North Dorset District Council.

4.4 The examination was conducted by Andrew Mead BSc (Hons) MRTPI MIQ. The Examiner's Report on the plan review was published on 7 September 2026. The report concludes that subject to one modification, and other minor non-material amendments, the modified plan should proceed to be made (adopted) by Dorset Council. (The examiner has concluded that there is no statutory requirement for a referendum in this instance given the limited nature of the changes proposed to the plan). The modified plan, once made, will replace the existing Shillingstone Neighbourhood Plan 2016 to 2031, which was made in February 2017, as part of the development plan for the Shillingstone Neighbourhood Area.

5. Alternative options considered

5.1 In this instance there are no reasonable alternative options available to the Council following the outcome of the examination. The Council is legally required to 'make' (adopt) the modified neighbourhood plan.

6. Legal considerations

6.1 A legal challenge could be made against the decision to **'**make' the modified Shillingstone Parish Neighbourhood Plan. Such a challenge could be made on the basis that the neighbourhood plan does not meet the basic conditions, is not compatible with the Convention rights or because it does not comply with the definition of a neighbourhood development plan. However, the independent examiner who examined the plan has considered these matters in light of the consultation responses made to the plan. The Council has also considered these matters and is of the view that there is no basis for reaching a different view to the examiner.

7. Financial implications

7.1 Under previous rules, Dorset Council has been eligible to claim a grant of £10,000 after the revised plan comes into force following examination. This grant is intended to cover the costs associated with the Council's input into the production of the modified neighbourhood plan including the costs associated with the examination. The government has not yet announced grant support arrangements for the 2026/27 financial year. However, it is anticipated that the previous grant support arrangements will continue.

8. Natural environment, climate & ecology implications

8.1 The neighbourhood plan review has been prepared in accordance with national planning policy and guidance which seeks to deliver sustainable development through planning decisions including by improving biodiversity and mitigating and adapting to climate change. The independent examiner

who conducted the examination of the plan considers that the modified plan contributes to the achievement of sustainable development.

8.2 As this report is pertaining to the Shillingstone Parish Neighbourhood Plan Review, there is no specific requirement for including a climate decision-wheel in this instance.

9. Well-being and health implications

9.1 The plan review has been prepared in accordance with national planning policy and guidance which seeks to deliver healthy, inclusive and safe places.

10. Other implications

10.1 The neighbourhood plan review will form part of the development plan for the Shillingstone Neighbourhood Area alongside other current adopted plans including the North Dorset Local Plan Part 1 (2016). Planning applications, which will be considered by Dorset Council, will be determined in accordance with the development plan unless material considerations indicate otherwise.

11. Risk implications

11.1 HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: LOW

Residual Risk: LOW

12. Equalities

12.1 Part of the independent examiner's role was to consider whether the neighbourhood plan review would breach or otherwise be incompatible with any of the Convention rights within the meaning of the Human Rights Act 1998. No issues were raised by the examiner in this regard.

13. Appendices

Appendix A: Shillingstone Parish Neighbourhood Plan – 2025 Review
Appendix B: Examiner's Report

14. Background papers

14.1 Documents relating to the Shillingstone Parish Neighbourhood Plan Review can be accessed via the following webpage:

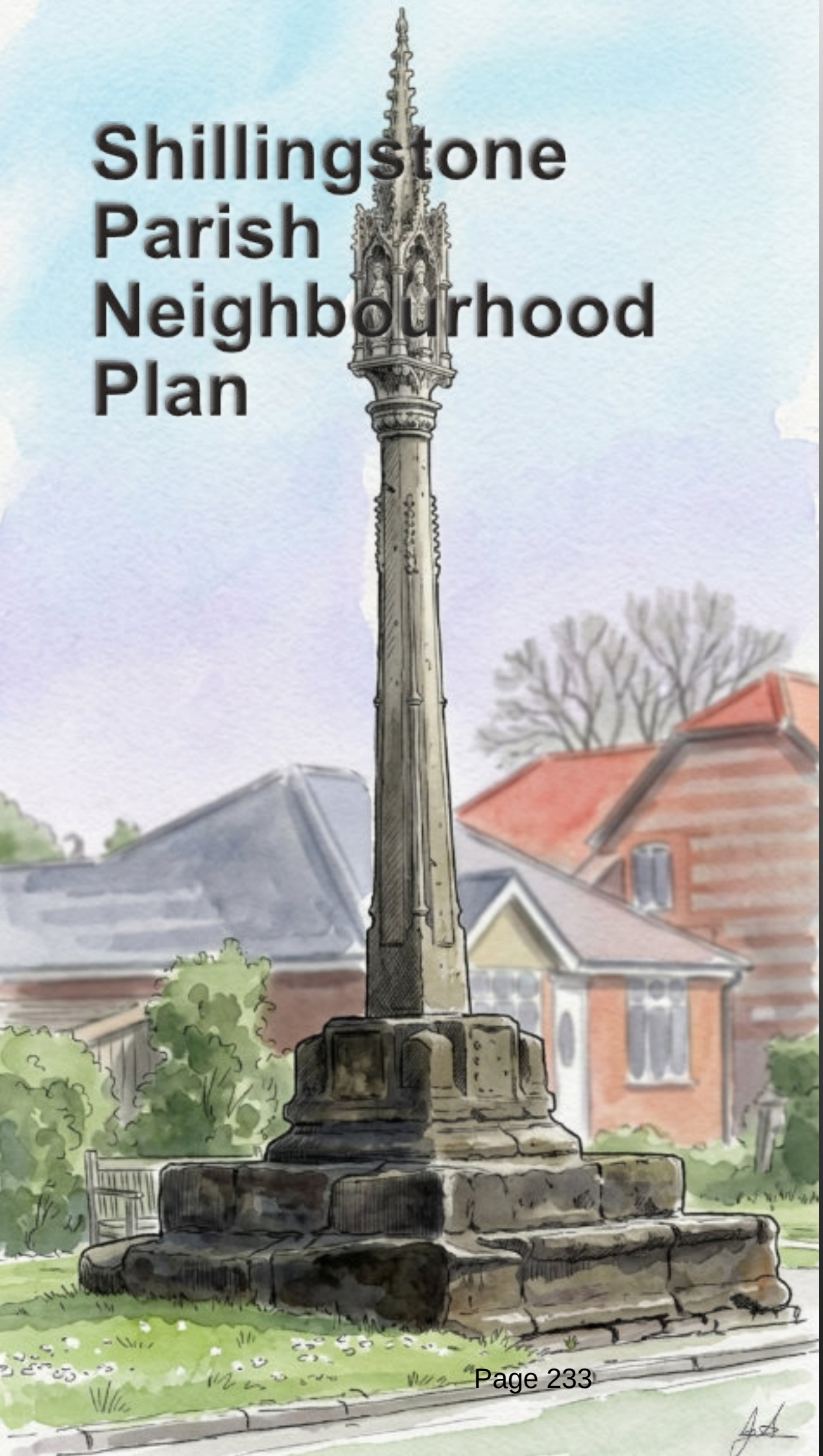
Shillingstone Neighbourhood Plan - Dorset Council

15. Report sign-off

15.1 This report has been through the internal report clearance process and has been signed off by the Director for Assurance & Governance (Monitoring Officer), the Director for Resources (Section 151 Officer) and the appropriate Cabinet Member.

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Shillingstone Parish Neighbourhood Plan



2025 Review

August 2026



The 2025-26 Shillingstone Parish Neighbourhood Plan review was conducted by the Shillingstone Parish Council Planning Committee.
The process was facilitated through the active support of parish residents and professional engagement with the Dorset Planning Consultancy.

Shillingstone Parish Neighbourhood Plan First Review | 2016 to 2031

This is the Shillingstone Parish Neighbourhood Plan (as reviewed in 2025), produced by Shillingstone Parish Council with the help of local residents.

The plan will be used to guide future planning decisions for our area.

It has been refreshed to reflect changes that have occurred, reflecting current planning needs, including updates to the forecast and actual stock of houses built so far, and land available for development, and to make certain policies clearer.

REVIEW VERSION - FIRST DRAFT
April 2025

February 2017
First version of the neighbourhood plan officially 'made' part of the development plan for the area, following a successful referendum

Summer 2025
Updated plan produced for consultation, with a statement setting out the main changes

May 2026
The plan and supporting evidence base will be sent to Dorset Council, who will organise the Examination process, and appoint an Independent Examiner to consider the plan and supporting evidence

Summer 2026
The Examiner will recommend, whether the plan (subject to modifications if needed), meets the required basic conditions, and whether the changes are so significant to require a referendum

Autumn 2026
Dorset Council will organise the referendum if needed or will officially re-make the plan as part of the development plan for the area



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A HANDY ONE-PAGE SUMMARY

The main Influence of neighbourhood plans is where they alter or add detail to the existing planning policies for the area. So, this is where we really expect our neighbourhood plan to make a local difference…

GREEN SPACES

This plan identifies on a map the most important local green spaces around the village that should not be built upon. These effectively replace what were 'Important Open and Wooded Areas' defined in the North Dorset Local Plan.

for more information – see Policy 1 on page 11

OUR ROADS, LANES AND TRACKS

One of the key characteristics of Shillingstone is the wonderful network of rural lanes and footpaths that provide an alternative to the main road for those wanting to get about on foot (and occasional cyclists and horse riders). This plan makes sure that the impact of any development on these routes is given proper consideration.

As part of the review more information has also been included about the wider traffic and transport issues that may need to be considered depending on the nature and location of any development. This includes more detailed guidance relating to parking provision, as well as potential projects to improve highway safety and make it easier and more pleasant to walk, cycle or use public transport.

for more information – see Policy 2 on page 14

BUILDING CHARACTER

Planning applications for new development are meant to consider how they fit in and help reinforce the distinctive identity of the area – so we have included a lot of information on local character and how this should be taken into account.

The review has looked to provide further clarity on the design matters that should be addressed by applicants and considered by Dorset Council.

for more information – see Policy 3 on page 24

COMMUNITY BUILDINGS AND SPACES

The North Dorset Local Plan already tries to protect important community buildings and spaces – we have identified those places that we consider should fall under this protection.

for more information – see Policy 4 on page 26

SITES WITH POTENTIAL FOR NEW DEVELOPMENT

We know that development needs to happen. The village has over time always had some housing growth and it is only right that this should continue, providing houses and employment opportunities for local people. The remainder of this plan focuses on where new homes could be located, based on the evidence we have collected on how many new homes might be needed over the plan period to 2031. We have also reviewed the settlement boundary, which defines the area where development can generally take place. Of the seven sites which were originally identified in the first version of this plan, three have now been completed. Given the continued sites coming forward within the settlement boundary, we remain confident that our plan will more than meet the need for housing in our local area up to 2031. It provides clear guidance on how each of the four remaining identified sites (Antell's Haulage Yard, land off Candy's Lane, land at Hine Town Lane North of the Old Ox, and the Whitepit Farm buildings) should be developed, which the landowners /developers will need to consider in applying for planning permission. Our plan also considers that the evidence for the need of different house sizes and types, recognising the greater need for affordable homes, and smaller household sizes.

for more information – see Policies 5 - 13

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1. About Neighbourhood Planning

What this neighbourhood plan affects

1.01. This neighbourhood plan doesn't change the need for new development to have planning permission. Any development that takes place will still go through the normal procedure of the developer putting in a planning application to Dorset Council, which local people and the Parish Council can comment on. But when the decision is taken, the decisions should follow the policies in this plan and the North Dorset Local Plan.

1.02. A neighbourhood plan is part of the development plan for the area and sits alongside the local plan. Together they describe what types of building work or other development will generally be allowed and under what circumstances. They also say what uses or places should be protected, and why. The National Planning Policy Framework sets out over-arching requirements that both plans and development proposals need to follow.

1.03. Some changes are 'permitted development' if they are within certain limits (which vary depending on the type of change and the location). You can find out more about permitted development rights at https://www.planningportal.co.uk/permission. Having a neighbourhood plan doesn't change the requirement to get Listed Building or other consents where these might apply.



Map 1: Shillingstone Neighbourhood Plan Area

Development is defined in the Town and Country Planning Act 1990 as…

"the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land"

The focus of this plan – what it aims to achieve

1.04. The main reason for preparing the plan was to protect and enhance the character of Shillingstone and guide any future development so that it is sympathetic to the character of the area.

1.05. We know that changes will happen over the plan's period, whether or not we have a neighbourhood plan. We want to make sure that the development that happens here is what our village needs, to stay a thriving rural community. Shillingstone isn't a town, so people living here will still need to rely on Blandford and Sturminster Newton for things like shopping and secondary schools. We don't plan to grow from a village into a town.

1.06. In essence, we want our village to remain a community, where people live, work, take their children to school, go for walks in the countryside, and where there are events and places for people to meet and socialise. It is important to us that the place retains the character of a rural Dorset village, nestled in this beautiful river valley running between Shillingstone and Hambledon Hills and that development happens in the right places and is designed to fit in well with our area.

1.07. Because there is national policy and guidance, and a local plan for the area, this neighbourhood plan doesn't need to cover those subject areas where it would have said the same thing these other documents say. So, this is why the neighbourhood plan is much shorter and focused on specific sites or issues for our area.

1.08. We have therefore focused on:

- Local character (specifically the importance of our local green spaces, our rural lanes and tracks, the character and design of development, and the impact of increasing traffic along the A357 in how that road functions and divides the village)
- Important community facilities (such as the village hall, shop and pub)
- Identifying elements that are important to protect and enhance Shillingstone's historic environment, ensuring that designated and non-designated heritage assets are preserved and their settings are respected in any new development.
- Locations for new development

How long the plan will last

1.09. This plan will last to the end of March 2031.

1.10. It has been reviewed in 2024/25 and is likely to be subject to a further review (when the plan period will be rolled forward) starting by 2029. At that point the Local Plan for the area will have been updated (the new Dorset Local Plan is anticipated to be adopted by the end of 2027).

Who wrote the neighbourhood plan

1.11. This neighbourhood plan was prepared by local people to guide future decisions on planning in our parish. This process was overseen by the Parish Council and supported by the Local Planning Authority for our area (which in 2017 was North Dorset District Council). Local residents and members of the Parish Council have similarly been involved in the review of the Plan, supported by Dorset Council.

1.12. So, when this plan talks about 'we' or 'our', we mean the people of Shillingstone. This document reflects the consensus of residents.



2. About our area

2.01. The following section describes the main findings from the research we undertook during the drafting of the original plan, about the social, economic and environmental factors affecting our area.

Size and location

2.02. Shillingstone Parish is a rural parish which is 919 hectares (3½ square miles) in area. It lies in the Blackmore Vale area of Dorset on the busy A357 Blandford Road, which broadly follows the valley of the River Stour. It is about mid-way between Sturminster Newton (4 miles away to the north-west) and Blandford Forum (5 miles away to the south-east).

Our community

2.03. The following data is based on the 2011 / 2021 Census unless otherwise stated[1].

2.04. There is further analysis of the 2021 census data in the appendix listed below.
Appendix 6: 2021 Census Data Analysis ***on page 61***

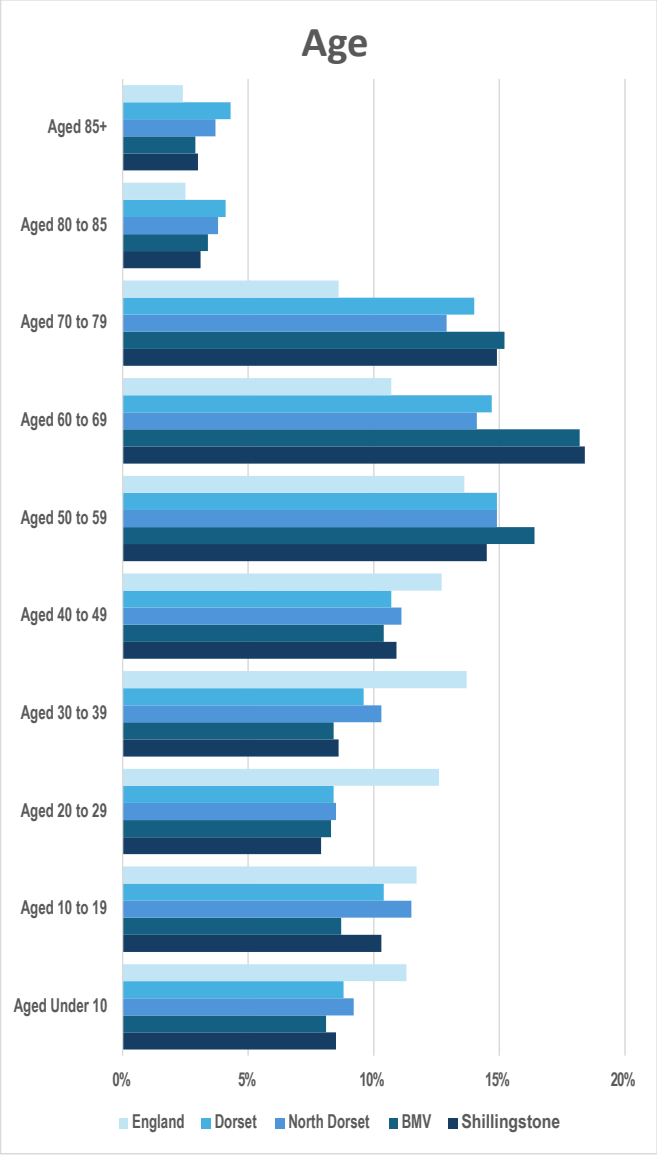
Population

2.05. In 2011 there are 1,170 people living in the area, living in 479 households. The population has remained reasonably static (with 1,165 people living in the parish in 2021, in just over 500 households). There are now more people in their 60s and 70s living here than average, and fewer children and people in their 20s and 30s.

2.06. The population is in generally good health, although according to the 2021 Census a higher-than-average proportion of the population has a disability (22.5% compared to 17.3% across England).

Housing

2.07. The average household size is 2.3 people (a fraction higher but not untypical of Dorset). In 2011, about one in every 18 homes is generally unoccupied (either vacant or a second home) – slightly lower than average for the area (comparable data is not readily available for 2021). There are significantly more larger (4 bedroom or larger) homes in Shillingstone than typical across Dorset (in 2021 these made up 29.5% or all homes, instead of about 24.0%).



2.08. Data on completions provided by Dorset Council shows that the average number of homes built since 2011 - 2024 has been around 2 homes a year.

2.09. The average house price in Shillingstone averaged for the last 5 years (2020-2024) was £360,000 (based on 84 recorded sales recorded by the Land Registry[2]). This compares to average house prices in Dorset of around £330,000. This is not significantly different, and the slightly higher prices may be because of the larger house sizes in general, as flats and apartments are more prevalent in the larger towns.

Employment

2.10. According to the 2011 Census, about 24% of workers are self-employed, and about 11% of workers work at or mainly from home (the 2021 Census data is less reliable due to the pandemic and furlough

[1] Census data taken from https://www.nomisweb.co.uk/sources/census
[2] https://landregistry.data.gov.uk/app/ppd/

arrangements in place at that time, but the proportion of home-workers has generally increased). Unemployment was slightly higher than average for Dorset. About half of people worked in education, wholesale and retail trade, motor vehicle repair, construction, manufacturing or human health and social work activities. This is fairly typical for North Dorset, although elsewhere there are higher numbers working in public administration and defence.

- Antell's yard has a commercial vehicle repair workshop (and is home to some Traction Engines) as well as a Removals Business
- There are approximately six businesses based on the St Patrick's Industrial Estate near the Station
- North Dorset Railway is a standard gauge heritage railway based at Shillingstone Station. The station is situated on what was the Somerset and Dorset Joint Railway and opened in 1863. It eventually became part of British Railways Southern Region and was closed following the Beeching cuts in 1966. It is open Wednesdays, Saturdays & Sundays from 10:00-16:00.
- Bere Marsh Farm is situated between the meandering River Stour and the former Somerset and Dorset Railway, now known as The Trailway; The Countryside Regeneration Trust bought the 92-acre farm in 2020, a nature reserve was created in 2022
- The Big Yellow Bus Garden Project at the southern end of the village between the A357 and the Trailway and is a Community, Health and Well-Being Space
- North Dorset Beekeepers Association are creating a new Bee Centre off Holloway Lane which will be a purpose built, disability friendly training space. This centre is located in close proximity to the Lavender Farm Project which recently re-located from Fiddleford Mill to Holloway Farm.

Infrastructure

2.11. The Parish Council works closely with the Dorset Council and other service providers to try to ensure that the infrastructure needed by the community is available or within easy reach.

2.12. Key community facilities that are run by the Parish Council include the allotments, the recreation ground and pavilion, Burton's Community Orchard and the play area at Augustan Avenue. There are two community halls, the Shillingstone Church Centre (SCC) and the Portman Hall. The Primary School and Sunbeams pre-school are very important to young families, helping retain a balanced mix of ages in the village. Other important facilities include Church of the Holy Rood, a public house, a petrol filling station, and a local convenience store. For services such as healthcare, and a broader range of sports / recreation / leisure not available in Shillingstone, residents look to the nearby towns of Blandford Forum or Sturminster Newton or further afield to larger towns.

2.13. In terms of utility services, transport is probably the most critical and is covered in detail below. The area is served by mains gas and electricity, with most of the village enjoying reasonable mobile phone and broadband coverage. Much of the parish is connected to the mains sewer system, with a sewage treatment works to the north of the trailway close to Holloway Farm.

Traffic

2.14. The 2006 Parish Plan[3] accurately described Shillingstone as a village "dominated by the main road, which tends to divide the village rather than link it," a sentiment that sadly persists. The significant volume and speed of heavy traffic, coupled with narrow pavements, continue to create an environment discouraging for pedestrians and cyclists. The safety concerns highlighted in the 2006 plan remain pressing; in the five years preceding that plan, there were two fatal collisions (outside the village) and seven other recorded collisions on this stretch of road. Alarmingly, the subsequent five years leading up to November 2024 saw a marked increase, with sixteen recorded collisions. While no fatalities occurred within this later period, at least two of these incidents resulted in life-altering injuries requiring significant surgery, underscoring the ongoing dangers posed by the main road to the Shillingstone community[4].

[3] Located on Dorset Council website - https://www.dorsetcouncil.gov.uk/documents/35024/297546/Shillingstone+Parish+Plan+(2006).pdf/55ffbd87-ced5-9717-d329-0c1f9a1c49af

[4] For the latest collision data refer to… https://www.dorsetcouncil.gov.uk/roads-highways-maintenance/road-safety/road-traffic-collision-map Furthermore, refer to Map 15: Road Traffic Incidents on page 38

2.15. The Parish Council has discussed the various highway safety issues and possible solutions with Dorset Council and will continue to do so. This includes potential traffic calming measures along the main road, as well as pedestrian crossing points. Since 2017, village gates have been installed at either end of the village to highlight to drivers that they are entering a village. There are also three 'roaming' speed indicator devices (SIDS) rotated on a periodic cycle of 4 weeks at distinct points throughout the village. Following a traffic survey undertaken by the Parish Council in 2021, an application for a safer crossing at Vale Cottages was subsequently rejected by Dorset Council, but with further developments and population growth, both within the village as well as in surrounding towns and villages, crossing the road will inevitably become more hazardous.



2.16. While Shillingstone's busy main road poses challenges for vulnerable road users, the village is fortunate to retain a network of quieter back lanes and well-maintained footpaths offering valuable alternative routes for pedestrians, cyclists, and horse riders. Preserving the safety of these lanes is increasingly crucial, however, the volume of cars and vans using them is a growing concern. This increase is likely attributable to large housing developments in neighbouring "upstream" villages, leading to more local traffic for access, deliveries, or simply as drivers seek to avoid congestion on the main road. Ensuring these back lanes remain safe havens for non-motorised transport is vital for the well-being and accessibility of Shillingstone's residents and visitors.



2.17. We also have the North Dorset Trailway (see section below), which provides an attractive alternative route linking to the nearby towns of Blandford, Sturminster Newton and other surrounding villages.

2.18. Additionally, bus services run through the village on the A357, connecting to Blandford Forum, Sturminster Newton, and Yeovil several times a day, operating weekdays only between 07:00 - 19:30hrs.[5]

The North Dorset Trailway

2.19. The North Dorset Trailway, a much-appreciated asset in the area, runs on the old Somerset and Dorset Joint Railway line which closed in 1966. It weaves through picturesque landscape, crosses the River Stour three times, and linking to Sturminster Newton to the north-west, and through Blandford Forum as far as Spetisbury to the south-east. It also provides a safe, accessible path for walking, cycling, and horse riding, promoting health, well-being, as well as fostering tourism and supporting local businesses. A car park near the bridge at Bere Marsh offers easy access to the trailway for visitors, with the stretch of the trailway passing through Shillingstone Parish offering travellers spectacular views across to Hambledon and Hod Hill, access to interconnecting footpaths and trails to Child Okeford and Okeford Fitzpaine.



[5] https://bustimes.org/localities/shillingstone

2.20. To ensure future generations enjoy its benefits, the Parish Council is committed to actively protecting and promoting the Trailway, preserving its scenic beauty and ecological integrity for all to appreciate. For more information, please refer to https://www.northdorsettrailway.org.uk/



Our environment

2.21. Since the first Neighbourhood Plan was completed in 2017, Dorset Council have produced a landscape and heritage study for all the towns and larger villages in the North Dorset area. The section on Shillingstone has been appended to this plan[6]. (Appendix 1: Landscape and Heritage Studies)

Landscape

2.22. The landscape character of this area ranges from chalk valley and downland around Shillingstone Hill, descending to rolling vales and valley pasture. The southern part of the parish around Shillingstone Hill lies within the Dorset National Landscape (DNL formerly Area of Outstanding Natural Beauty), which also wraps around the north-eastern edge of the parish. This is a nationally protected landscape, and the Management Plan[7] usefully describes the qualities that make the area special. There is a duty placed on the planning authority to protect and enhance the special character of this area. This duty also extends to areas outside of the National Landscape but considered to form part of its setting.



Wildlife

2.23. Within the parish there is one nationally important Site of Special Scientific Interest (Shillingstone Quarry), designated for its geological interest. Fully visible but just outside the parish to the north-east is the Hod and Hambledon Hill Site of Special Scientific Interest. This is lowland chalk grassland on the slopes of the ramparts of an ancient fort.



2.24. There are also protected species and various sites of local nature conservation importance within the parish, including traditional orchards, areas of deciduous and ancient woodland, lowland chalk grassland, and lowland wet grassland (in the floodplain). The river corridors are home to several protected species, with the Stour catchment being an internationally rare chalk stream habitat, and Cookwell Brook is identified as a Priority River Habitat. As well providing a habitat for fish and aquatic creatures such as the insect larvae of the caddis fly, the Stour now also provides an important habitat for the otters now present in the area. Beavers have been identified as active in the Stour catchment in the area around Gillingham and it is anticipated that they will over time move down the length of the Stour into our area.

Historic features

2.25. There are 22 Listed buildings or structures, all of which are Grade II with the exception of the Church Of The Holy Rood (which is Grade I). Most are buildings (houses or cottages), but the village Cross, War Memorial and K6 telephone kiosk are also Listed.

[6] Also available at https://www.dorsetcouncil.gov.uk/w/landscape-and-heritage-studies
[7] Available at https://dorset-nl.org.uk/resources/

2.26. There are also four scheduled monuments:

- The medieval cross base 150m south of Holy Rood Church, within the village itself
- The moated site 130m west of Bere Marsh Farm about 400m north of the village
- Two bowl barrows west of Bonsley Common on the very edge of the parish
- The cross dyke on Okeford Hill which falls partly in the next parish.

2.27. Just over 1km outside the neighbourhood plan area, Hambledon Hill is described as one of the best preserved and most notable Iron Age hill forts in Great Britain, and one of the best preserved Neolithic landscapes in Europe. Hod Hill, an adjoining hill fort, is similarly scheduled as an ancient monument, and continues the history of occupation up to the Roman Conquest.

2.28. There are a significant number of non-scheduled monuments in the parish. Most of them are associated with the medieval village structure, including allotments and orchards. Further out from the village there are various chalk pits and lime kilns recorded around Shillingstone Hill, and evidence in this area of a Romano-British settlement and historic and prehistoric field systems (the latter mainly in the adjoining parish around Turnworth Down). A Roman Villa was unexpectedly uncovered during development of Augustan Avenue & Roman Way in 2004[8]. (See Appendix 7: Shillingstone through the ages ***on page 74***)

Farmland

2.29. The farmland around Shillingstone is a mix of agricultural grades, including a significant area of Grade 2 (very good) category land, adjoining an area of poor quality (Grade 4) alongside the river. The remaining area is Grade 3 (moderate) quality.

Flooding

2.30. The River Stour meanders through the parish, which marks the north-east border for much of its length and flood plain on either side. This is kept within the area north of the trailway apart from the area around Bere Marsh Bridge where it extends up the Cookwell Brook, a tributary of the Stour, which passes beneath the A357 on its way to the Stour.

2.31. Much of the village is susceptible to groundwater flooding, given its geology and typical water table levels.



2.32. During periods of significant rainfall, the village experiences surface water flood risk in several key areas. One notable flow originates from Shillingstone Hill, traversing through Eastcombe Woods, across fields as well as down White Pit onto Burt's Water before converging with the River Stour near the sewage treatment works. A second surface water path runs through the village itself, originating around Pepper Hill, flowing down Gunn Lane, and crosses the main road to enter a culvert situated between Vale Cottages and Honeysuckle Gardens. A third distinct stream flows from the north-west, running parallel to Brodham Way before passing beneath the A357 at the Cobbles/Old Ox; this stream, along with the one from Pepper Hill, emerges and is piped under Hine Town Lane, ultimately flowing towards the River Stour adjacent to the recreation ground and under the Trailway. These established surface water routes often breach and highlight the village's vulnerability to flooding during heavy rainfall events.

[8] For more information see https://www.youtube.com/watch?v=3Qkbx9fBXKc and https://www.facebook.com/groups/156127618553517/user/636483535 and - recorded in Dorset Council as HER Event ID: EDO6482 and EDO6674

2.33. Surface water run-off from Okeford Hill tends to join with Cookwell Brook and Lawsbrook. The area round Hambledon Farm is also affected by surface water flooding, which is significant as it not only impacts local properties, but also potentially forces the closure of a major local distributor route through North Dorset.

2.34. There has been significant flooding on Hine Town Lane in recent years. As identified above, there are two waterways in this area running which back up due to the more limited capacity of the culvert under the trailway and debris in the culvert to the river.
(see Appendix 3: Flooding - Extract from SFRA mapping layers ***on page 51***)

2.35. A snapshot of some of the key map layers from Dorset Council's latest Strategic Flood Risk Assessment[9] is now appended (Appendix 3: Flooding - Extract from SFRA mapping layers ***on page 51***) to this plan and should be referenced to fully understand the flood risk issues facing our area. Please note that the drainage routes around Hine Town Lane are wrongly recorded and further detail on this is provided in Appendix 2, mentioned above.

2.36. In particular, the streams originating from the Permissive Path behind the Old Ox site and one near the Honeysuckle Gardens sewage plant are not recorded correctly, now both conveyed along Hine Town Lane via separate underground pipes (a 20-inch and an 18-inch respectively) to a shared sump located at the apron of Honeysuckle Gardens. From this sump, the combined flow is then directed through what appears to be a 20-inch pipe under Hine Town Lane, forming a single outfall stream. This unified stream continues along the boundary of the Recreation Field before being carried beneath the Trailway through a similar 20-inch pipe. Given this current drainage infrastructure, any future development in this vicinity will critically need to consider the existing capacity of these pipes and likely necessitate up-sizing them significantly to effectively mitigate the risk of exacerbating flooding issues.













9 https://www.dorsetcouncil.gov.uk/w/dorset-council-level-1-sfra

3. Local character

3.01. Shillingstone will change over the next 10 years, and we hope these changes will bring real benefits to our community. However, there are some places and spaces in the area that we all appreciate and would not want to see them lost or diminished because of new development.

3.02. Some places, such as local wildlife areas and historic buildings, are well protected through the Local Plan policies. But there are local green spaces and views that don't have a specific 'designation'. This plan identifies these spaces for protection.

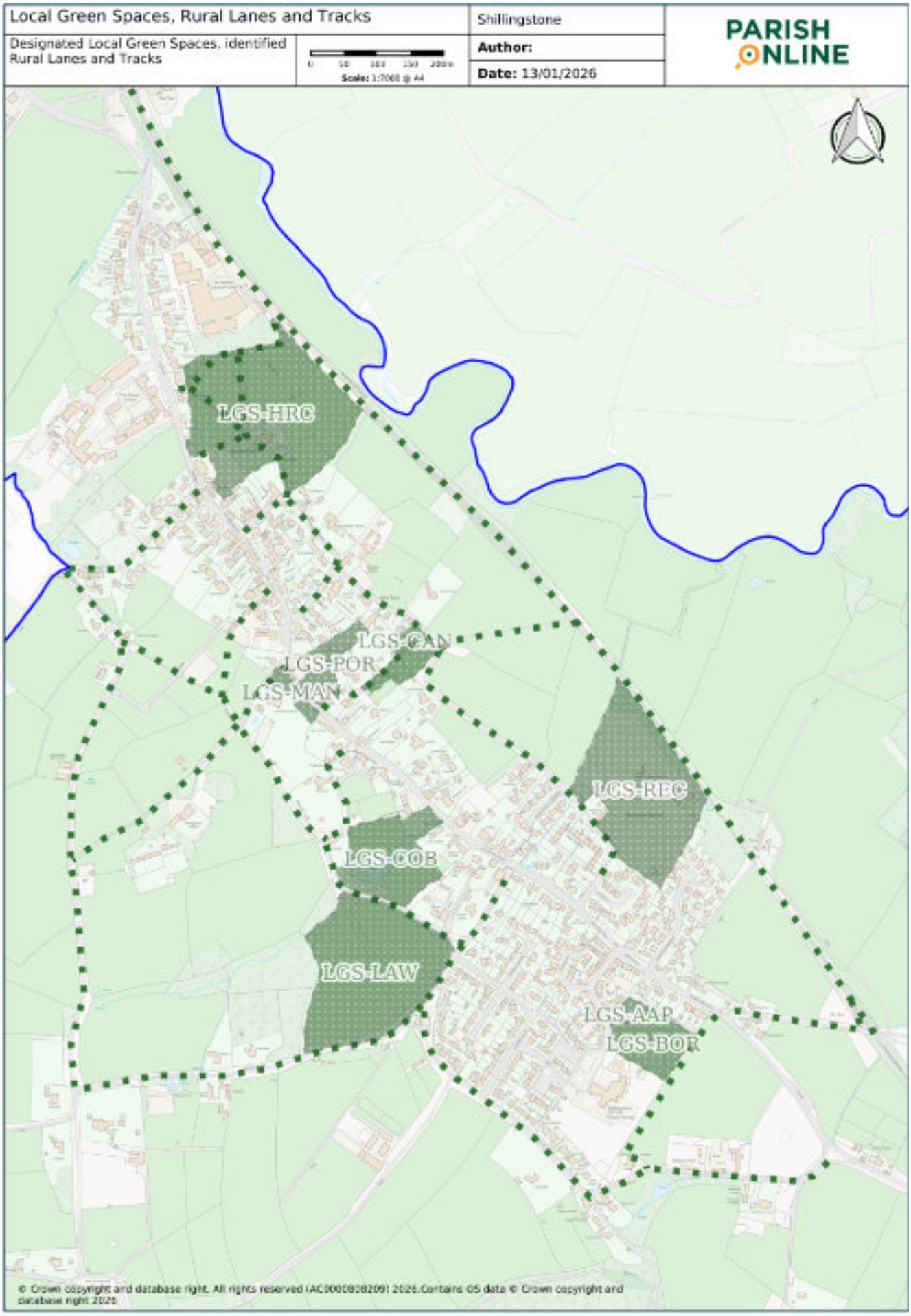
3.03. Similarly, although much of the area is covered by Conservation Area designation, there has been no design policy or conservation area appraisal to guide development to enhance its character. Our Neighbourhood Plan fills this gap by providing guidance on what makes good design in our local context.

Local green spaces

Table 1: Local Green Spaces

Ref	Description	Importance	Size
LGS-HRC	Land surrounding Holy Rood church	This area is of landscape and historical importance to the village. It forms the setting of the Grade I Listed parish church and is the first known location of settlement in the Parish. It is a high point of village and criss-crossed by several public footpaths, providing views of the church and out to Hambledon Hill. The graveyard provides a quiet space for contemplation.	4.3ha
LGS-CAN	Green space off Candy's Lane	Green link to countryside, part of rural character of Hine Town Lane	0.4ha
LGS-POR and **LGS-MAN**	Land adjoining Portman Hall; wooded area adjoining Manor House	Green gap along main road linking to countryside either side, part of local character	0.7ha
LGS-COB	Land west of The Cobbles	Important green link from main road to countryside, including attractive pond area, part of local character	1.5ha
LGS-REC	Shillingstone Recreation Ground	A very important recreation ground for the community, in public ownership. Includes tennis courts, full-sized and junior football pitches, cricket nets and ground, children's playground, and a small area used as a car park (associated with the use of the site for recreation).	3.3ha
LGS-LAW	Land adjoining Lawsbrook	Attractive parkland edge between the village and Dorset National Landscape (DNL formerly AONB)	3.6ha
LGS-BOR and **LGS-AAP**	Burton's Orchard and Augustan Avenue Play Area	Parish Council managed play area and community orchard, established during the village's southern extension and school construction. Now matured, these much-valued sites provide significant wildlife, landscape, and recreational value. Formally designated as LGS in 2026.	0.94ha

3.04. Within the parish there are public and private green spaces that greatly contribute to the character of the village. We have decided to designate the most significant of these as "local green spaces".



Map 2: Local Green Spaces/Rural Lanes

3.05. Designating local green spaces provides stronger protection than the Important Open and Wooded Area policy protection given in the 2006 Local Plan, which was reviewed in 2015 as part of this plans' preparation. The protection provided by the local green space designation should last beyond the plan period. For this reason, we can only designate spaces where we feel confident that these won't unreasonably restrict possible future growth that may be required beyond the plan period. We also cannot designate large areas of countryside as local green spaces – this designation is only intended for local spaces that are reasonably close to the community they serve. Nine local green spaces have been identified as part of this plan's preparation, for the reasons listed in table 1: Local Green Spaces ***on page 9***. Their extent is shown on Map 2: Local Green Spaces/Rural Lanes ***on page 10***.

3.06. It should be noted that as new green spaces are developed and become entrenched in the community, they will be added to the Parish Neighbourhood Plan at the next review; examples of these include the Wildflower Meadow behind The Old Ox Inn, The Old Ox Inn pub garden, the North Dorset Beekeepers Association Centre the Dorset Lavender Project at Holloway Farm, as well as the Big Yellow Bus Garden Project. In addition, Cookwell Brook and its immediate environs has also been suggested and can similarly be considered for designation in a future review.

3.07. The Parish Council has identified a growing need to address parking pressures in Hine Town Lane, particularly around the recreation ground during events. To mitigate this, they are exploring the possibility of increasing both the amount of parking and potentially the access times available at the recreation ground. Any such scheme would prioritise enhanced protected access to the recreation ground itself to prevent misuse and damage to the playing fields. Recognising the recent loss of parking spaces associated with the Old Ox development, expanding parking at the Recreation Ground aligns with its designation for outdoor sports and could support its continued use. Furthermore, the inclusion of electric vehicle (EV) charging points would offer a valuable amenity to the community, and also the potential for managed overnight parking for nearby residents which could help alleviate parking congestion on narrow lanes. Integrating a safe crossing and improved access to the Trailway from the recreation ground is also envisioned, aiming to encourage greater utilisation of this valuable local amenity.

3.08. The connection between the Old Ox site and Hine Town Lane was identified as crucial to Shillingstone's local character, with the aspiration for a Local Green Space (LGS) designation to preserve a vital green corridor. Regrettably, the scale and layout of the housing development approved for the rear of the Old Ox have significantly compromised this vision, and the resulting tall close board fencing further diminishing the anticipated open green link and public footpath desired by the community and expressed in this plan. The subsequent approval by Dorset Council in February 2025 for a further five dwellings, three of which sit on the land behind the Old Ox Inn, has now rendered the full realisation of the envisioned green corridor no longer feasible. However, as part of the approved development, a wildflower meadow is planned for the land behind the remaining pub garden. Once established, its value to the community will be assessed for potential inclusion as a Local Green Space in a future review of this plan. Looking ahead, to partially address the vision of a visual green corridor, it is proposed that any future development on the Stoneleigh field site (HTL-N Hine Town Lane North) should incorporate significant green space to extend this corridor further, linking up with Hine Town Lane and to deliver on the vision of a green corridor. The river corridors are home to several protected species, with the Stour catchment being an internationally rare chalk stream habitat, and the Cookwell Brook is identified as a Priority River Habitat.

Policy 1. Local green spaces

Local green spaces, as listed in Table 1 and shown on the Policies Map, will be protected from inappropriate development that would reduce their open character or otherwise harm their reason/s for designation. No such development will be permitted except in very special circumstances.

Our roads, lanes and tracks

3.09. The rural nature of the village was a theme that came up repeatedly in the parish plan and our consultations, as something we all appreciate and want to preserve. Of particular note is the retention of rural character of the network of lanes and tracks that connect from the A357 around the village and out to the nearby villages of Child Okeford and Okeford Fitzpaine. Their extent is broadly indicated on Map 2: Local Green Spaces/Rural Lanes 1 ***on page 10***. These rural back-lanes and connecting footpaths are well-used by residents, both for getting around the village and for recreation. They are seen as a safer and more pleasant walk than alongside the main road. The lanes do not have pavements, and it would be wrong to create urban pavements in these locations – so any cause for any potential increase in vehicular traffic should be carefully considered for it's impact – avoiding where possible or managed in a way that it can be shared with people walking or cycling. The tracks should remain as tracks without the addition of any regular vehicular traffic or street lighting. Similarly, if a separate walkway / cycle path is to be provided, this too should be rural in character. The Dorset Rural Roads Protocol[10], provides some useful and appropriate guidance in this context.

Rural Roads Protocol

The protocol, adopted by Dorset Council, seeks to ensure that highway works:

- balance the safety and access needs of users with care for the environment and the quality of the landscape and settlements
- use local materials with designs sympathetic to the character of the rural settlements
- consider the landscape adjacent to the road, address ecological and historical needs and interests.
- keep signs, lines and roadside furniture to the minimum and remove intrusive roadside clutter where this can be achieved without unduly compromising road safety – where these are needed, they should be designed to fit with local surroundings

3.10. Regarding the main road (A357) passing through the village, considerable thought has been dedicated to identifying potential measures to enhance safety for pedestrians walking along and crossing the carriageway, as well as for cyclists and other vulnerable road users. This issue is anticipated to become increasingly critical over time, particularly as developments in surrounding areas[11] contribute to the growing volume of traffic using this road as a primary link into Blandford Forum and onward to Poole and Bournemouth from the north-west as well as accessing services and facilities within the village[12]. Recognising this increasing pressure, the Parish Council held an initial meeting with Helen Jackson, Principal Transport Planner - Strategic & Policy, Economic Growth and Infrastructure, to explore viable strategies for improving the safety of crossing the A357 and for implementing traffic speed management measures, ultimately aiming to create a safer environment for pedestrians to navigate the village.

Transport Projects

The Parish Council have recently secured the expansion of the 30mph limit to further out from the village and will continue to work closely with Dorset Council as the Highways Authority to explore ways to improve road safety and accessibility in the local area and to ensure the local maintenance of highways.

3.11. A significant section of the A357 as it passes through the heart of Shillingstone, specifically between Holloway Lane and extending beyond the Portman Hall, would greatly benefit from the implementation of a 20mph speed limit to substantially enhance safety for residents. This stretch serves as a central focal point for the village, encompassing crucial bus stops used by secondary school children commuting to and from schools in Sturminster Newton and Blandford Forum, many of whom have to cross the A357 at busy times. Furthermore, this location acts as primary crossing points for residents accessing the Recreation Ground, the Old Ox, and further along, the Portman Hall. The recent closure of the school at Okeford Fitzpaine has also led to a notable increase in traffic on Augustan Avenue, the main access road to the local school, with more students arriving by car and some by minibus.

[10] https://www.dorsetcouncil.gov.uk/w/rural-roads-protocol
[11] The 2025 Housing Land Supply report records extant permissions for a further 83 homes in Okeford Fitzpaine, and over 200 homes in Sturminster Newton, with additional housing in places such as Stalbridge and Marnhull.
[12] Services would include access to Shillingstone Primary School whose catchment area has been expanded to include Okeford Fitzpaine.

3.12. To improve pedestrian safety at the main village crossing points, the installation of a zebra crossing near the bus stop would be highly beneficial. Alternatively, a pedestrian refuge could be considered, although this might necessitate relocating the bus stop to the next lay-by, which offers more ample space to accommodate both the crossing and the refuge. Similarly, the section of the A357 at Cookswell at the junction to Station Road adjacent to the Co-op Food shop is of concern, specifically for pedestrians wishing to traverse the road negotiating moving traffic and dangerously parked vehicles, as well as the dangers of delivery vehicles to the site reversing into car park; the proposals for this area suggest the use of a crossing or refuge island to make it much safer for pedestrians, as well as acting as a deterrence for on street parking and dangerous overtaking manoeuvres.

3.13. On-street parking continues to be a growing problem, with car ownership levels being comparatively high[13], and dedicated parking provision often inadequate, re-purposed (such as garages used for storage) or poorly configured (such as in-line parking spaces). This is particularly an issue where it makes it difficult for pedestrians, cyclists or horse riders to use or cross the road, particularly with a pushchair or wheelchair at junctions or where footpaths meet. Another issue is parking that creates pinch-points that impede larger vehicles, such as emergency or service trucks, to get through. This is a common problem during peak school hours.

3.14. Table 2: Highway Issues and Potential Solutions ***on page 15*** outlines the range of measures identified by the Parish Council, which will be subject to further consultation, refinement and safety checks once funding becomes available, as potentially helping create a safer environment that takes all opportunities to make walking, cycling and public transport healthy and attractive options.

3.15. At time of heavy or prolonged rainfall, many of the roads in the area can become flooded. This is particularly notable along Hine Town Lane, as detailed in Appendix 3 ***on page 51***, where the existing culverts have not been designed to convey storm water flow levels. There are also times when the A357 junctions at Bere Marsh, Gunn Lane and White Pit are flooded as a result of high groundwater levels and surface water run-off from Okeford Hill joining with Cookwell Brook and Lawsbrook, which is significant as it affects the local properties but also causes road closures on a major link through Dorset.



[13] 2021 Census table TS045 - Car or van availability, shows that the average number of cars per household in Shillingstone is around 1.75, which is 18% higher than the Dorset average. 1 in 5 households have three or more cars or vans typically parked at their address overnight. See Appendix 6 for 2021 census data - Number of cars or vans per household ***on page 68***.

Policy 2. Our roads, lanes and tracks

Development that would noticeably detract from the rural character of the lanes and tracks around the village and into the countryside will not be supported.

The provision of parking within new developments or through infill / extensions should ensure that the likely volume of cars does not dominate the street scene or lead to haphazard on-street parking. This will be achieved by:

- make adequate provision for the anticipated parking demand - for residential development this should achieve an average of at least 1.8 cars per dwelling, plus provision for visitor / overflow spaces
- providing parking spaces for 2 or more cars as side-by-side (as opposed to "in line") spaces where possible, and ensuring that electric vehicle charging points are considerately placed
- ensuring that areas which are likely to be used for on-street parking / deliveries can do so allowing for larger vehicles to pass the parked vehicles

Extensions and alterations to existing buildings should be carefully considered to avoid significant loss of front garden areas, or side areas being surrendered to hard standing for the purposes of parking, especially if the resulting provision would not meet the above guidance.

The design of parking provision will need to respect the character of the area, use permeable non-migrating surface materials and appropriate drainage (given the high-water table).

Any necessary improvements to the highway must not destroy the character of its network of rural lanes. Tree planting either side of the physical highway is encouraged, to create a pleasant environment, support local wildlife habitat, improve drainage and contribute to carbon capture.

Where feasible and appropriate to the scale and context of the development, new construction should incorporate adequate pavements, ideally on both sides of the highway, to ensure safe and convenient pedestrian movement. These pavements should also be designed with sufficient width and accessibility to accommodate the easy and unobstructed collection of waste bins at the same time as retaining their primary function as pavements for pedestrians.

Careful consideration is required where development will drain into existing drains crossing Hine Town Lane and Marsh Bridge, to ensure that drainage systems managing surface-water run-off do not exacerbate, and were possible alleviate, the current highway flooding experienced during periods of heavy rainfall. Schemes to allow these highways to drain more efficiently are encouraged.

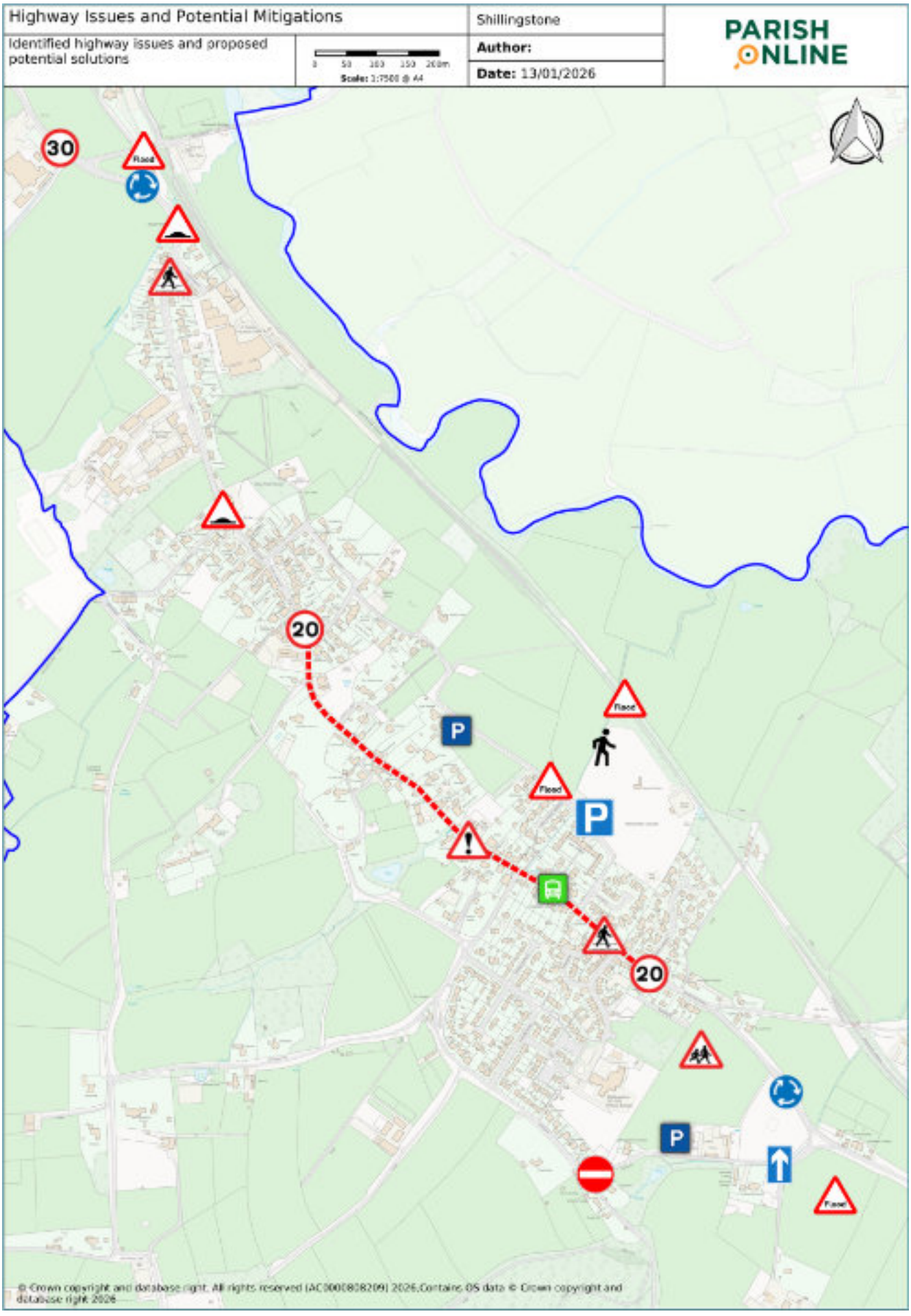
Where possible, developments should provide safe and attractive onward pedestrian links for a more connected and permeable settlement. Such links will need to be designed to be in keeping with the area's rural character and should avoid creating easy access to side / rear elevations with no overlooking.

Measures to address the highway issues and where feasible secure appropriate solutions such as those identified in the table 2 will be supported. A planning obligation to bring forward these improvements may be required to achieve any necessary mitigation.

Table 2: Highway Issues and Potential Solutions (in conjunction with Map 3 ***on page 16***)

Issue		Potential Solution (Subject to funding & further consultation as appropriate)
Reducing traffic speeds and assisting pedestrian movements alongside/ crossing the A357		Paint 30 mph roundel on the road at the northern end of the village (a request has already been made to Dorset Council)
		Install roundabout / revised junction at either end of the village, as a means of physically slowing traffic. As a short-term solution, use different coloured tarmac at village gates, possibly build out the gates to reduce traffic speed
		Install speed tables to slow traffic down travelling from the north and in the vicinity of the Okeford Fitzpaine turning at War Memorial
		Install two crossings or refuge islands to link pavements and make access to the Co-op much safer for pedestrians
		Remove lay-by to widen road to allow installation of a pedestrian refuge / zebra / pelican crossing on what is the main pedestrian thoroughfare between the south (school) side to the north (recreation field, trailway etc.)
		20mph Zone between filling station and Augustan Avenue
Dangerous parking/ parking pressures		Ensure new builds have adequate off-road parking for residents & visitors
		Extend the car park at the recreation ground
		Install traffic management measures (and/or 20mph) outside of the Old Ox, where the loss of land has led to an increase in on-street parking.
		If a new junction on the A357 is created south-east of the village, there is potential for this to provide an additional access to the school, with a turning / parking area, to alleviate problems in Augustan Avenue
Poor bus stops		Improve bus stop with shelter / seating and real time information
Excessive traffic on quiet lanes		Whitepit is gradually turning into a Rat Run with additional traffic from Okeford Fitzpaine. Consider traffic control solution, like making this one way to Pepper Hill from the A357 Junction
		Improve access to the trailway via the Recreation Ground. Widen and resurface trailway to all-weather standard, to link up with the good surfaces towards Sturminster and at Stourpaine to Blandford. Improve drainage. (2 ditches to be re-cut in April)
Dangerous flooding		Liaise with landowners, Dorset Council, Rangers & Environment Agency to ensure culverts / streams / ditches are cleared and outfalls remain above water level. Encourage residential feedback to help monitor problem areas

*Reference Map 15: Road Traffic Incidents ***on page 56*** in Appendix 5



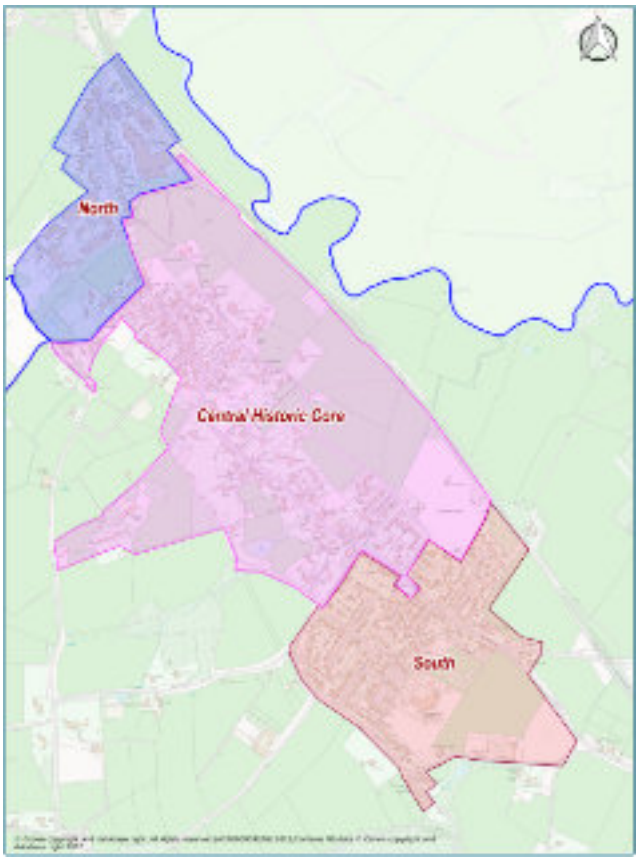
Map 3: Highway Issues and Potential Mitigations

Local designs

3.16. An assessment of the built form of different parts of the village has identified three different character zones in Shillingstone. These character zones represent areas that share similar characteristics. The three zones are as follows and are described in the sections below:

- **North Shillingstone** (outside the Conservation Area)
- **Central historic core** (the Conservation Area)
- **South Shillingstone** (outside the Conservation Area)

3.17. Map 5 ***on page 22*** shows the landmark buildings together with other notable buildings, all of which are either Listed, Scheduled Monuments or identified as potential Non-Designated Heritage Assets (NDHAs).



Map 4: Character Zones

North Shillingstone character zone

3.18. The approach to the village from the north is along the A357 bordered by attractive undulating farmland. The entrance to the village, at the north-western end of Cookswell, now includes a village gate sign, and whilst the motorway style crash barrier does not enhance the village it is often hidden by the vegetation. To the north side is the car park for the trailway. Further landscaping / planting would enhance this area. This northern area was once a separate hamlet, Cookswell; the stone, brick and flint Victorian terrace on the north-west side of the road and backing on to the Cookswell Brook survives, together with a Victorian industrial building, previously a creamery. At the rear is a modern industrial estate which occupies what was the station yard. The brick and slate-built railway station of 1,863 has been restored and replicas of ancillary buildings such as the signal box, together with re-laid track are part of the ongoing station project. Most of the track bed is now a public trailway linking both ends of the village and connecting to Blandford and Sturminster Newton. From here there are extensive views across the Stour valley, and the trailway, landscape and heritage are an important tourism asset.


Cookswell Cottages


Seymer Close


Knapps

3.19. On the east side a small recent housing development is in traditional cottage style, partly thatched. The building former used as D J's Motors has converted to the Co-op store. Continuing south on both sides of the road are mostly detached houses and bungalows from the 60's onward. These are constructed of various materials and to differing designs and are well set back from the road.

3.20. Towards the war memorial at the top of the hill on the west side is Forum School surrounded by its extensive grounds. From the roadside many mature trees hide the main house and later ancillary buildings. The main playing field is bounded by a stone retaining wall alongside the road, and mature trees on two other sides, with views through to open country on the other. The

house, built in rendered brick with numerous timber sash and casement windows, is particularly important. Formerly the Grange, this, the largest house in the village, was built in Arts and Crafts style in 1904 by the renowned architect C E Ponting, most of his other work being ecclesiastical.


Grange Cottages

3.21. Most of the building in this northern zone has no unifying or distinctive character. Most buildings are 1 or 2 storeys in height, with a mix of building types, styles and forms. Materials include red brick and flint on vernacular buildings and non-distinctive brick and render under concrete pan tiles on 1960/70s dwellings. Windows are mainly wooden or PVC casement styles. Between the houses on both sides of the road are many views through to open countryside to the west and east.

Overview - North Shillingstone character zone (See corresponding site locations on Map 5, on page 22)

#	Landmarks	Locally distinctive features	Negative features
1	The War Memorial ‡ (c.20 - 1919)	Generally modest sized buildings both residential and other uses, with sufficient green spaces for mature trees and hedgerows, providing a semi-rural feel	Northern entrance to the village is unremarkable
2	The Grange ₦ (Forum School)		

† - Grade I Listed ‡ - Grade II Listed Δ - Scheduled Monument ₦ - Non-Designated Heritage Asset (NDHA)

Central historic core character zone


Church House

3.22. The central zone follows the boundary of the village conservation area. The main road coming from the north crests the hill at the stone-built Church Centre on the east. This was formerly the Victorian Village School, set in front of the Grade 1 Listed Church of the Holy Rood and its wooded churchyard. These significant buildings are set in extensive pastureland occupying the highest part of the village, commanding extensive 270-degree distant views as far as Alfred's Tower and along the River Stour and across to Hambledon and Hod Hills. Opposite the Shillingstone Church Centre, formally the village school, is the war memorial at the corner of Poplar Hill. From the top of this steep road there are distant views to the southwest. Post war detached houses of various designs and materials, mostly bungalows, are set back from the road to Okeford Fitzpaine. At the bottom of the hill is an attractive terrace of early Victorian cottages of brick, stone and flint, close to the roadside.


Cottage Terrace at Lanchards

3.23. The main road continues through the most historic part of the village, bordered by terraced cottages and detached houses close to the road edge. Built of stone, brick and render, mostly with casement windows with many thatched roofs, most of these buildings are Listed and date from the 17th century. The remnant of the village green with an historic cross also borders the main road. The west side of the road has a small untidy commercial area with a filling station and associated shop, car repair business and haulage yard at the rear with unattractive industrial buildings of steel, concrete block and asbestos roofs. Adjoining overgrown land has planning permission for 4 new houses, the foundations for which have been laid. From this point the buildings are mostly detached and well set apart with extensive green spaces and views between them, providing a far more open aspect.


Thatch Cottage Terrace at The Cross

There are several older houses of brick and stone, some rendered and some with thatch. Many are Listed Grade 2. These are generally near the roadside while later houses and bungalows are often set back more than 50m creating a more spacious rural feel to this area. There are many large trees in gardens and adjoining land.

3.24. Further south where the road levels out, houses are closer to each other and to the road, sometimes separated from it by high brick walls. These confine the road resulting in a more enclosed compact character. The houses at this end of the zone are nearly all two storied and range from 17th century thatched with rendered walls and small casements to early 20th century brick with slate roofs and sash windows.

3.25. Where there is insufficient off-street parking to serve the properties along the main road, parking on the road can cause problems, both in terms of highway safety but also detracting from the area's character. Although the A357 appears to dominate the village, there are important minor roads and tracks virtually parallel to the main road linked by an extensive network of footpaths which give a much more rural feel.

3.26. Church Road, which loops northwards from the village cross and back to the main road opposite the filling station probably defines what was the much larger original village green, surrounded by at least four thatched brick farmhouses. The green is now completely built over with a wide variety of detached houses, including thatch with stone or brick walls, post war brick houses, and recent brick and flint houses. The outside edge of the lane has a Victorian brick-built terrace, three 18th century brick and thatch farmhouses, an extensive view over a field gate across Church Field and the river valley to Hambledon Hill, the former 18th century brick built rectory, and a substantial three storey late 19th century brick and tiled Arts and Craft style house with large latticed windows. Some houses are close to the road edge which, with high brick walls and hedges, gives the area an enclosed feeling.

3.27. From here the narrow and rural Hine Town Lane leads south to the lower end of the village. The first part has a cluster of houses, mainly brick, modern and old, on the west, some end on to the lane and all quite close to the edge. There is just one isolated post war house to the east. The lane then runs between traditional hedgerows with open views towards the village on one side and across farmland to the river valley on the other.

3.28. The lane runs downhill between high hedges and narrow verges and at the bottom of the hill there are more open views to east and west. Around 300m away, parallel to the lane, between the village and river, runs the trailway along the old railway track bed, through a wooded area and then between fields and alongside the recreation ground. At its southern end the lane is bordered on the west by modern housing including 1970's brick bungalows, and 1950's rendered brick terraced and semi-detached houses forming an enclosed quadrangle and then re-joins the main road.

3.29. On the other side of the main road more rural lanes and footpaths form an alternative route from the old village centre to the more modern southern village. In this area are houses in large gardens and


Maypole Cottage & The Cross


Stour House


Clayton Farmhouse


Church Croft


Greensleeves


Manor Farm House

small fields and paddocks with many mature trees, providing park-like aspects and tranquillity. On the other (west) side there are more extensive open spaces with stands of oaks and other trees, including the grounds of Shillingstone House (a large late Victorian house which can be glimpsed through the planting), and an arboretum all with the same parkland character. There are just a handful of houses in this area, all set in large grounds.


Ivy Cottage

Overview - Central historic core character zone (See corresponding site locations on Map 5, on page 22)

#	*Landmarks*	*Locally distinctive features*	*Negative features*
3	Village School ₦ (c.19) {now Shillingstone Church Centre}	Mixture of house styles and sizes.	The main road and related parking issues impact on the many houses opening on to or close to it.
4	Holy Rood Church † (c.12)	Older houses of brick or stone with thatched roofs.	Old commercial buildings and disorderly Antell's Yard.
5	Victorian terraced cottages at Lanchards ₦ (c19)	Some houses bounded by high brick walls or hedges.	Modern signage at petrol filling station.
6	Greensleeves ‡ (c.16)	Mature trees, green spaces.	
7	The Cobbles ‡ (c.17)	Network of footpaths.	
8	Shillingstone railway station ₦ (c.19)	Views over countryside from within the village.	
9	Church House ‡ (c.18)		
10	Stone built terrace of thatched cottages at 'The Cross' (c.17/8)		
11	Maypole Cottage ‡, overlooks village cross and green (c.18)		
12	Clayton Farmhouse ‡ (c.18)		
13	Old Ox Inn ₦ (c.19)		
14	Long Thatch ‡ (c.16)		


Burlton Cottage

Other notable buildings & structures

18	Burlton Cottage ‡ (c.18)
19	The Village Cross Δ ‡ (base c.15 - shaft & cross head c.19)
20	Church Croft ‡ (c.19)
21	Cherry Cottage ‡ (c.18)
22	Crooked House ‡ (c.18), Halfpenny Thatch ‡ (c.17) & Telephone Kiosk
23	The Old Rectory & The Old Rectory Garden ‡ (c.18)
24	Croft Cottage ‡ (c.19)
25	Manor Farm House ‡ (c.18)
26	Cox House ‡ (c.16)
27	Wisteria Cottage ‡ (c.18)
28	Lilac Cottage ‡ (c.18)
29	Japonica Cottage ‡ (c.17)
30	Shillingstone House ₦ (c.19)
31	Manor House ₦ (c.20) *{Previous Manor House burnt down in 1922}*
32	Everetts ₦ (c.18)
33	The Old Smithy ₦ (c.18)
34	The Old Reading Rooms ₦ (c.18)
35	Honeysuckle Cottage ₦ (c.18)


Cox House


The Crooked House

† - Grade I Listed ‡ - Grade II Listed Δ - Scheduled Monument ₦ - Non-Designated Heritage Asset (NDHA)

South Shillingstone character zone

3.30. Approaching the village from the high ground of Gains Cross to the south, the main road has extensive views across the lower part of the village. It then passes through farmland and between high hedges into this end of the village.

3.31. There are several older brick houses (some thatched and listed) in this zone but the majority of development has taken place since 1950.

3.32. The new contemporary village school is on the southern edge of the village – this brings with it localised traffic 'peaks' at school start / finish times, with inconsiderate and potentially dangerous parking on the roads closest to the school. The adjoining development of Roman Way and Augustan Avenue, built in the 2000s, are of various designs and a whole range of materials including thatch, brick, render and timber. Houses are mostly detached with the many 3 storey houses combined with high density lending a rather vertical emphasis at variance to the surroundings and character of the area. Pebbledash and rendered brick typify the estate of 1950's/ 1960's semi-detached houses of Wessex Avenue and Coombe Road. The detached houses of 1980's Spencer Gardens are of brick with concrete tiled roofs, the detached bungalows of Stour Close are rendered and with similar tiles. The Schelin Way development of the 1970/80's is also brick and concrete tiles. The area currently lacks mature trees and open spaces which punctuate the older part of the village.

3.33. The west, Whitepit separates the built environment from the DNL designated farmland with views across farmland to the forested slopes of Okeford and Shillingstone Hills. The east side of this lane is lined mostly with bungalows of various designs and materials dating from the 1960's to the present day. It continues south past a small group of post war houses to Whitepit Farm Buildings. Although there are large modern farm buildings adjoining, this late Victorian farmyard is surrounded by attractive red brick, slate roofed ranges, (unfortunately recently damaged by fire) and in this narrow-hedged lane creates an attractive rural aspect. Nearby is a pair of cottages of similar date and materials and an earlier farmhouse.


A357 Junction of Augustan Avenue


Augustan Avenue


Shillingstone Primary

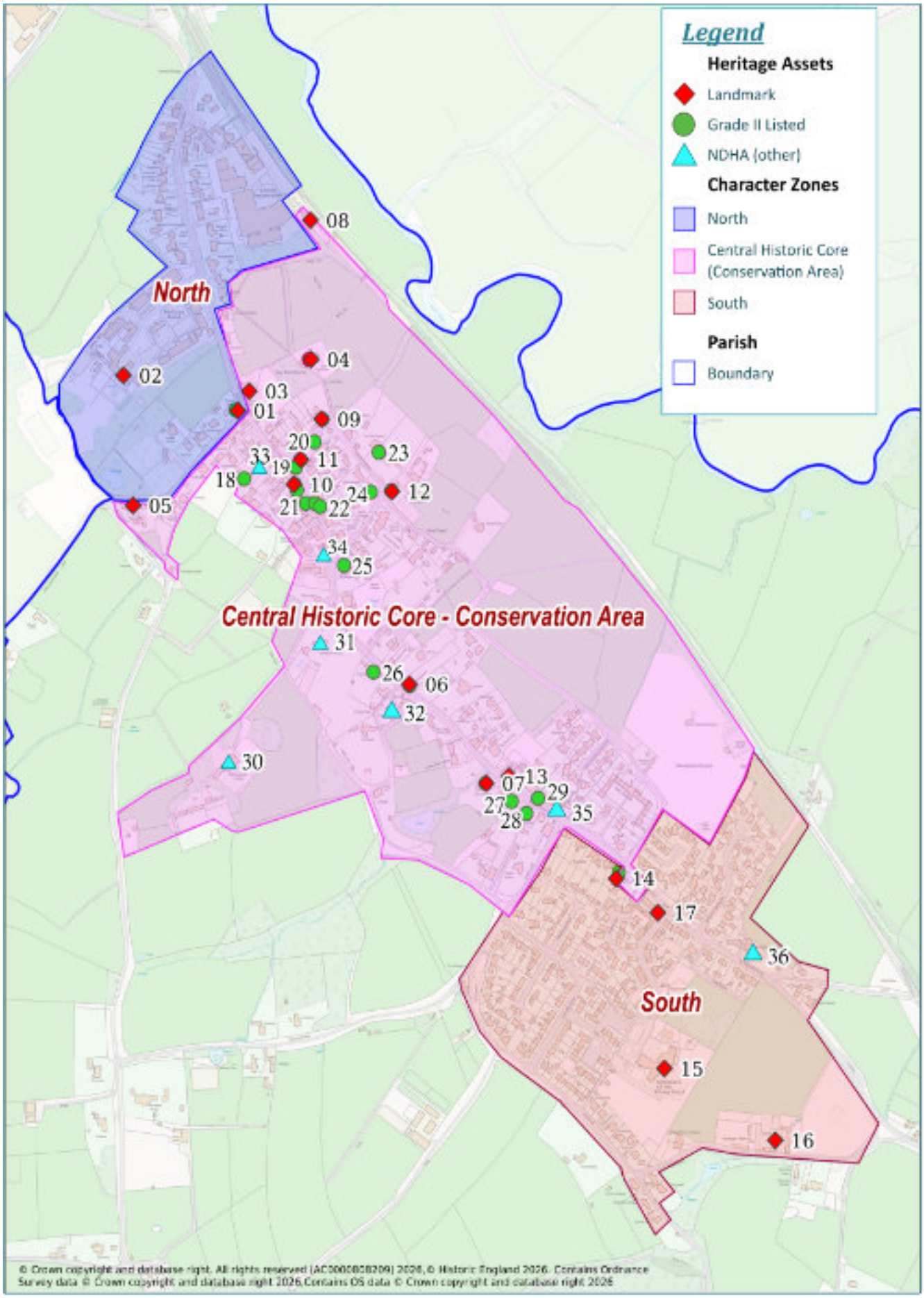

Schelin Way


White Pit to Keepers Cottage

Overview - South Shillingstone character zone (See corresponding site locations on Map 5, on page 22)

#	Landmarks	Locally distinctive features	Negative features
15	Village School ₦	Green spaces and community orchard around school.	*Extensive post war housing with no local character, materials or design features, suburban in nature.*
16	Whitepit Farm Buildings ₦	Whitepit area is more rural in nature, the old farm buildings forming an attractive group	*Latest development is very high density with no consistency in styles and materials. Lack of parking.*
17	Corner House, Augustan Avenue ₦		*Overwhelming 3-storey houses inappropriate for location.*
	Other notable buildings & structures		*Few mature trees.*
36	Hambledon Cottage ₦ (c.18)		

† - Grade I Listed ‡ - Grade II Listed Δ - Scheduled Monument ₦ - Non-Designated Heritage Asset (NDHA)



Map 5: Listed and Landmark buildings, Conservation Area and Character Zones

3.34. This brief review highlights many of the features and buildings that make Shillingstone what it is today. In taking forward new development, we think it is important that new development respects what makes a place special, reinforcing those aspects that provide its local character, and where possible removing or remedying features that detract from its character. This applies equally to the built form and the spaces and landscaping in between (including street furniture). Proposals for development should therefore justify how the design responds to the local context, and, in particular, how the design of proposals have sought to retain or enhance positive features of the area or address some of the negative features identified. Outside of the built-up area, the DNL Management Plan and landscape character assessments provide useful guidance on the characteristics of the wider countryside.

3.35. The protection of both designated heritage assets (such as Listed Buildings) and non-designated heritage assets (such as those identified through Dorset's Historic Environment Record[14] is already provided for in legislation and national planning policy. The character appraisal is intended to add to the understanding of their significance and setting, to help ensure that harm to these assets is properly considered and avoided as far as possible, and that schemes allow for their appropriate re-use and adaptation.

3.36. This does not prevent new buildings, and alterations and extensions to existing buildings, from achieving higher environmental standards and reducing their carbon footprint. This is best considered as part of the early design process, in order that the necessary measures can be successfully integrated into the build, rather than retrofitted. Dorset Council now expects most applications for new buildings and larger extensions to be accompanied by a sustainability statement demonstrating how sustainable design and construction have been considered, including:

- **reducing energy consumption and carbon emissions** – this could include the use of renewable energy such as solar panels, ground-source and air-source heat pumps, as well as considering the thermal efficiency of building materials, and designs to maximise solar gain whilst avoiding overheating, with a focus on reducing the use of fossil fuels. (See Map 19: Heating Types within Shillingstone ***on page 60***)
- **maximising the use of sustainable materials** – this tends to favour the use of local materials due to reduced transport, but also considers how these are sourced and their embodied carbon
- **minimising waste and increasing recycling** – this could include whether it is possible to re-use materials where the proposals include some degree of demolition
- **conserving water resources and sustainable drainage** – this could include the incorporation of rainwater and grey-water recycling
- **incorporating green infrastructure** – this mainly applied to landscaping and the retention or creation of wildlife corridors / areas, but would also be relevant in the use of sedum / green roofs and wildlife features such as swift and bee bricks
- **encouraging sustainable travel** - this could include car charging points, cycle storage etc.

3.37. The use of sedum / green roofs is one such example where multiple benefits can be gained (in terms of low-impact building materials, wider wildlife benefits) and is not so different (given the rural character of the village and its thatched properties) that it would be unacceptably out of character, taking into account that sedum roofs can be pitched provided that the design has considered the water retention / run-off rates and how the substrate will stay in place. Lower pitches may be justified where this would help retain views out to the countryside.

3.38. To ensure that future developments are sensitive to the local character and effectively address community needs, we strongly urge developers to prioritise early and meaningful engagement with both the Parish Council and local residents right from the initial design concept stage. This proactive collaboration, before significant design decisions are finalised, will provide a genuine opportunity for community insights – including crucial understanding of local perceptions regarding the look and feel of the place – to be actively incorporated into the evolving plans. Recognising that the descriptions within this plan offer a snapshot in time and that other important aspects may emerge over the plan's lifetime, this early dialogue is considered vital for creating sustainable and well-integrated developments that resonate with the community.

[14] https://heritage.dorsetcouncil.gov.uk/ Follow link to Dorset Heritage Explorer

3.39. Due to the high potential for archaeological finds, both from the medieval period and Roman occupation, developers are likely to be required to submit an archaeological assessment including field evaluation where such remains may have not been previously disturbed. This will be necessary in order to determine their presence and significance, prior to determining the application. The assessment will inform measures to be taken to secure the retention of such remains (if present) or their recording, in line with national and local planning policies.

Policy 3. The character and design of new development

All development proposals should contribute positively to Shillingstone's local identity and distinctive character, including the significance and setting of the area's heritage assets, and (if outside the settlement boundary) be appropriate to its rural context and guided by the Dorset National Landscape's Management Plan.

Development should relate positively to public routes and local green spaces.

The general design should be in harmony with immediately adjoining buildings and the relevant character zone as a whole, and where appropriate and feasible, remedy any existing negative features. The scale, mass and positioning of any new buildings should reflect the purpose for which they are proposed and not overwhelm noted landmark buildings nearby. Design cues should be taken from locally distinctive features noted in the character zone or historic core. Materials where practical should be sourced locally, and there should be sufficient richness of detail in their design and materials.

Developments will be expected to incorporate existing mature trees and hedgerows and other landscape and wildlife features into the layout, and provide landscaping and sufficient spacing, appropriate to the rural character of the area.

The design of new buildings to achieve higher environmental standards will be strongly supported and may justify taking a different approach to the traditional vernacular, provided that the overall development would still reflect the character of the area and would be broadly in keeping with its immediate context. Such deviations from the traditional vernacular may be justified where this would make a significant improvement to the sustainability credentials of a building that cannot otherwise be accommodated, for example due to:

- The methods for optimising passive solar gain and cooling, and use of solar panels
- The use of high quality, thermally efficient building materials; and/or
- The use of wildlife-friendly features, such as sedum roofs
- The installation of water and/or energy efficiency measures, such as grey water systems air/ground source heat pumps and triple glazing

4. Important community facilities



4.01. There are many activities that take place in the village, using community places and buildings such as the recreation ground, pub and village hall. Without places where these activities can happen, people would have to go much further afield or go without. So, this plan protects the community facilities and current venues so that our community can continue to enjoy them over the coming years.

Community Facilities

- Allotments
- Church
- Church Centre Hall & Post Office Services
- Burton's Community Orchard
- Playground at Augustan Ave.
- Portman Hall (Village Hall)
- Primary School
- Sunbeams Pre-School
- Public House (Old Ox Inn)
- Recreation Ground and Pavilion
- Petrol Filling Station
- Village shop (Co-op)

4.02. Many community facilities rely on generating sufficient income from local people to sustain them. For example, there used to be three public houses in the village, but today there is only one, which in recent years has not been open as much as in the past. With competing facilities in the nearby towns, we need to make sure we all support the local facilities we want to retain.

4.03. Local residents have also indicated that they would support more facilities – particularly more shops and a post office. Since the initial consultation we have gained a Co-op convenience store at the northern end of the village, where DJ Motors used to be. There was also support for having a local doctor or dental surgery, but it is highly unlikely that this will be provided through the NHS in the foreseeable future given the national shortage in practitioners and the size of our village. While existing community and sports facilities are currently deemed sufficient, proposed large-scale housing in Okeford Fitzpaine and the 2022 closure of its primary school are placing significant pressure on Shillingstone Primary school places.

4.04. Under the Community Right to Bid, the Parish Council can nominate community buildings and facilities that are important to local residents as an 'asset of community value'. Once registered, their sale can be delayed allowing community groups to prepare a bid to buy and run them. The fact that a community asset is listed as an 'asset of community value' in itself can be a material planning consideration. In 2022 the Old Ox was registered by Dorset Council as an Asset of Community Value (ACV); when the pub was put up for sale a Community Group formed and raised sufficient funding to buy the pub, but the owner refused to sell it directly to the community.



The Old Ox Inn

4.05. The list of community facilities in the box at the top right of the page include those that the Parish Council would be minded to nominate under the Community Right to Bid, if their continued use as a community facility were likely to come under threat. These are also protected under the following policy – which recognises that these facilities may need to adapt over time, to remain fit for purpose for future generations. Map 6: Community Facilities ***on page 27*** shows their general location. The list does not include services that do not require planning consent, such as the bus links to Blandford and Yeovil, or the network of recreational trails in the area, which are also much valued.

4.06. Most of these facilities are outside the settlement boundary (with the exception of the Co-op shop, the petrol filling station and the Old Ox Inn public house) and as such have the added protection of being 'countryside' where development is more strictly controlled. However, some degree of diversification, particularly of a nature directly related to the community use (for example on-site staff or visitor accommodation) may be acceptable where this will enable the community facility to be sustained in the long term. In such cases a planning obligation may need to be secured to ensure that the proposals when built are not severed from the facility to provide a one-off capital gain.



Coop Supermarket



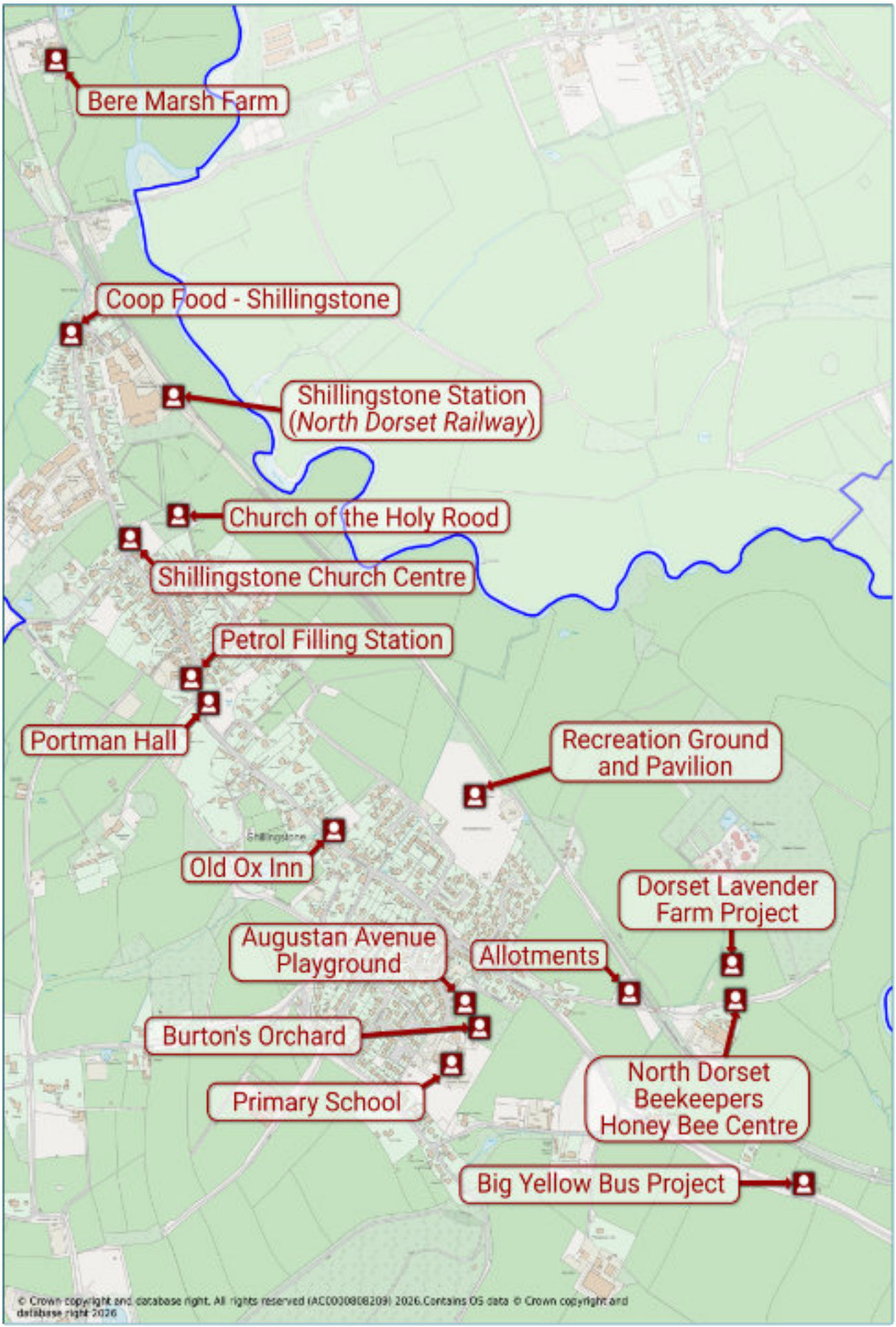
4.07. The recent decision to allow the further severance/reduction of land associated with the Old Ox is a matter of local concern should this go on to impact on the business' viability. The initial phase of development on land to the rear (abutting Hine Town Lane) was to be accompanied by plans for a B&B/holiday letting, which at the time the owner stated was needed in order to secure the pub's long-term viability. This element of the application was adopted into the first draft of the Neighbourhood Plan which was being finalised, and whilst the houses were then subsequently built, the holiday accommodation to provide ongoing income to support the pub was never built. The more recent decision to build further houses to the rear (where the B&B / holiday lets had been planned) has not only precluded this option but has also further reduced the pub garden area and land available for larger functions and overflow car parking. This includes events such as the Traction Engine 'Steam Ups', which have been a regular feature at the Old Ox, and which draw in support and additional custom for the business. Whilst these concerns did mean that the area of pub garden retained was enlarged in relation to the rejected scheme (from 155m² to 305m²), and the formalised parking area extended slightly, it still amounts to an overall reduction that was not supported by the community, and only time will tell if our concerns over the pub's viability are well-founded. Where there is evidence of deliberate neglect or damage to a community facility that is considered to have impacted on its long-term viability, any viability appraisal should be based on evidence from the time before such neglect or damage was evident.

Policy 4. Important community facilities

Community facilities (as listed) are important to local residents and should be retained where possible. The loss or reduction of such facilities will only be supported if, after involving the local community in assessing potential solutions to retain the facility, it is evident that their retention would be unreasonable on the grounds of viability, or that there is clear, independently verified evidence that partial loss will not compromise the viability of the remainder of the facility, or the change proposed has the community's backing. Proposals will be supported that allow such facilities to modernise and adapt for future needs, including diversification schemes linked to the long-term operation of that facility as a viable concern.

The provision of a new community facility to meet local needs, such as education, health services, cultural facilities, recreation and sport facilities, will be supported and should be well-located in relation to the main population that it is intended to serve.





Map 6: Community Facilities

5. Locations for new development

5.01. This neighbourhood plan is about allowing the right sort of development to take place. Our first plan was based on evidence suggest that about 40 new homes over the plan period would be a good amount of development for our area. This level of housing (about three new homes every year) would help deliver some affordable housing for local people (such as low-cost housing for sale) and bring in new people to the village using the community facilities that we all want to keep.

5.02. The review of the neighbourhood plan has tested whether this target should be updated based on more recent information. In particular, account has been taken of the higher housing targets based on the more recently published national policy and standard methods. This is shown in Appendix 4: Housing Needs and supply Calculations ***on page 55***, and suggests that if a reasonable uplift were applied, the revised target would be in the region of 54 homes.

5.03. It is difficult to work out how much demand there will be for new business premises. Certainly, local residents would support the provision of more light industrial business premises in or near the village. However, we cannot force anyone to locate here – and much of the demand for employment premises tends to be focused in the larger towns. The first version of this plan did not propose any specific new sites for employment sites, although it highlighted opportunities for live-work or small-scale employment on the larger sites. Since then, planning permission has been granted to convert the complex of former farm buildings at Gains Cross to a flexible commercial space of just over 680m² floor space and associated parking[15].

Affordable housing for local people

When we talk about affordable homes, what we mean is housing for people with a local connection to the parish (or adjoining areas which look to Shillingstone for their day-to-day needs) who cannot afford open market housing. This includes low-cost housing for sale (where the re-sale price is kept below market value in perpetuity through a legal agreement) and rented housing (where the rents are kept at least 20% below unrestricted market rents), shared equity properties (where people buy part and pay rent on part) or social rented housing managed by a housing association.

5.04. It is also difficult to predict with certainty when sites will come forward for development. Whilst planning permissions require a material start of site to be made with three years of the permission being granted (or within two years of detailed matters being agreed where the initial application was in outline). In some cases, however, development starts and then may be paused, leaving the permission 'live' in perpetuity. In such cases, the Parish Council would expect developers to respect the community and keep sites clean, safe and tidy.

5.05. In terms of community facilities, although the local community would welcome a GP surgery located in the village, the Blandford Group Practice had no plans to set up such a facility at the time this neighbourhood plan was written, and it is unlikely that a new small independent partnership will be established. The modern primary school's current capacity is for 105 pupils, and although it has been around 10% below capacity around 2009-2013, by 2014 it was nearing capacity with 101 pupils on the school roll and was over-capacity for the first time in 2022/23 at 118 pupils[16] likely due to the recent closure of the school in Okeford Fitzpaine, and with further growth in the local area this higher level of take-up may continue. The school was built of modular design to ease challenges when expansion is required. Other changes include the provision of the new Co-op convenience store towards the northern end of the village. The shop associated with the petrol station has nonetheless remained open and now carries a larger selection of goods. The previous chapter deals with both the retention of existing facilities and how proposals for new facilities, or the expansion and possible diversification of existing facilities, will be considered.



Shillingstone Filling Station

[15] Planning application reference P/FUL/2024/00692 granted 26/04/2024
[16] Statistics from https://explore-education-statistics.service.gov.uk/data-tables/school-capacity

The settlement boundary

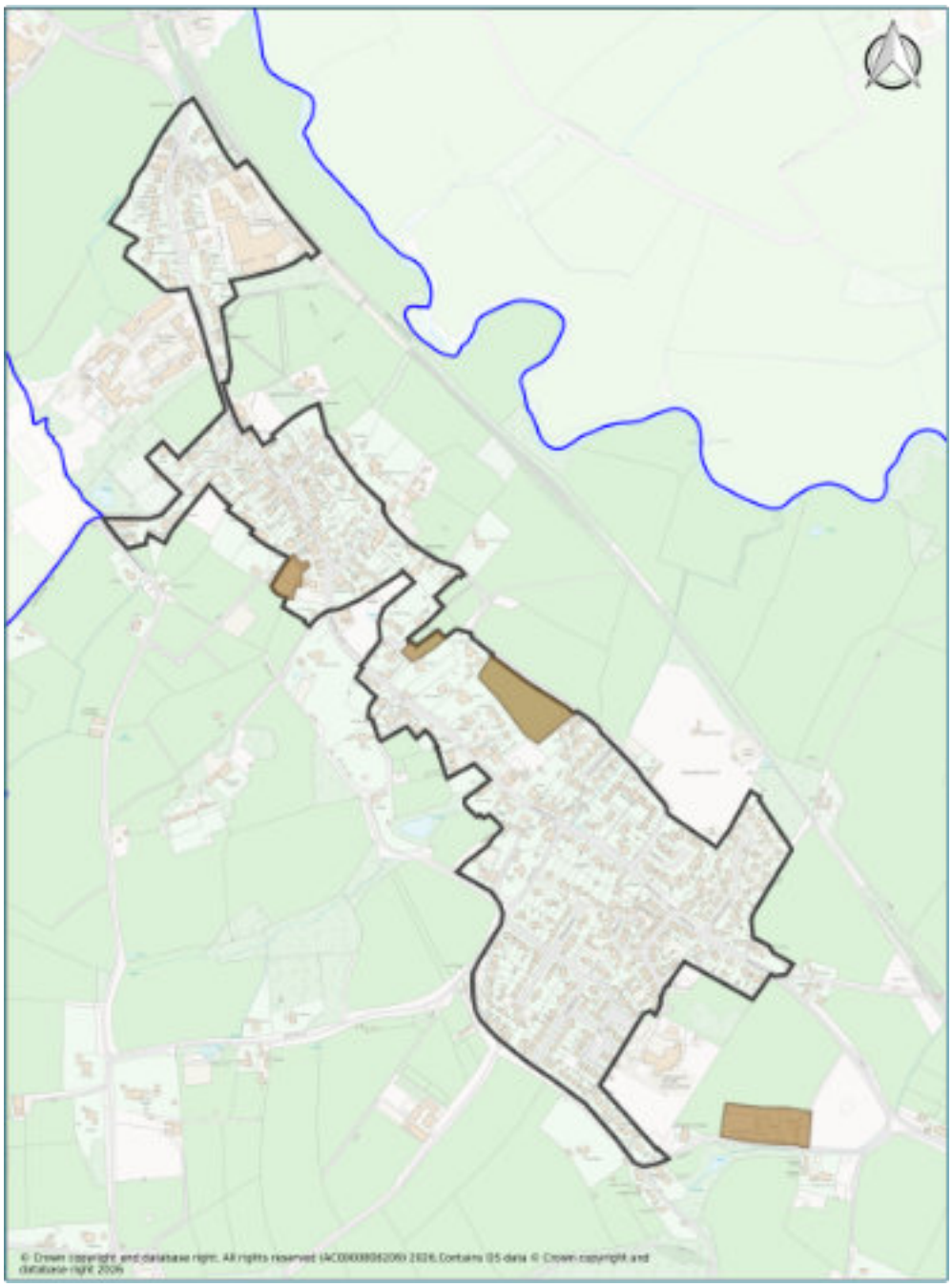
5.06. We reviewed the settlement boundary around the village in 2015, and again in 2025. It is intended to include the main built-up area where infill development will be acceptable. We have tried to make sure that, where possible, it is drawn along clear edges (such as lanes and field boundaries) where the main body and built form of the settlement gives way to a more rural character.

5.07. Most of the built-up area lies between the rural lanes running parallel to the main road (Hine Town Lane and Everett's Lane). The more scattered / loose knit development outside of these limits generally falls outside the boundary.

5.08. Inside this settlement boundary is where it makes sense to look for locations for new development, within what people perceive to be the main body of the village. However, just because a site is within this area, does not mean it will automatically be suitable for development. Factors such as flooding, access, overlooking, local character and other issues all play a part in deciding whether a site should be given planning consent.

5.09. Local green spaces are specifically protected from development and therefore have been excluded from the settlement boundary. Where community facilities in large grounds lie on the edge, these too are placed outside of the settlement boundary, as they are protected under Policy 4 (which does allow development that would support their long-term retention). The Forum School is similarly excluded as, although this is not a local community facility, it is supported through the North Dorset Local Plan as a school catering for children and young adults with special needs.

5.10. The release of unallocated greenfield sites for open market housing outside of the village settlement boundary should be guided by the next review of this Neighbourhood Plan, which will extend the plan period.



Map 7: Settlement Boundary (black line)

Policy 5. Development within the settlement boundary

In addition to sites specifically identified for development, the area within the settlement boundary (as shown on the Policies Map), will be the main area of search for development to meet the need for new homes, businesses or community uses.

Development outside the Settlement Boundary will be treated as 'countryside', where development will be strictly controlled unless it is required to enable essential rural needs to be met.

Our Housing Land Supply – 2025 update

5.11. Now that we are a considerable way through the plan period, we have reviewed the housing land supply, which includes both the sites that were allocated and sites that have either been completed or have planning permission. Additional sites may still come forward as 'windfall' development within the settlement boundary, which would add further to this list in the course of time. The site at Gains

Table 3: Housing Delivery

Location	NP Ref	Notes	Units (net)
Completions April 2016 – March 2025			**23**
Townsend Farm, Blandford Road (Δ)		2/2015/0671/FUL	2
Eastbrook Farm, White Pit (Δ)		2/2015/1000/FUL	1
Land at the Old Ox (Δ)	***OX***	***2/2015/1494/FUL***	***3***
12 Wessex Avenue (Δ)		2/2015/1880/FUL	1
D J Motor Sales, Cookswell (Δ)		2/2016/0740/FUL	2
10 Wessex Avenue		2/2017/0869/FUL	1
2 Wessex Avenue		2/2018/0029/FUL	1
Mountview, Lanchards Lane		2/2018/1096/AGDWPA	1
The Cobbles – Coach House (Annexe, & not a separate dwelling)		*2/2018/0694/FUL*	*0*
Former Weighbridge Office, Lanchards Lane		2/2018/1508/FUL	1
Lynwood, Knapps		2/2018/1763/FUL	1
Eastbrook House, White Pit		2/2019/1507/FUL	2
Hine Town Lane South of the Old Ox	***HTL-S***	***2/2019/1722/FUL***	***3***
Ridgeway Farm, Lanchards Lane		P/FUL/2021/02764	1
4 Wessex Avenue		P/FUL/2021/03289	1
Land adj. the Cobbles	***COB***	***P/FUL/2021/04865***	***2***
Extant Consents at April 2025			**15**
Westleigh, Blandford Road (adj. garage) (Δ)		2/2017/0848/FUL - started	4
Mount View, Lanchard's		2/2018/1096/AGDWPA - started	1
21 Wessex Avenue		2/2019/0369/FUL - started	1
Land adj. White Pit Farm Cottages		P/FUL/2020/00020 – granted 03/23	2
16 Wessex Avenue		P/FUL/2024/06220 – granted 01/25	1
Ham Farm		P/FUL/2023/01744 - started	1
Land At Old Ox Inn		P/FUL/2023/05579 – granted 02/25	5
Remaining Allocations			**38**
Antell's Haulage Yard	***AH***		***6***
Land off Candy's Lane	***CAN***		***1***
Hine Town Lane North of the Old Ox	***HTL-N***	***includes affordable housing***	***12***
White Pit Farm Buildings	***WPF-B***	***includes affordable housing***	***19***
Total			**76**

*(Δ) indicates sites already consented at the time of the first Neighbourhood Plan

Cross Farm has not been included, as although it did have planning permission for 6 homes[17], given the more recent planning permission for employment it is no longer expected to provide new homes.

5.12. Any development will need to be in accordance with all other policies in this neighbourhood plan and relevant policies in the adopted local plan for North Dorset, in particular:

- the protection of important local green spaces, and the character of the rural lanes and tracks
- the protection of important wildlife habitats and corridors
- the protection of important sites or features of historic importance, including the surrounding land that forms part of their setting
- the avoidance of areas subject to flooding, or where development would increase flood risk to other properties
- checks for potential contamination and inclusion of any appropriate remediation
- the provision of safe road and pedestrian access routes to the facilities in that settlement, and adequate off-road parking
- protection of the living conditions for people in neighbouring properties, such as adequate daylight, outlook, no undue noise or disturbance. This applies equally to the living conditions of the people occupying any new building
- the design of new development should be sympathetic in character to the local area, and maintain a healthy mix of uses for a thriving rural community. For housing development there are specific policies to ensure a mix of house types and sizes

Housing types and sizes

5.13. The North Dorset Local Plan sets out the requirement for affordable homes as part of open market housing sites, and this applies to sites of 0.5ha or greater in size (or where 10 or more homes are proposed) in line with national policy. Given the need for affordable houses, it is important that potential sites that could deliver affordable housing are not artificially sub-divided / reduced in order to avoid the need to provide such homes – a practice that appears prevalent when comparing the number of applications for 9 and 11 dwellings across the Dorset Council area. It also suggests that there should be a mix of house sizes with both small (1 and 2 bedroom) and larger (3 or 4 bedroom) homes. The need for smaller homes is particularly relevant to our area, as our evidence suggests that there is little need for 4 bedroom or larger houses, which are already over-represented in the village[18].

5.14. In determining the mix of types and sizes, another consideration will be the characteristics of the plot and surrounding area. In taking this into consideration developers should bear in mind that housing developments will be required to provide adequate space for parking (including cycle parking), storage for bins and recyclables, and space for sitting outside, and drying clothes.

5.15. There was community support for more individual 'self-build' schemes and as such this type of development is specifically encouraged.

[17] Reference 2/2019/1338/FUL (Houses) & P/FUL/2024/00692 (Business Units)

[18] The 2021 Census data indicates that the average household size in Shillingstone is 2.29 persons, with only 17.4% of households having 4 or more residents, despite 29.5% of homes having 4 or more bedrooms. The percentage of under-occupied homes (where a household's accommodation has 2 or more bedrooms than required) is higher than the Dorset average (49.6% compared to 44.2%). See Appendix 6 detailing Census Data, Household Size ***(page 66)*** & Number of Bedrooms ***(page 67)***.

Policy 6. Housing types and sizes

New open market housing should be guided by the characteristics of the plot and surrounding area, and the provision of sufficient storage, parking and outside amenity space, but is expected to comprise predominantly 2 and some 3 bedroom properties in order to meet local needs, and be suitable for young working individuals and families or suitable for older residents wishing to downsize. Any new applications to build 4+ bedroom properties should be justified by evidence to support the local need for their construction.

Where planning applications are made for open market housing on a site at which subdivision has occurred, considerations about the quantity of affordable housing will include ensuring that the land is used effectively whilst fulfilling affordable housing obligations.

Developers are encouraged to make provision for self-build homes.

Development sites

5.16. Seven locations have been identified where new housing development, potentially including some self-build and live-work units, could take place, were identified in the first version of this Plan. As part of the review in 2025, four locations remain, with the others now largely complete. The allocation for land at the Old Ox has been adapted to recognise the most recent planning permission and ensure that the green spaces identified for retention are not subsequently lost, should further applications be forthcoming.

5.17. Other infill sites may come forward within the settlement boundary under Policy 5.

5.18. Where the sites are large enough, they will also bring forward some affordable housing for local people in line with the policies in the adopted local plan (which at the time of writing this plan would require 40% of the homes to be affordable, if there is an identified need at that time). It is expected that the allocation of these homes will prioritise eligible people with a local connection, followed by those with a connection to adjoining parishes.

5.19. The development sites are shown in the following table.

Site selection

When this plan was first prepared, potential sites put forward by landowners (either contacting the Parish or District Council at that time) were considered. All the brownfield and the potential greenfield sites that were well connected to the main body of the village were the subject to more vigorous assessment and consultation.

All sites in this plan have been checked in terms of their likely landscape impact (through consultation with the DNL team), their wildlife impact (as advised by qualified ecologists on the advice of Natural England) and heritage impact (as advised by qualified heritage expert in consultation with Historic England).

Table 4: Site Allocations (remaining)

Ref	Description	Estimated potential	Size	Dwellings
AH	Antell's Haulage Yard	Site for housing or live-work units (estimated up to 6 dwellings in total)	0.18ha	6
CAN	Land off Candy's Lane	Site for 1 dwelling	0.11ha	1
HTL-N	Hine Town Lane North of the Old Ox	Site for up to 12 new dwellings, including some affordable housing for local people	0.64ha	12
WPF-B	Whitepit Farm buildings	Site for up to 19 new dwellings, including some affordable housing for local people	0.69ha	19

5.20. To provide a degree of certainty over the likely development issues that will need to be addressed through the planning application process, each site has its own policy, which should be read in conjunction with the policies set out in the earlier sections of this neighbourhood plan and also the local plan. **All relevant policies in this plan, as well as the Local Plan, will need to be considered in relation to these sites.**

Antell's Haulage Yard (AH)

5.21. Whilst remaining in employment use, this site is still anticipated to be delivered within or just after the end of the plan period, taking into account that this will depend on the relocation of the existing businesses.

Table 5: Antell's Haulage Yard (AH)

Site Description	Site Photo(s)	Site Map
A site within the settlement to the rear of the vehicle motor repair, garage and general stores, that is currently used primarily for haulage including an HGV repair and maintenance depot The adjoining site (to the east side) has planning consent for 4 dwellings.	 	© Crown copyright and database right. All rights reserved (AC0000808209) 2025 AH = site identified in brown on image 
Possible Issues		
Possible contamination from hydrocarbons associated with this use. Impact on motor repair / garage / shop viability – particularly access / parking / disturbance Loss of employment provision (although the site is not a defined employment site or noted in the 2007 Employment Land Review carried out by North Dorset District Council). The site is not anticipated to be available in the short term (2/2015/1910/FUL proposes change of use of part of the site to a secure storage facility) but has longer term potential within the plan period. The site is partially within the Conservation area. Possible archaeological interest (post-medieval orchard)		

Policy 7. Antell's Haulage Yard (AH)

Antell's Haulage Yard (as shown on the Policies Map), is proposed for housing and the provision of live-work units would be supported in this location, in view of the previous employment use and juxtaposition with the motor repairs business, stores and petrol filling station.

The design and layout will need to be informed by and include any necessary mitigation in relation to contamination from its past uses. Archaeological investigation and recording will be required.

Development should ensure the future viability of the village general stores and petrol filling station and be compatible with the motor repair use that is to the rear of the general stores. In particular the design and configuration should ensure that there is sufficient customer parking and access to the stores and petrol filling station, including any deliveries, and take into account the likely noise and disturbance such ongoing activities will generate.

Land off Candy's Lane (CAN)

5.22. The site area which extends to 0.11 hectares, and it is considered that the southern corner section of the site, which is part of the adjoining paddock, retains its potential for a further dwelling with access off of Candy's Lane.

5.23. Planning application P/FUL/2024/07332 was granted in August 2025 for the replacement of an existing dwelling and ancillary workshop/store on an adjoining site of Anthorn, which also has access off of Candy's Lane; this is not associated with the CAN development site.

Table 6: Land off of Candy's Lane (CAN)

Site Description	Site Photo(s)	Site Map
A level site off Candy's Lane. The southernmost part of this field could be developed without detracting significantly from the rest of this green space linking through to Hine Town Lane.	 	© Crown copyright and database right. All rights reserved (AC0000808209) 2025 CAN = site identified in brown on image 
Possible Issues		
The site is within the Conservation area and can be glimpsed from the public domain. Any design will need to respect the mass, scale and materials of neighbouring buildings. Candy's Lane relatively narrow and not suited to more traffic. Possible archaeological interest (post-medieval orchard)		

Policy 8. Land off Candy's Lane (CAN)

Land off Candy's Lane (as shown on the Policies Map), is proposed for housing for one new home.

The design and layout will need to be sensitive to the character of the Conservation Area including the rural nature of Candy's Lane and nearby buildings.

Archaeological investigation and recording will be required.

Land adjoining the Cobbles (COB)

5.24. Planning permission was approved for the development of two dwellings on this site in October 2022 (ref P/FUL/2021/04865). The development was completed in 2024/25, and there is no capacity for any further development on this site or the intervening land adjoining the Grade II Listed Cobbles, and the policy has therefore been removed as it no longer serves any obvious purpose.

Policy 9. Land adjoining the Cobbles (COB) - completed

Hine Town Lane North of the Old Ox (HTL-N)

5.25. An outline planning application was made for the development of ten dwellings on this site in April 2017 (ref 2/2017/0595/OUT). The proposed development was refused and dismissed on appeal because of the proposed access off Hine Town Lane, contrary to the following policy and Policy 2.

5.26. It is anticipated that this site should still come forward, subject to the landowner negotiating an appropriate vehicular access. The approved plans for land at the Ox Inn / Squirrels Leap provide an obvious opportunity for such an access to now be provided, subject to highway safety checks. Having reviewed the site, the need to consider the relationship with the adjoining houses (whose rear gardens / privacy may otherwise be harmed) and views out to Hambledon Hill has been highlighted.

Table 7: Hine Town Lane North (HTL-N)

Site Description	Site Photo(s)	Site Map
The site is a field off Hine Town Lane (which runs along its north-east side). It backs onto existing houses accessed off the main Blandford Road to the west and south. The site slopes gently down to the south-east and is bounded by hedgerows with occasional mature trees.	 	© Crown copyright and database right. All rights reserved (AC0000808209) 2025 HTL-N = site identified in brown on image 
Possible Issues		
The site is in the Conservation Area. The rural character of Hine Town Lane is important and should not be upgraded or otherwise urbanised. The occupants of adjoining houses backing onto this site may lose the privacy within their private rear gardens if the scale and layout of the site is not carefully considered. The approved access that will be provided to serve the adjoining site at Squirrels Leap/Old Ox Inn, may be able to serve this development subject to highway safety checks (the Highway Authority raised no objection to the proposal serving 5 dwellings). This will need to be negotiated with the developed, or alternative access off Blandford Road explored. Possible archaeological interest (post-medieval orchard). The site is adjacent to an ordinary watercourse, which is not correctly depicted on most maps, and the disposal of surface water run-off is an existing issue at this location due to the restrictions in the watercourses draining to the north (this may require the culvert size to be increased, and a ditch maintenance plan agreed – see Map 13: Detailed River Network and Flood Zones in Appendix 3 ***on page 52***). Given all the above issues, it is important that a comprehensive approach is taken to the development of this site, including the scale/layout of development, and the provision of an appropriate landscape and drainage scheme, that will safeguard the rural character of views into and across the site from the A357 and Hine Town Lane, and privacy and amenity of residents whose properties back onto the site.		

Policy 10. Hine Town Lane North of the Old Ox (HTL-N)

Land off Hine Town Lane North of the Old Ox (as shown on the Policies Map), is proposed for housing and should deliver up to 12 new homes, including some affordable housing to meet local needs and smaller dwellings to facilitate local starter home and downsizing requirements.

The scale, design and layout will need to be sensitive to the character of the Conservation Area, including the rural nature of Hine Town Lane. The main focus of built development should be on the lower ground towards the southeastern end of the site, with the use of single / 1½ storey dwellings that are below the height of surrounding properties, to reduce overlooking and maintain views out to Hambledon Hill.

The hedgerow boundary along Hine Town Lane should not be reduced or breached and development should be set well back from this edge and secure its long-term maintenance. The provision of a landscape scheme for the whole site will be required, including:

- Proposals to strengthen the existing hedgerow and treed boundary to screen the development from the lane and wider countryside
- To soften the appearance of new buildings in the rural English setting, consider planting native shrubs and trees that complement the existing landscape, such as hedgerows, woodland, and open spaces, to create a visual link to the countryside
- Areas of permanent green space through the development that will reinforce the rural character of the village
- Measures to protect the privacy and amenity of residents whose properties back onto the site

To sensitively integrate new development with the surrounding rural landscape, preserve its inherent character, and safeguard access to the area's valuable 'Dark Skies'[33], highways serving the site should ideally avoid the installation of traditional street lighting to minimise light pollution. Furthermore, overhead telegraph poles should be avoided in favour of the underground delivery of all utilities. This approach will significantly reduce visual clutter, maintain a more natural and rural aesthetic, and help protect the nocturnal environment, benefiting both residents and wildlife.

An appropriate vehicular access would be from the main Blandford Road or through an adjoining plot.

A site-specific flood risk assessment that considers the adjacent Ordinary Watercourse and potential flood risk will be required due to the indicative surface water mapping and the prevailing flood risk (as highlighted in Appendix 2), including issues relating to the disposal of surface water off-site and may influence the scale and layout of the scheme.

Archaeological investigation and recording will also be required.

[33] See Map 17: Light Pollution and Dark Skies ***on page 58*** in Appendix 4

Land at the Old Ox (OX)

5.27. Planning permission for three dwellings with garages, and the erection of a building to be used as annexed letting accommodation (bed and breakfast), was approved in May 2016 during the examination of the first version of this Plan (2/2015/1494/FUL). The dwellings were built, but the landowner then indicated that they no longer intended to build the holiday accommodation and sought to apply for planning permission on part of the pub garden, in conjunction with adjoining land to the rear of Squirrels Leap. Plans for 7 dwellings (P/FUL/2022/02998) were dismissed at appeal in August 2023, due to the impact on character and potential harm to the ongoing viability of the pub. Revised plans for 5 dwellings were then submitted (P/FUL/2023/05579), leaving a slightly larger area to be retained as pub garden and parking. In addition, land to the rear of the retained pub garden is proposed as a landscape buffer in recognition of the potential for noise / disturbance associated with the pub and will be managed as a wildflower meadow in order to provide biodiversity mitigation. The Parish Council vigorously objected to both applications due to the loss of pub garden and potential impact on the long-term viability of the pub, and the impact of the development on the landmark status of the Old Ox and character of the Conservation Area. However, Dorset Council has now permitted this latest application, and on this basis the policy has been amended to ensure that those elements relating to the ongoing viability of the pub are retained should a new application come forward in the future. Once these are delivered, their status as a potential Local Green Space will be considered through a future review of this plan.



Policy 11. Land at the Old Ox (OX) - completed

Land to the rear and south side of the Old Ox (as shown on the Policies Map), is to be retained as open space and parking provision, with a minimum of 305sqm of pub garden and at least 18 car parking spaces to remain available for use by the pub staff / visitors.

Hine Town Lane South of the Old Ox (HTL-S)

5.28. Planning permission was approved for the development of three dwellings on this site in February 2020 (ref 2/2019/1722/FUL). The development was completed in 2022/23, and there is no capacity for any further development on this site. The policy has therefore been removed as it no longer serves any obvious purpose.

Policy 12. Hine Town Lane South of the Old Ox (HTL-S) - completed

Whitepit Farm buildings (WPF-B)

5.29. A planning application was made for the development of nineteen dwellings on this site in December 2019 (ref 2/2019/1429/FUL). This included a mix of barn conversions and new dwellings. Feedback from the consultees highlighted the need for the applicant to consider a number of issues relating to the proposed quantum and design, including access arrangements and flood mitigation, and the application was not progressed. It is anticipated that a fresh application should come forward within the next 12 months.

5.30. The remaining land between the farm buildings, school site and Blandford Road (and extending the other site up to the Trailway) has been put forward as a potential development site in response to Dorset Council's 'call for sites' but the site as a whole has been dismissed by Dorset Council due to the scale proposed and related landscape impacts. This wider site area is also potentially affected by flooding from surface water and groundwater emergence. However, should further development take place at this end of the village, this could allow for a new access road to be provided to the rear of the school (with parking and a turning area to allow children to be dropped off) negating the need to use an already heavily congested Augustan Avenue.

Table 8: Whitepit Farm Buildings (WPF-B)

Site Description	Site Photo(s)	Site Map
The site is part of Dorset County Farm's estate, with many of the older buildings in a poor state of repair due to fire damage. However, most of the older buildings are structurally sound and would lend themselves to conversion. The more modern farm buildings are of no architectural merit.	 	© Crown copyright and database right. All rights reserved (AC0000808209) 2025 WPF-B = site identified in brown on image 
Possible Issues		
The site lies on the edge of the Dorset National Landscape and is slightly separate from the main built up areas of the village, with no easy pedestrian access. The rural character of Whitepit Lane is important and should not be upgraded or otherwise urbanised. The repair and restoration of the older farm buildings that are believed to date from the turn of the 20th century and subsequent buildings in the same red brick and slate tiles (and use of clay ridge tiles, timber and cast iron) should be secured if possible given their contribution to the character of the area, but this will need to be undertaken sensitively and may have implications for the viability of the site. The removal of asbestos may be required if found to be present. The old farm buildings do provide suitable habitat for bats and surveys in 2019 confirmed the presence of bats on the site at that time. An up-to-date bat survey would therefore be required before any work is carried out in the vicinity of the buildings. Slow worms and grass snakes have also been noted as present on the site.		

Policy 13. Whitepit Farm buildings (WPF-B)

Land at Whitepit Farm buildings (as shown on the Policies Map), is proposed for housing and may include some small-scale employment or live-work units, to deliver up to 16 – 19 new homes within the curtilage of the existing buildings, including some affordable housing to meet local needs.

The development should primarily be through the sympathetic conversion and adaptive re-use of the older heritage farm buildings to ensure their long-term viability, and the removal of the more utilitarian modern farm buildings. Additional new buildings may be incorporated provided this will benefit the site layout and mix of uses.

The design of any new buildings, extensions and alterations should be in keeping with the character of the older farm buildings, particularly in terms of scale, external openings, materials and detailing.

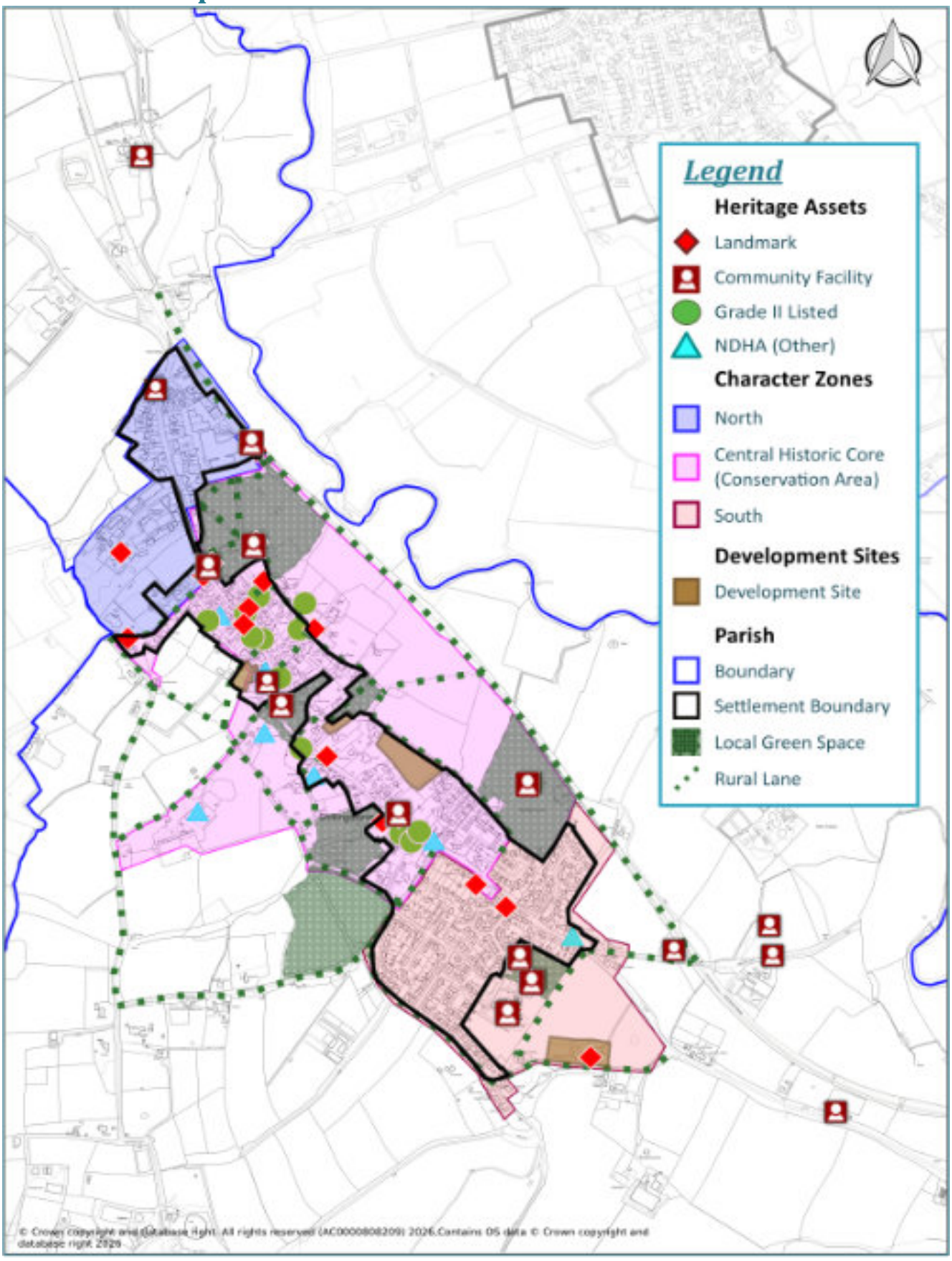
Sufficient parking provision (including visitor parking) should be provided on-site, and incorporate hard and soft landscaping to ensure it does not dominate the character of the internal courtyards.

To sensitively integrate new development with the surrounding rural landscape, preserve its inherent character, and safeguard access to the area's valuable 'Dark Skies'[34], highways serving the site should ideally avoid the installation of traditional street lighting to minimise light pollution. Furthermore, overhead telegraph poles should be avoided in favour of the underground delivery of all utilities. This approach will significantly reduce visual clutter, maintain a more natural and rural aesthetic, and help protect the nocturnal environment, benefiting both residents and wildlife.

The rural character of Whitepit Lane should be retained. The provision of improved pedestrian access to the school and the rest of the village will need to be secured.

[34] See Map 17: Light Pollution and Dark Skies ***on page 58*** in Appendix 4

6. Policies Map



Map 8: Policies Map



Appendices

7. Appendix 1: Landscape and Heritage Study

Landscape and Heritage Study: Shillingstone

7.01. Shillingstone extract from Strategic Landscape and Heritage Study for North Dorset Area - Assessment of land surrounding the larger villages (Final report) prepared by Land Use Consultants[19] (LUC) for Dorset Council, October 2019.

Introduction

7.02. This report presents the methodology and results of the landscape and heritage assessment of the land surrounding the larger villages within the former North Dorset District Area.

7.03. This report is one part of the Strategic Landscape and Heritage Study for North Dorset Area. The other related documents are as follows:

- Stage 1 Report: Presents the results of a high-level scoping exercise of areas of search around the four main towns and Stalbridge included in the Issues and Options Consultation document, based on a consideration of landscape and heritage constraints to development.
- Stage 2 Report: Sets out the purpose, policy context, methodology and overall results of the Stage 2 element of the study, in relation to the four main towns and Stalbridge.
- Five individual town reports: These contain the detailed landscape and heritage sensitivity proformas produced during the Stage 2 element of this study for the four main towns and Stalbridge. All of the individual town reports were produced in draft in April 2019, for consideration by Dorset Council. Comments received were accounted for in the final versions of these reports.

Purpose of the Strategic Landscape and Heritage Sensitivity Study

7.04. The Dorset Council Local Plan[20] will need to accommodate a significant amount of new growth in an area that is characterised by its high-quality landscape and rich variety of natural and built heritage features. Development could have differing degrees of impact on these assets. This study provides robust and up-to-date evidence to feed into the local plan to help inform the scale, form and location of future development to minimise harm to the landscape, heritage assets and the historic character and setting of the settlements within the North Dorset area. Map 9: Shillingstone Landscape and Heritage Study ***on page 43*** provides an overview of the study area in the context of the main landscape and heritage designations.

7.05. The overall aim of this study was to appraise the key landscape and heritage sensitivities of land surrounding the 18 larger villages[21] with the North Dorset area to the effects of development. The assessment is only concerned with potential impacts on the landscape and historic environment.

7.06. The outputs of this work will be used by the local planning authority to:

- Identify land where development would have least impact on areas of landscape value or heritage significance.
- Help establish site options for consideration through the sustainability appraisal process and for future consultation and more detailed study.

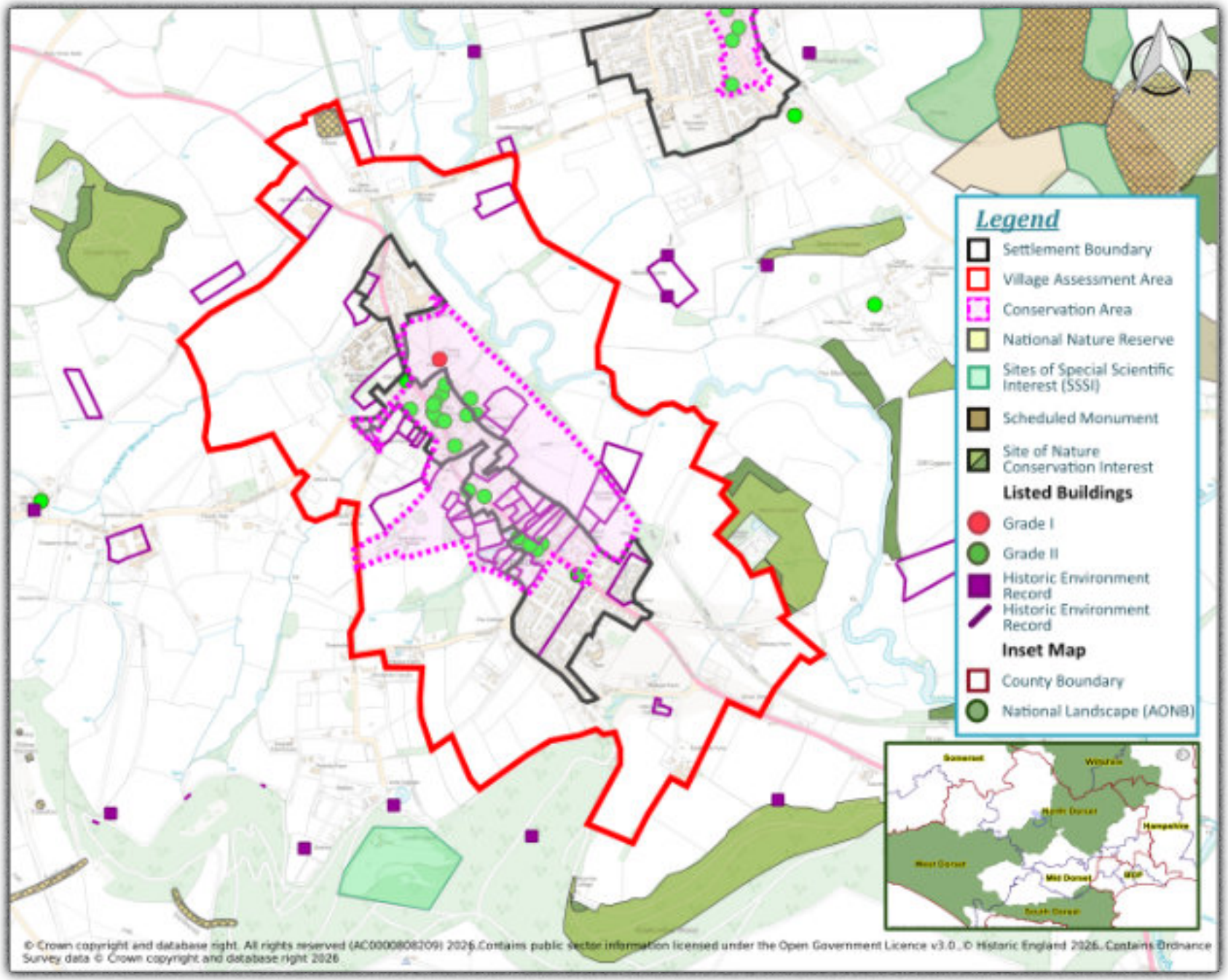
Limitations of study

7.07. This is a strategic level study; it does not replace detailed landscape and visual appraisals or impact assessments. Additionally, it is not an assessment of the landscape and heritage sensitivity of a given area to a specific proposal. Rather, it assesses each assessment area for landscape and heritage sensitivity to the 'principle' of built development, without knowing the specific size, configuration or exact location (as this would be detailed at the planning application level). All development proposals within the areas assessed as part of this study will need to be assessed on their own merits by the local planning authority.

[19] https://www.dorsetcouncil.gov.uk/w/landscape-and-heritage-studies

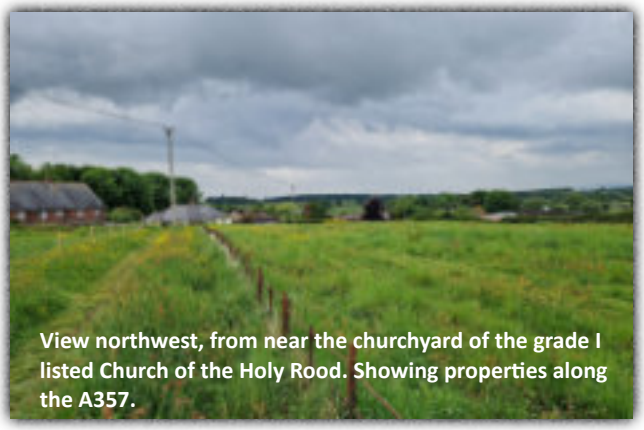
[20] On 1/4/19 North Dorset District Council became part of Dorset Council, the decision being made on 25/6/19 to discontinue work on the North Dorset Local Plan Review with all existing work carried out on the review to be used where possible to shape the new Dorset Council Local Plan.

[21] As defined under Policy 2 of the North Dorset Local Plan Part 1

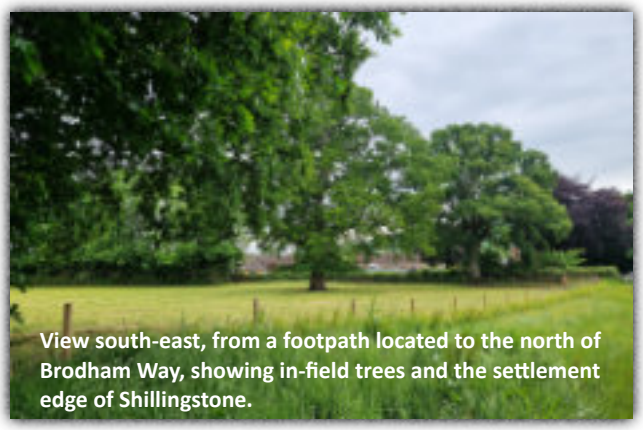


Map 9: Shillingstone Landscape and Heritage Study

Representative photographs of Shillingstone



View northwest, from near the churchyard of the grade I listed Church of the Holy Rood. Showing properties along the A357.



View south-east, from a footpath located to the north of Brodham Way, showing in-field trees and the settlement edge of Shillingstone.

Location and Summary of Landscape character

The village of Shillingstone is situated in the centre of the former North Dorset District. The village and the south-west of its surrounds are located in the South Blackmore Rolling Vales landscape Character Area, whilst the north-east of the village's surrounds are within the Upper Stour Valley Landscape Character Area. The far north of the village's surrounds includes a small area of the North Dorset Chalk Escarpment Landscape character Area. The village itself is situated on a narrow ridge which is marked by the route of the A357. The Dorset National Landscape (AONB) wraps around the south of the village; part of the south of the assessment area lies within the DNL. Wooded escarpments within the DNL form an important skyline feature in views to the south and south-west of the village. The River Stour flows past the village to the north-east.

Key sensitivities

Landscape

7.08. The majority of the settlement is located on a linear and slightly elevated ridge. The surrounding landform to the north-east gently slopes down towards the floodplain of the River Stour. There is minimal built development on the sloping land surrounding the village.

7.09. A series of Biodiversity Action Plans [BAP] priority habitats including floodplain grazing marsh near Hayward Bridge, pockets of deciduous woodland and traditional orchards. Alders Coppice Site of Nature Conservation Interest is located to the east of the village.

7.10. The well-wooded character of the area, with frequent mature trees in hedgerows. Most agriculture surrounding the village is pasture grazing. There is an area of parkland planting to the south of the village associated with Shillingstone House.

7.11. The linear settlement pattern of relatively densely packed properties along the ridge. There is a high concentration of listed buildings along the A357 within the conservation area which are constructed in a traditional vernacular which includes red brick buildings and thatch roofs.

7.12. High density of public rights of way including the Wessex Ridgeway long distance recreational route and the North Dorset Trailway (which is also a traffic free part of National Cycle Route 25).

7.13. The wooded escarpment to the south of the village and other hills to the east (including the Hambledon and Hod Hills) which form an important undeveloped backdrop to the village and are part of the nationally important landscape of Dorset National Landscape. The village of Child Okeford is visually prominent in views to the north-east of the village over the floodplain of the River Stour, with the tower of the Church of St Nicholas forming a landmark feature.

7.14. The landscape has tranquil and removed perceptual qualities away from the A357.

Heritage

7.15. The Historic Landscape Characterisation [HLC] indicates a primarily agricultural landscape, with medieval to post-medieval field enclosures. These have some time-depth and may include features that are heritage assets[22] and susceptible to physical change. Parts of the historic landscape have further value as they contribute to the heritage significance of assets within and beyond it[23].

7.16. The assessment area directly abuts and partly overlaps the east and west sides of Shillingstone Conservation Area, which includes the grade I Church of the Holy Rood [1324658], multiple grade II listed buildings, and some non-designated built heritage assets (e.g. Shillingstone House). Development could affect the special interest of the conservation area as a result of development within it, or its rural setting. The heritage significance of built heritage assets within it, particularly the church, Shillingstone House and any farmhouses and cottages may also be susceptible to setting change and where they fall within the assessment area, physical change[24].

7.17. In the wider area Okeford Fitzpaine Conservation Area lies to the west and Child Okeford Conservation Area is to the north-east. The former is intervisible with the assessment area and may be susceptible to setting change as a result; however, intervening development makes effects to Child Okeford Conservation Area unlikely.

7.18. There is a cluster of Listed Buildings to the east of the assessment area including the grade II* Hanford House [1110146] and Church of St Michael and All Angels [1110147]. Due to intervening vegetation these would unlikely experience affects from development within the assessment area. Other grade II listed buildings in the wider area also appear unlikely to be affected.

7.19. There is the potential for setting change to scheduled monuments in the wider vicinity of the assessment area, particularly those that derive significance from their spatial location and its visibility, such as the sites at Hambledon Hill and Hodd Hill.

7.20. The Historic Environment Record [HER] records the former sites of several post-medieval orchards. These are of negligible archaeological interest and rooting action form the trees is likely to have resulted in damage to any potential archaeological deposits. Multi-period activity in the wider area highlights a potential for unknown archaeological remains and alluvial deposits relating to Cookswell Brook and the River Stour may have a potential for geoarchaeological/paleoenvironmental remains. Any archaeological remains would be highly susceptible to physical change.

Guidance and opportunities for mitigation

7.21. Avoid siting development on sloping land or where it would areas that are visually prominent such as the gentle slopes down towards the floodplain of the River Stour

7.22. Protect and conserve important wildlife habitats and corridors of surrounding countryside, such as BAP priority habitats including: floodplain grazing marsh, deciduous woodland and traditional orchards, Alders Coppice Site of Nature Conservation Interest, mature tree hedgerows, and parkland planted areas.

7.23. Retain the historic linear settlement pattern, ensuring that development is in keeping with the local building vernacular of red brick buildings and thatch roofs. Care should be taken to ensure new development does not detract from the setting of listed buildings.

7.24. New development should not result in the loss of public rights of way or detract from views experienced from these locations, particularly the Wessex Ridgeway long distance recreational route and a traffic free cycle route (part of National Cycle Route 25 and the North Dorset Trailway).

[22] Such as hedgerows that qualify as historically important under the Hedgerow Regulations (1997), ridge and furrow earthworks and historic paths, etc.

[23] Such as Shillingstone Conservation Area

[24] Although as per the NPPF paragraph 194 substantial harm to or the loss of a Listed Building should be exceptional or wholly exceptional. Listed Building Consent would be required for or all works of demolition, alteration or extension that affects its character as a building of special architectural 01 historic interest. See https://historicengland.org.uk/advice/planning/consents/lbc/ for more information.

7.25. Retain the picturesque rural setting to the village ensuring new development does not detract from key views to the undeveloped wooded escarpment to the south of the village and other hills to the east which form a distinctive backdrop to the village or detract from views to the neighbouring village of Child Okeford.

7.26. Retain the overall rural and tranquil character of the landscape away from the A357. The character of rural lanes and tracks should be protected[25], by ensuring that any required upgrades to the rural road network are sensitively designed. Avoid excessive road widening, signage, lighting etc.

7.27. Any proposals affecting landscape that retains time-depth and heritage assets, such as historic hedgerows, pathways, etc., should look to retain and draw upon these features to help create a sense of place.

7.28. Any development should seek to preserve or enhance the special architectural and historic interest of the conservation areas and the elements of their setting that contribute to this. Since much of Shillingstone conservation areas setting remains rural and contributes to its legibility, opportunity for development that does not result in harm is likely to be limited.

7.29. Conservation Area Appraisals should be prepared so that the special interest of Shillingstone, Child Okeford and Okeford Fitzpaine is clearly delineated and can be properly considered in development proposals[26].

7.30. A Local List[27] (and Geographic Information Systems [GIS] shapefile) of non-designated heritage assets should be compiled to ensure that proposals for development fully assess any potential impact/ enhancement to such assets[28].

7.31. Listed buildings and non-designated built heritage assets should be retained. Elements of their setting that contribute to their heritage significance should be preserved or enhanced.

7.32. Heritage statements would be required for any proposals that may affect the heritage significance of a designated heritage asset. Historic England would need to be consulted for any proposals with the potential to affect a grade I or II* listed building and/or scheduled monument.

7.33. Archaeological potential, and the potential for adverse effects, will need to be clarified via desk-based assessment and potentially field evaluation. The outputs of this process should be used to inform an appropriate mitigation strategy, agreed in advance with the local authority archaeological adviser.

[25] Taken from the Shillingstone neighbourhood Plan 2016-2031(2017).

[26] Ideally, the Conservation Area Appraisals would be planning orientated and identify areas of high, medium and low sensitivity to development, as well as provide guidelines for design.

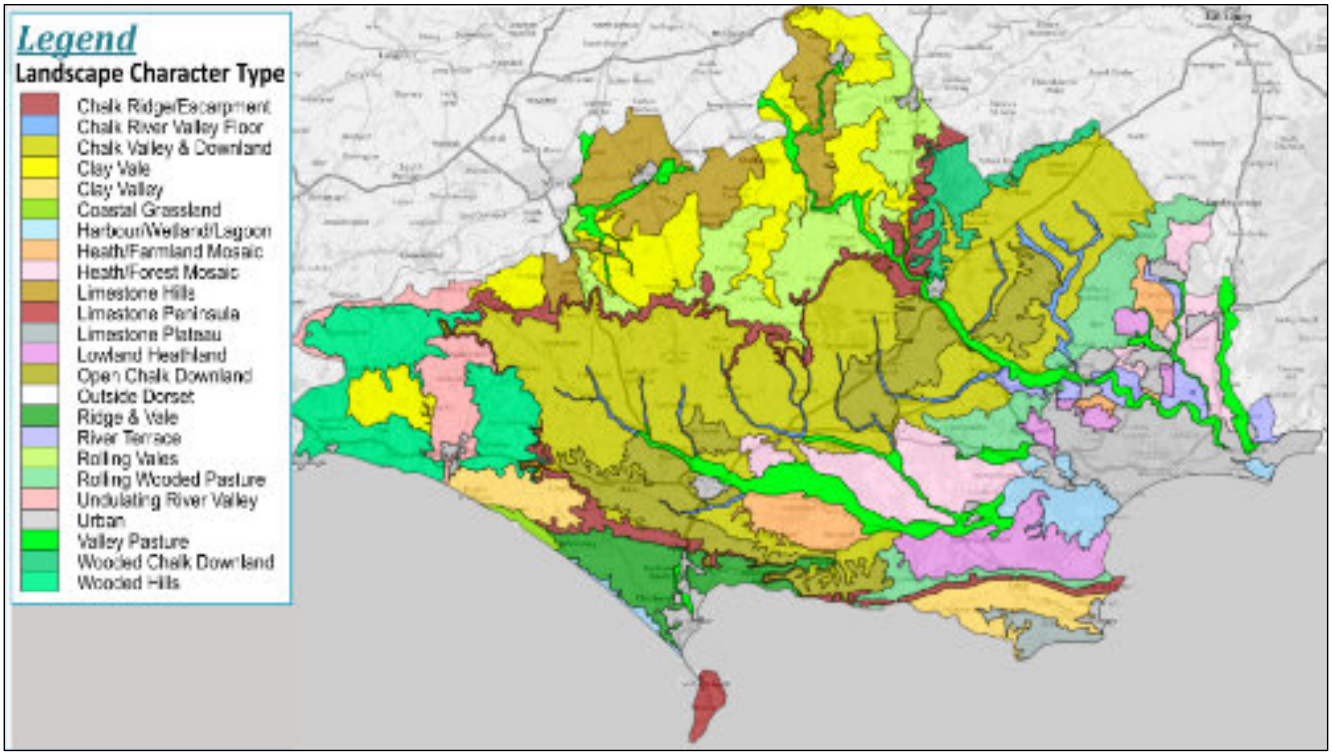
[27] https://historicengland.org.uk//images-books/publications/local-heritage-listing-advice-note-7/

[28] This could be undertaken with community involvement.

8. Appendix 2: Landscape Character Assessment

Dorset Council Landscape Character Assessment

8.01. The Landscape Character Assessment (LCA) hosted on the Dorset Council website is a strategic tool used to identify, map, and describe the unique variations in the landscape across the county. It divides Dorset into "Landscape Character Areas" and "Landscape Character Types" based on their geology, topography, land use, and history.[29] As such it is different from the landscape and heritage study, which was part of a Strategic Landscape and Heritage Study for the larger villages of North Dorset Area prepared by LUC for Dorset Council.



Map 10: Landscape Character Types for Dorset

8.02. The LCA was a collaborative "county-wide initiative" commissioned and coordinated primarily by the former Dorset County Council and the Dorset Area of Outstanding Natural Beauty (AONB) Partnership (now known as Dorset National Landscape, or DNL).

8.03. It is a comprehensive evidence base that describes the "sense of place" of different parts of Dorset. It provides:

- **Descriptions** - Detailed profiles of what makes a specific area (like the "Clay Vale" or "Open Chalk Downland") unique.
- **Condition & Sensitivity** - An evaluation of how well the landscape is currently managed and how sensitive it is to new development.
- **Management Objectives** - Specific guidance on how to conserve or restore the landscape's features (e.g. maintaining hedgerows or protecting skylines).

The LCA exists for several critical reasons, which are..

- **Planning Decisions** - It is a key piece of "evidence" used by planning officers and committees. When a developer proposes a project, the council uses the LCA to judge whether the design respects the local character or would harm the landscape.
- **Consistency** - Before this initiative, different districts had their own ways of describing the land. The current assessment provides a consistent, county-wide "language" so that the landscape is managed uniformly, regardless of administrative boundaries.
- **Conservation and Enhancement** - It provides a baseline to monitor change. By understanding what is "special" about an area, the council and its partners (like the National Trust or Dorset Wildlife Trust) can better target conservation efforts and funding.

[29] https://www.dorsetcouncil.gov.uk/countryside-coast-parks/the-dorset-landscape/landscape-character-assessment-map

- **National Compliance** - Local authorities are required by National Planning Policy (the NPPF) to have a robust evidence base regarding the character of their natural and historic environment to support their Local Plans.

8.04. With Dorset's distinctive landscape, rich in character and variety, is a result of its unique geology, soils, and climate. Centuries of human activity have further shaped this natural foundation, creating the landscape we see today.

8.05. From the majestic and geologically significant 87-mile coastline to the vibrant ecosystems teeming with rare plants and animals, and habitats of international importance, Dorset's landscape showcases an extraordinary range of biodiversity.

Dorset Landscape Types

8.06. There are 21 different Landscape Character Types (LCT) defined throughout the whole of Dorset, however these are not all relevant for Shillingstone, so we have extracted out the four LCT's that are found within the Parish of Shillingstone, Rolling Vales, Chalk Valley, Chalk Ridge/Escarpment and Valley Pasture; these are illustrated in Map 10 and their descriptions, management objectives and land management guidance are identified for each type.

The Parish of Shillingstone

Rolling Vales

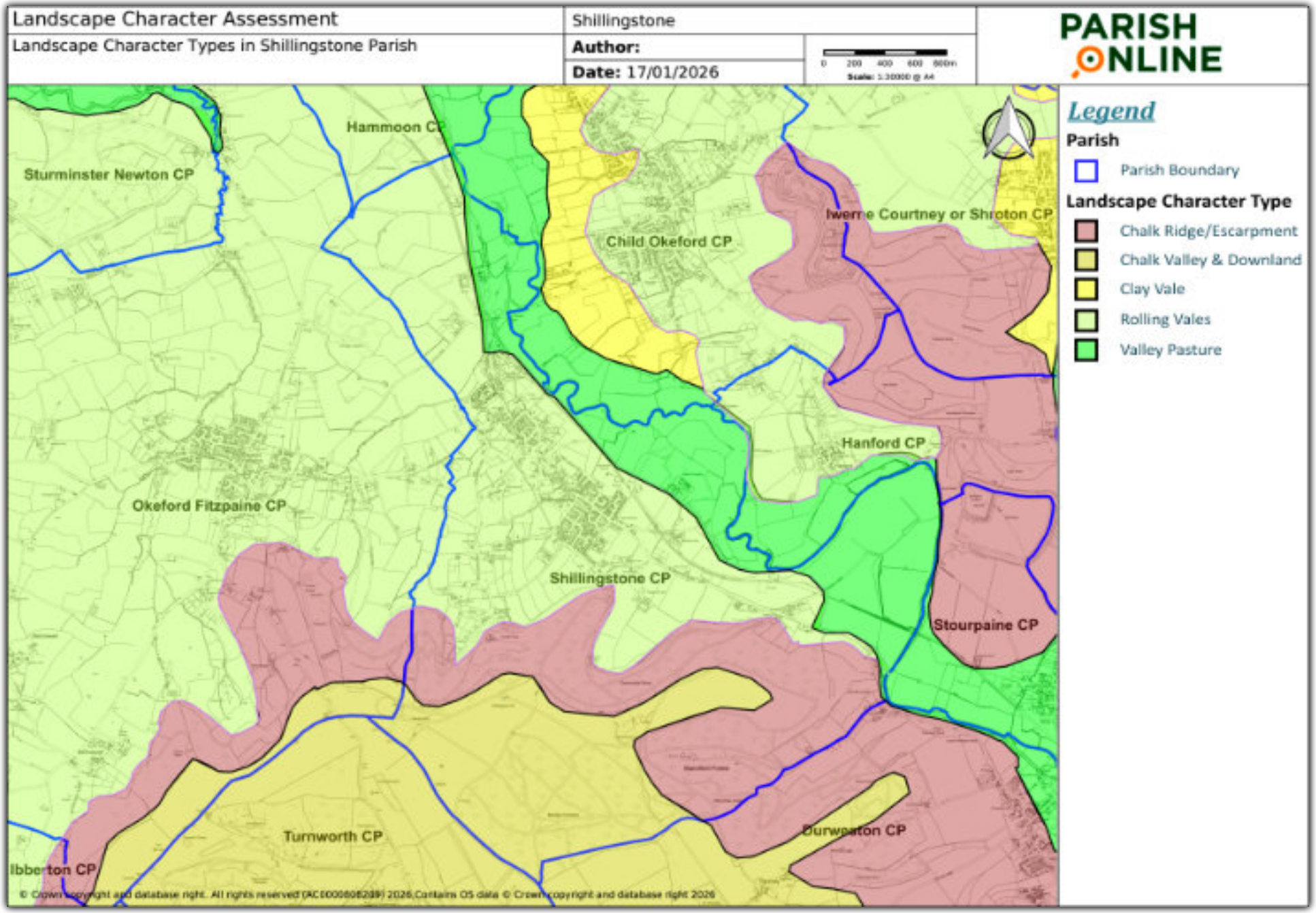
8.07. The landscape features undulating terrain, transitioning from low vales to high chalk, forming rolling foothills that gradually flatten out. Varied pastures, woodlands, and dense hedgerows define the landscape, with the chalk escarpment a prominent backdrop, with open valley view's revealing hedgerow oaks, a feature enhanced by the vales' openness. Twisting, hedged lanes with narrow verges wind through the area, and the settlement of Shillingstone is clustered along spring lines. A pastoral landscape, with scattered farms, brooks, and damp flushes, fostering a tranquil, secluded, and undeveloped character and feel to it.

- **Management Objectives** - Preserve and enhance its diverse landscape: trees, woodlands, hedgerows, small fields, watercourses, and narrow lanes. Crucially, maintaining the area's rural tranquillity is a primary objective.
- **Key land management guidance notes** - Protect streams, ponds, and marshes, with new planting mimicking existing woodland patterns. Soften urban edges with native woodlands or natural regeneration, enhancing the landscape's natural character.

Valley Pasture

8.08. The rivers are the key context for this landscape type, which have flat, wide meandering floodplains that historically support transport routes and major development around the fringes of the areas. There are large open fields with a mosaic of smaller fields and copses along the river edges which are all prone to flooding. These groups of riverside trees and woodland form key landscape features. The area is a predominantly pastoral grazed landscape with some arable towards the river terraces. A series of wet ditches and small channels, wet woodlands, small pastures and old water meadows are typical of this landscape type as are the presence of old bridges and causeways. The lower reaches merge with extensive areas of pasture, reed bed and marsh associated with the Harbour/wetland/lagoon landscape type. The valley floors are the focus for settlements, transport and infrastructure corridors and historic river crossings. The later being the historic focus for settlements such as Wool and Sturminster Marshall. Settlements such as Dorchester, Wareham, Burton, West Stafford, Moreton, Spetisbury and Shapwick are often on the slightly elevated low terraces to the side of the valleys. The area is also where sand and gravel extraction has and still is taking place, creating its own set of impacts.

- **Management Objectives** - Preserve visual unity and diverse habitats. Restoration of wet woodlands, meadows, boundaries, and historic features is crucial. Large-scale landscape restoration, particularly in the Stour Valley, should be actively pursued.
- **Key land management guidance notes** - Promote pasture reversion on valley edges, linking habitats, maintaining parkland boundaries and restore water meadows. Plant native floodplain trees and expand wet woodlands. Restore meadows for flood storage and encourage grazing. Create low-intensity river



Map 11: Landscape Character Types

corridor edges. Enhance tree, woodland, and hedgerow management, especially veteran trees. Support river corridor projects and improve river access. Provide 'green open space' to serve as recreational links from urban areas. Restore traditional structures like mills and bridges using local materials. Strengthen character of landscapes eroded by urban development, e.g. linking existing ribbons of trees with native planting.

Chalk Ridge Escarpment

8.09. Dominating the landscape, thus providing panoramic views and a dramatic backdrop. It's a bold, open features with a distinctive skyline, enclosing surrounding areas. Chalk grassland and hanging woodlands create varied patterns on steep slopes, acting as visible landmarks. Field patterns transition from small to large as they ascend the scarp. Shillingstone is clustered at the base, along spring lines, with a few scattered farms dotting the landscape. Its undeveloped character and visual impact are key features, with the ancient hillforts of Hod & Hambledon Hills key landmarks.

- **Management Objectives** - Prioritise conserving its uninterrupted landform, open skyline, and mosaic of woodland, scrub, and chalk grassland. Restoration and enhancement of habitats and historic features are also key objectives
- **Key land management guidance notes** - Maintain the escarpment's openness with visually permeable boundaries and manage scrub for habitat, avoiding straight-line cutting. Restore grasslands, buffer from intensive farming, and manage woodlands for balance. Protect prehistoric features with low-impact grazing. Promote sustainable access and minimise game crop visibility. Preserve the scarp's undeveloped character and control settlement growth. Conserve sunken lanes and hedgebanks. Identify and protect key views.

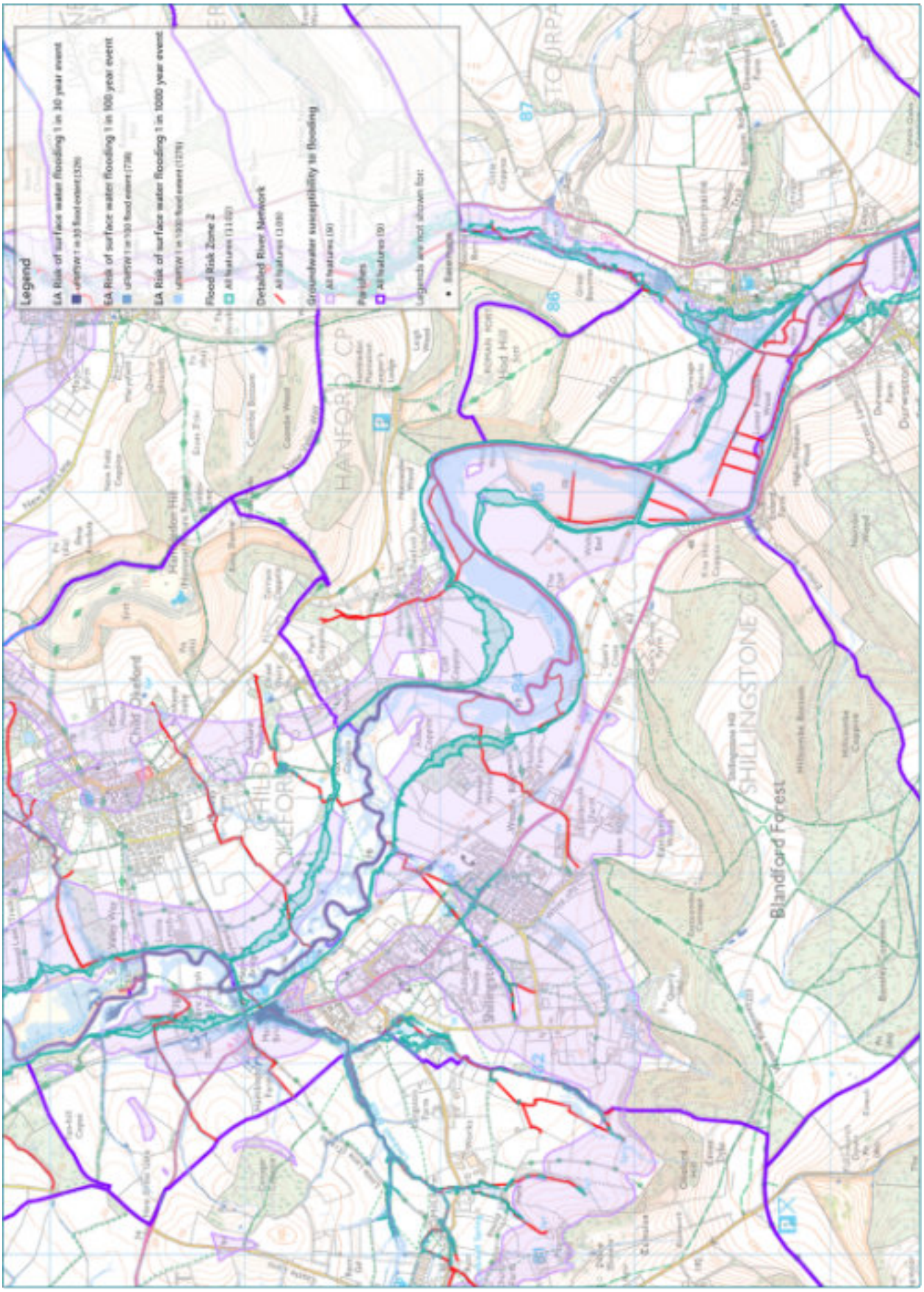
Chalk Valley & Downland

8.10. This elevated, undulating landscape, on Shillingstone's southern boundary, dominates the region to the south with expansive views. Its inverted saucer shape slopes gently towards the Poole Basin, connecting with the escarpment. Distinct north-south chalk valleys, secluded and draining into the Stour, define the area. The valley possesses unique character, diverse habitats, and cultural features. Chalk streams are particularly significant, acting as crucial habitats and landscape landmarks. The landscape's elevated nature and the valleys' distinct alignment contribute to its strong visual and ecological impact.

8.11. Management Objectives: To conserve the strong settlement pattern, whilst restoring woodlands and meadows, chalk grasslands and important boundary features.

8.12. Key land management guidance notes: Prioritise chalk stream conservation, addressing over-abstraction. Enhance valley woodland management, especially coppicing. Encourage small broadleaf woodlands (oak, ash and hazel), avoiding conifers. Restore and link chalk grasslands, balancing with woodland edges. Plant parkland trees, retaining veteran trees for wildlife purposes, and wet woodlands along rivers. Conserve water meadows and historic boundaries such as parkland railings & flint walls. Conserve pattern & character of valley floor 'ribbon development' villages, protecting key landmarks & views through local planning initiatives.

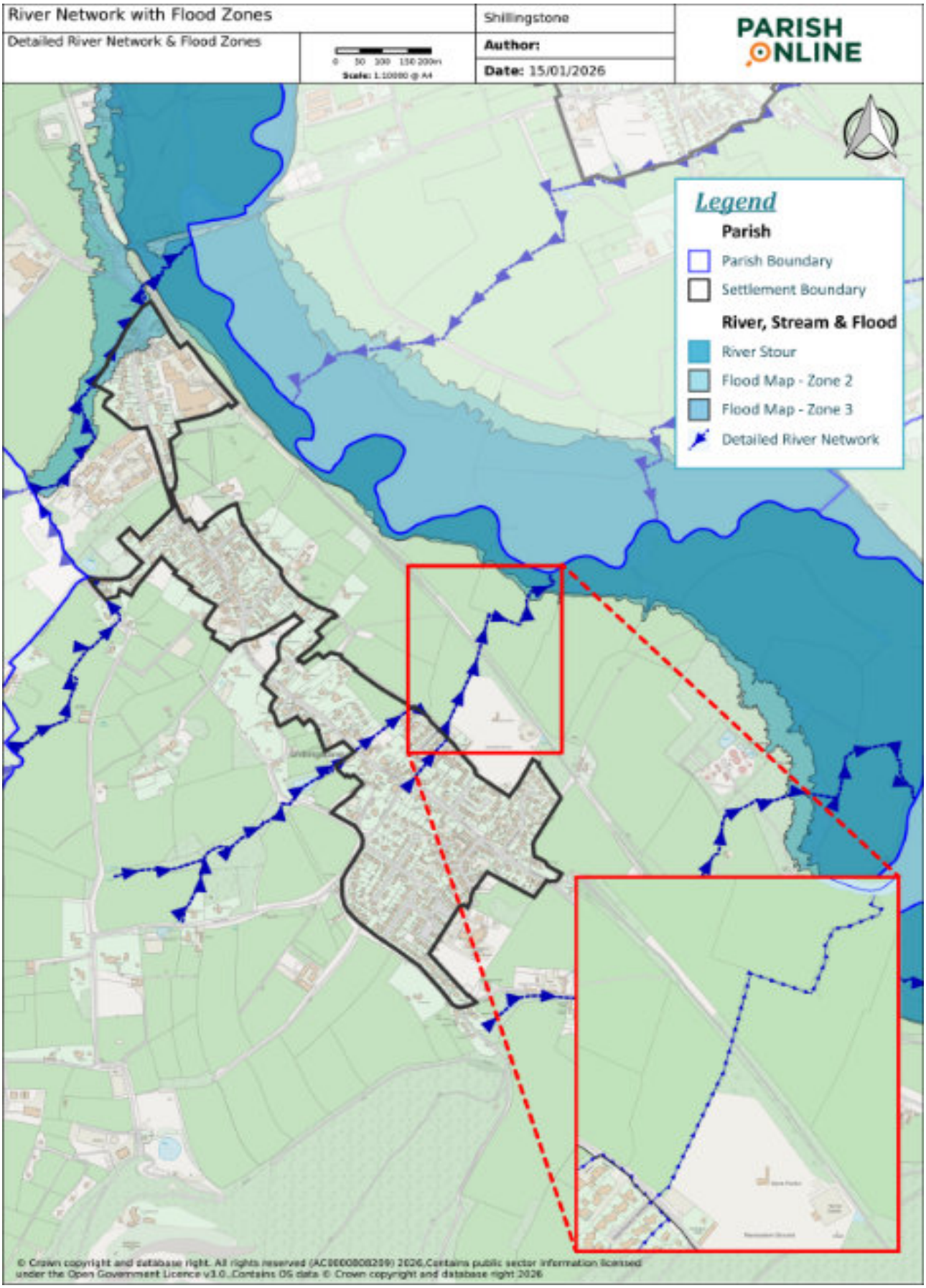
9. Appendix 3: Flooding - Extract from SFRA mapping layers



Map 12: Strategic Flood Risk Assessment

Flood Risk along Hine Town Lane

9.01. Existing maps inaccurately represent the watercourses in this area, which are now primarily piped underground. The stream originating near the Permissive Path along the base of the plot at Hine Town



Map 13: Detailed River Network and Flood Zones

Lane North, and the stream adjacent to the Honeysuckle Gardens Sewage Treatment Plant, are both conveyed through pipes (approximately 18 inches and 20 inches in diameter, respectively) beneath the northbound carriageway of Hine Town Lane. These pipes converge at a sump located within the apron of Honeysuckle Gardens. From this sump, a 20-inch pipe traverses Hine Town Lane to connect with the open stream that runs along the boundary of the Recreation Field. This stream then flows into a 20-inch culvert passing beneath the Trailway. Any drainage proposals for this area must account for this piped infrastructure and include provisions for the potential replacement of these culverts. Please refer to the highlighted area on the map below for visual context.

The Risk of Flooding from Surface Water

Overview

9.02. Risk of Flooding from Surface Water (RoFSW) are products that show the chance of flooding from surface water to areas of land. It is our main way of communicating flood risk from surface water to the public through our 'Check Your Long Term Flood Risk' service on gov.uk.

Why they are created

9.03. RoFSW has been created to support the public and other decision makers in understanding, managing and responding to flood risk.

High	Greater than or equal to 1 in 30 (3.3%) chance of flooding in any year
Medium	Less than 1 in 100 (1.1%) but greater than or equal to 1 in 100 (1%) chance of flooding in any given year
Low	Less than 1 in 1000 (0.1%) but greater than or equal to 1 in 1000 (0.1%) chance of flooding in any given year

What they show

9.04. The RoFSW products are an assessment of where surface water flooding may occur when rainwater does not drain away through the normal drainage systems or soak into the ground, but lies on or flows over the ground instead. It includes information about flooding extents and depths.

9.05. Risk is displayed as one of three likelihood categories:

9.06. Map 14 on the following page illustrates these three predictive states, showing the extent of expected surface flood waters impacting the village.

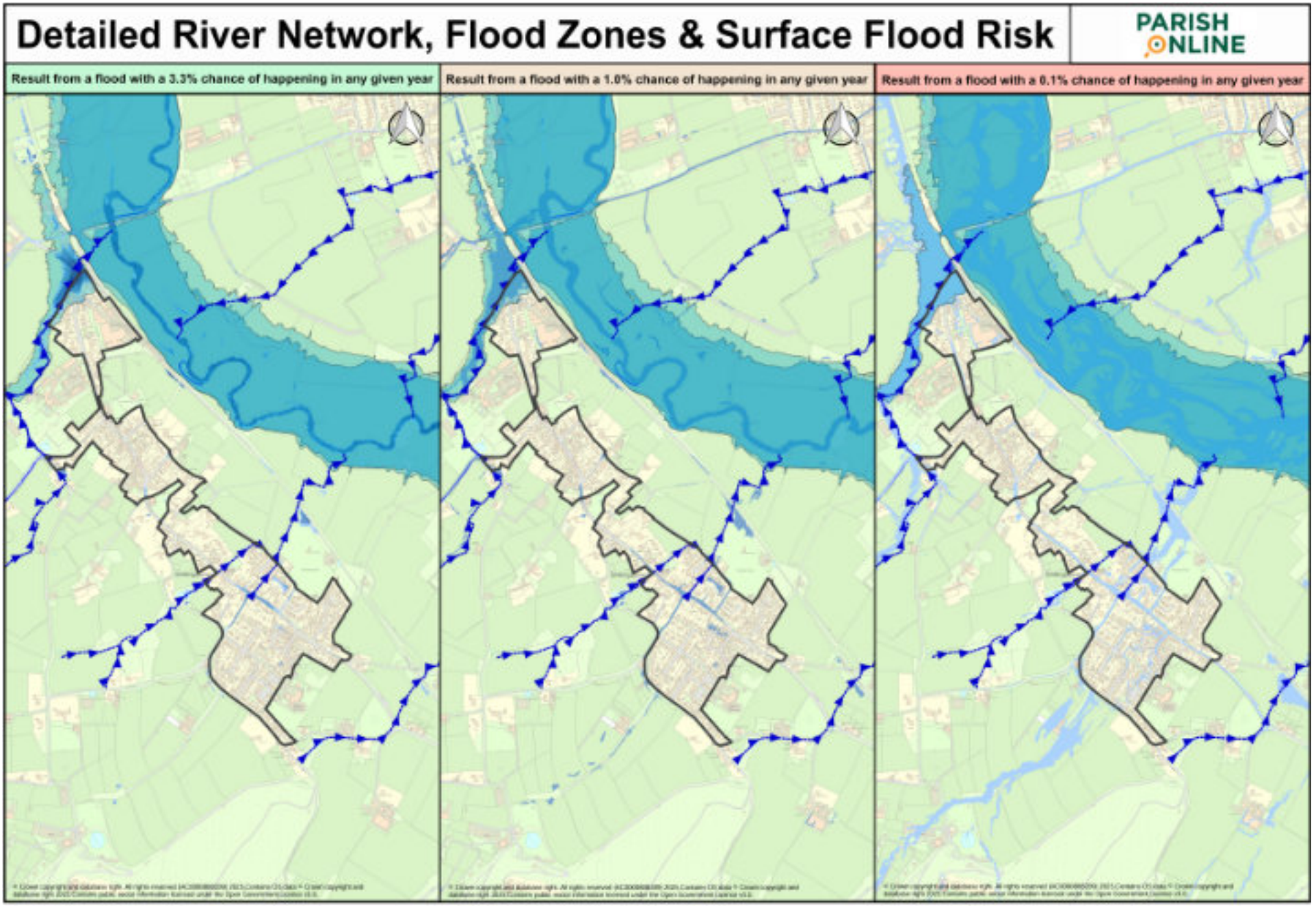
Climate Change

9.07. As well as present day risk of flooding from surface water, climate change scenarios have been produced to indicate the predicted impacts of climate change on future flood risk. The climate change allowances are based on the latest UK Climate Projections (UKCP18) from the Met Office, using the Representative Concentration Pathway (RCP) 8.5.

9.08. A near-term epoch (2040 - 2060 "2050s" epoch) and central allowances are being used initially, to support short and medium-term decisions informed by the highest flood likelihood projections.

9.09. This information, sourced from the environment agency[30], and supported by Map 14: Detailed River Network with Surface Flood Risk Assessments 1on the following page.

[30] This information is taken from the document "Risk of Flooding from Surface Water – WMS" taken from https://environment.data.gov.uk/dataset/b5aaa28d-6eb9-460e-8d6f-43caa71fbe0e



Map 14: Detailed River Network with Surface Flood Risk Assessments

10. Appendix 4: Housing Needs and Supply Calculations

10.01. Policy 6 of the North Dorset Local Plan Part 1 (NDLP, adopted 2016) included a housing target of 5,700 dwellings in total over its plan period 2011-2031, equivalent to 285 dwellings per annum (dpa). This was distributed primarily to the four main towns, but a target of least 825 dwellings was agreed for Stalbridge and the 18 larger villages, including Shillingstone, equivalent to 41.25dpa.

10.02. The population of Shillingstone in 2021 was 1,165, and total population of Stalbridge & 18 larger villages in 2021 was 20,486. On this basis:

10.03. Shillingstone as a percentage: of Stalbridge & 18 larger villages = 1,165 / 20,486 = 5.69

10.04. Shillingstone pro-rata share of NDLP target = 5.69% x 41.25dpa = 2.35dpa[31]

10.05. From this base rate, various uplifts to target have been applied, based on the evidence included in the local housing needs data/assessments for that year, for the period from 2016 on. This included:

- Eastern Dorset 2015 Strategic Housing Market Assessment, August 2015 (2015 SHMA)
- North Dorset Local Plan Review, Issues and Options Consultation, November 2017 (with Covid reduction applied at the recommended amounts during 2019/21) (2017 NDLP I&O)
- Dorset and BCP Local Housing Needs Assessment, November 2021 (2021 LHNA)
- Standard method using the NPPF 2023
- Revised Standard method using the NPPF 2024 (adjusted for North Dorset)

10.06. In the absence of a published North Dorset figure under the latest the Revised Standard method, the equivalent rate has been calculated as shown below.

- NDDC Dwelling Stock (2023) = 33,184, 0.8% of stock = 33,184 x .08 = 265
- DC affordability ratio (5 year average) = 11.06 (North Dorset equivalent not available)
- Adjustment factor = 95% x ((affordability ratio-5)/5) = 1.15
- Target = 0.8% of stock x (1 + adjustment factor) = 571dpa

10.07. The resulting target is 54 dwellings over the plan period (as shown below, also see Table 3 ***on page 30***)

Table 9: Dwelling target over duration of plan

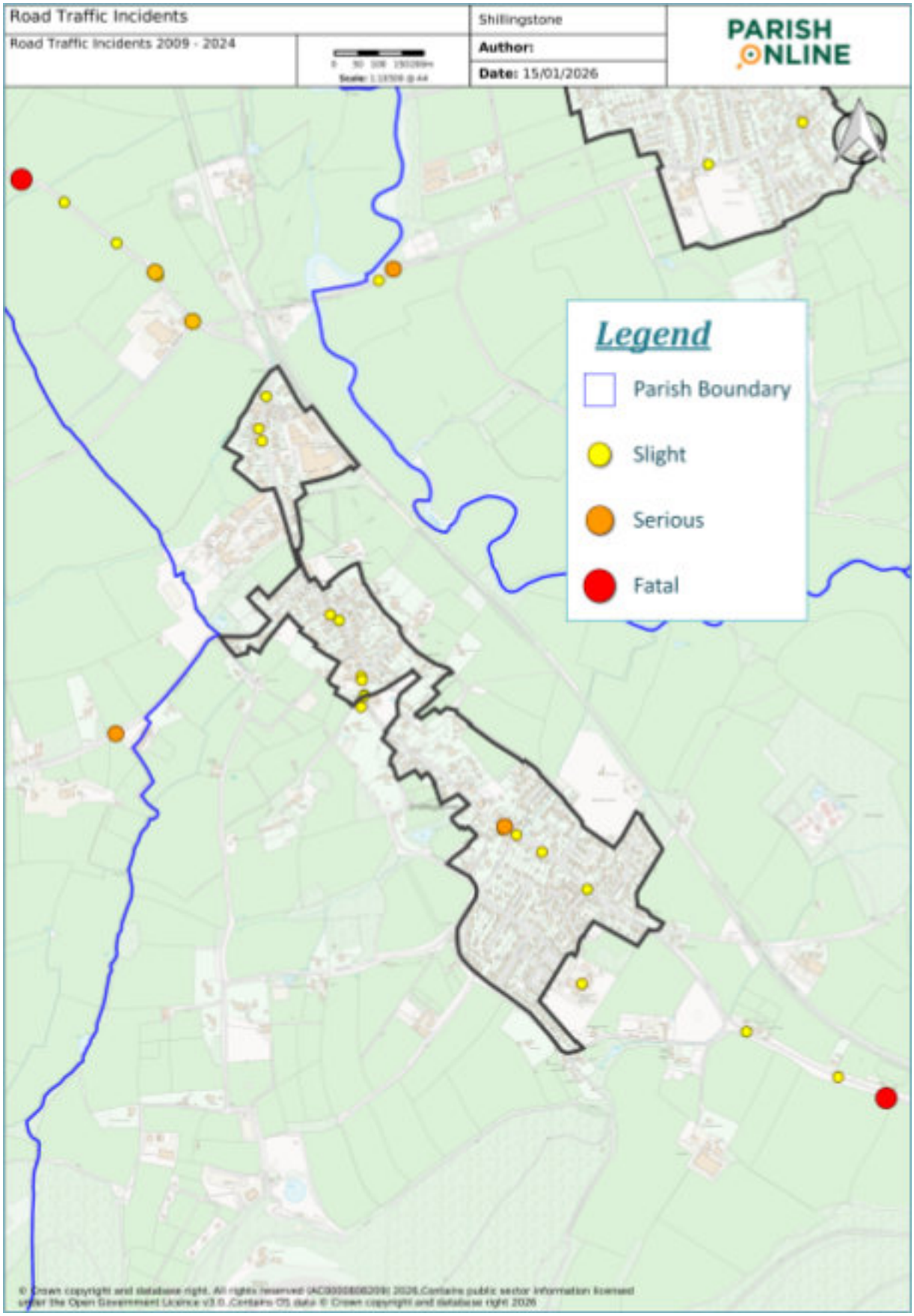
Year	Basis	NDLP target with uplift applied	Proportional uplift on 285	Shillingstone target (dpa)	Cumulative target
2016/17	2015 SHMA	330	15.80%	2.72	2.72
2017/18	2017 NDLP I&O	366	28.40%	3.01	5.73
2018/19	2017 NDLP I&O	366	28.40%	3.01	8.74
2019/20	2017 NDLP I&O (-1/12 Covid)	335.5	17.70%	2.76	11.5
2020/21	2017 NDLP I&O (-4/12 Covid)	244	-14.40%	2.01	13.51
2021/22	2021 LHNA	332	16.50%	2.73	16.24
2022/23	Standard method	377	32.30%	3.1	19.35
2023/24	Standard method	373	30.90%	3.07	22.42
2024/25	Standard method	364	27.70%	3	25.41
2025/26	Revised Standard method	571	100.40%	4.7	30.11
2026/27	Revised Standard method	571	100.40%	4.7	34.81
2027/28	Revised Standard method	571	100.40%	4.7	39.51
2028/29	Revised Standard method	571	100.40%	4.7	44.21
2029/30	Revised Standard method	571	100.40%	4.7	48.91
2030/31	Revised Standard method	571	100.40%	4.7	53.61

[31] As the difference between population and household 'shares' is not statistically significant, the slightly higher (population-based) data has been used

11. Appendix 5: Illustrative Maps of Shillingstone

Road Traffic Incidents since 2010

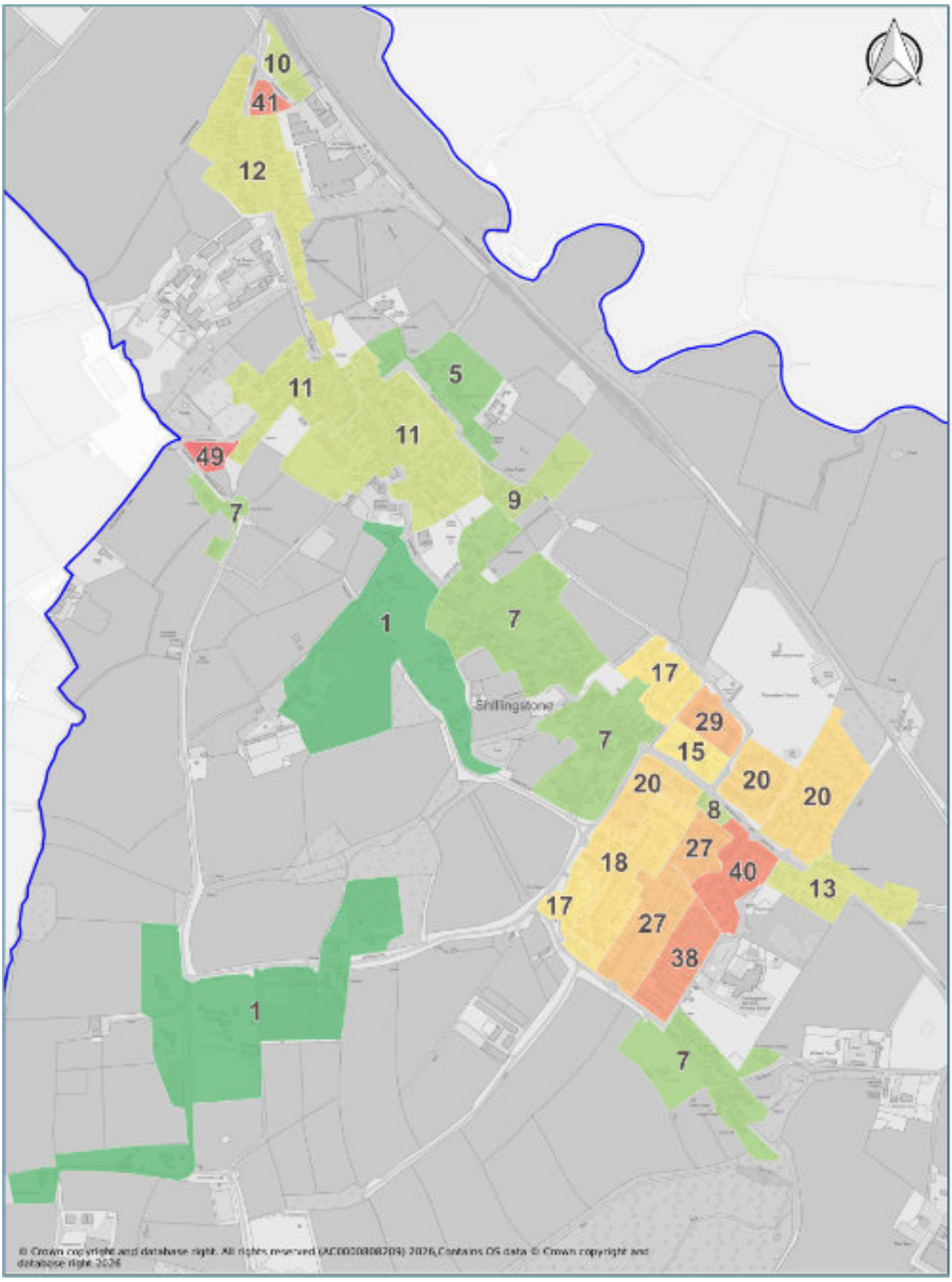
11.01. Road Traffic Incident severity & location between 2010 to 2024, identified on the map below.



Map 15: Road Traffic Incidents

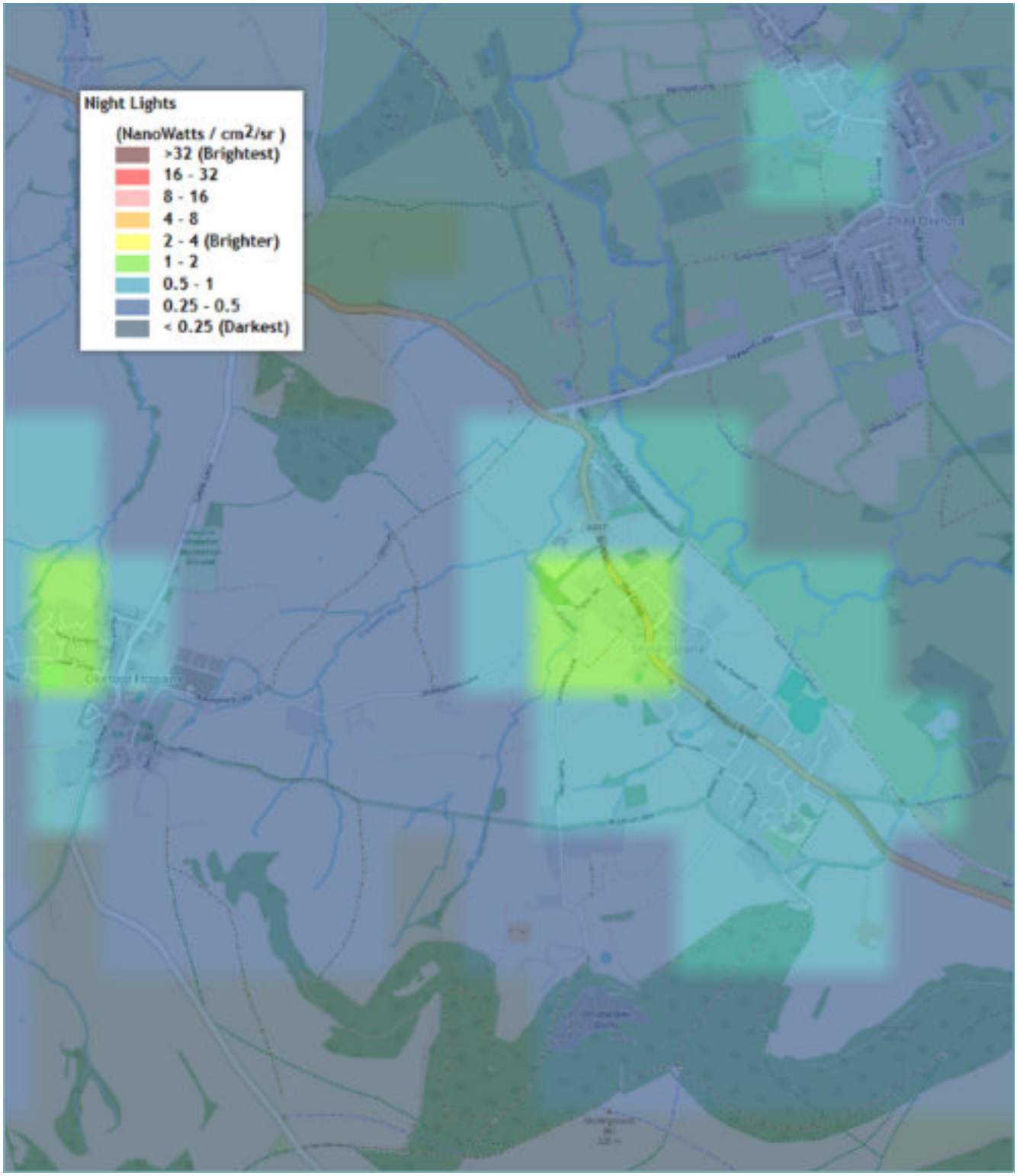
Property Density Map – 2023

11.02. Residential property density grid. Each grid area counts the number of residences per hectare.



Map 16: Property Density Map

CPRE Light Pollution and Dark Skies



Map 17: Light Pollution and Dark Skies

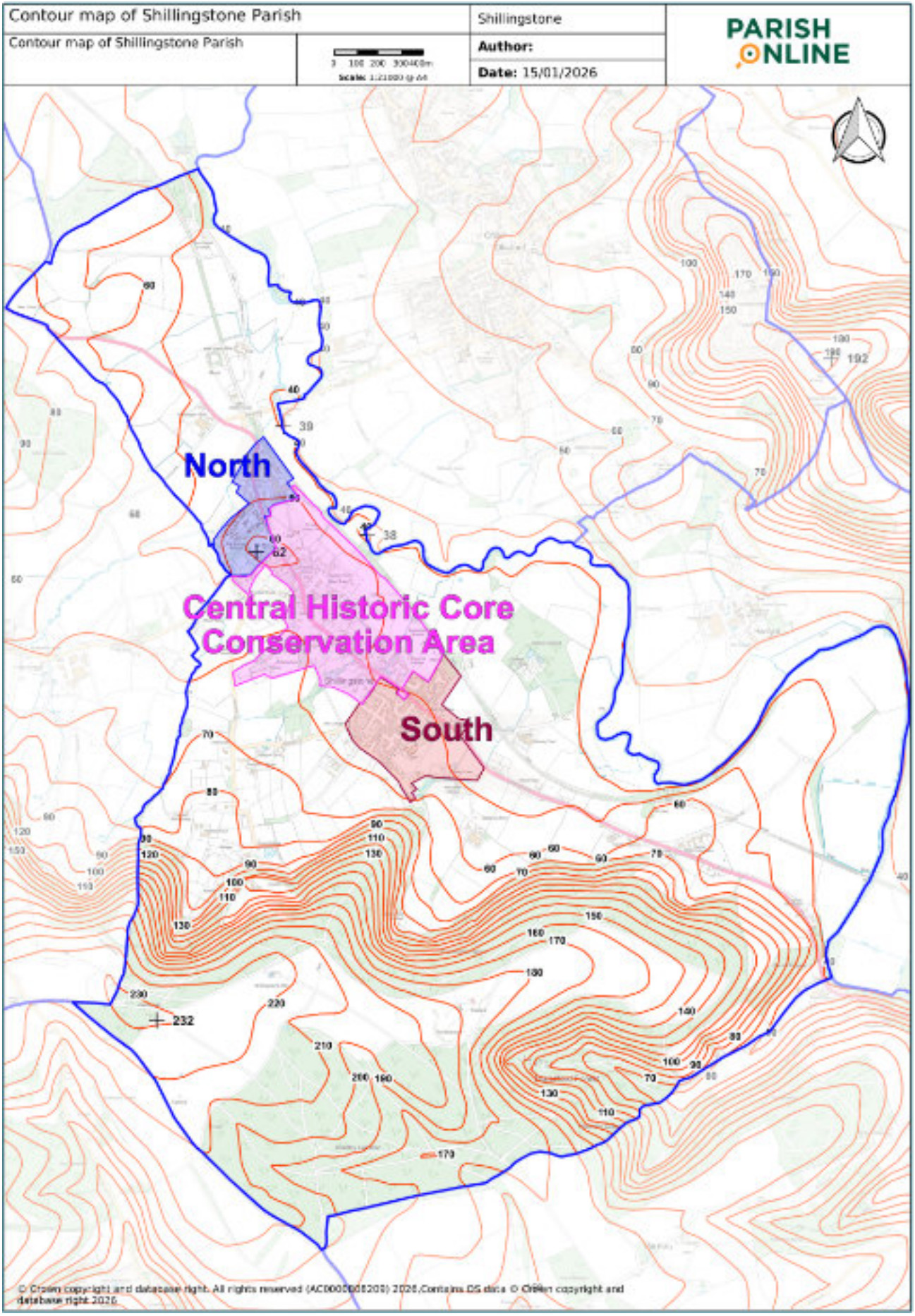
11.03. Light Pollution & Dark Skies: Each pixel shows the level of radiance (night lights) shining up into the night sky. These have been categorised into colour bands to distinguish between different light levels.

11.04. Campaign for Rural England[32] (CPRE) has created a map of the UK identifying the levels of light pollution emanating from lights at night.

11.05. The map above shows Shillingstone in contrast to its neighbouring villages of Child Okeford and Okeford Fitzpaine.

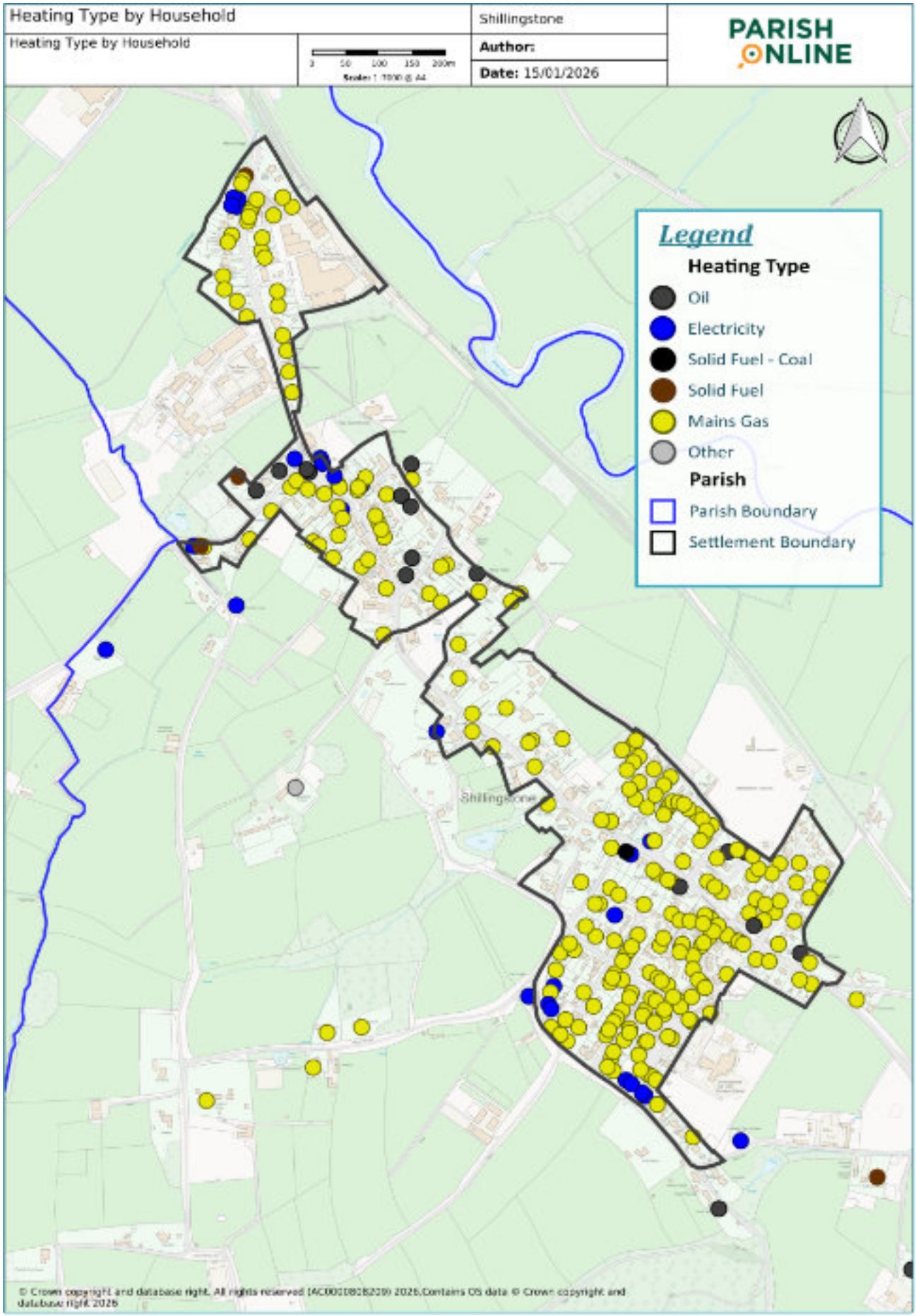
[32] https://www.cpre.org.uk/light-pollution-dark-skies-map/

Contour Map of Shillingstone Parish



Map 18: Contour Map of Shillingstone

Heating Types by household in Shillingstone



Map 19: Heating Types within Shillingstone

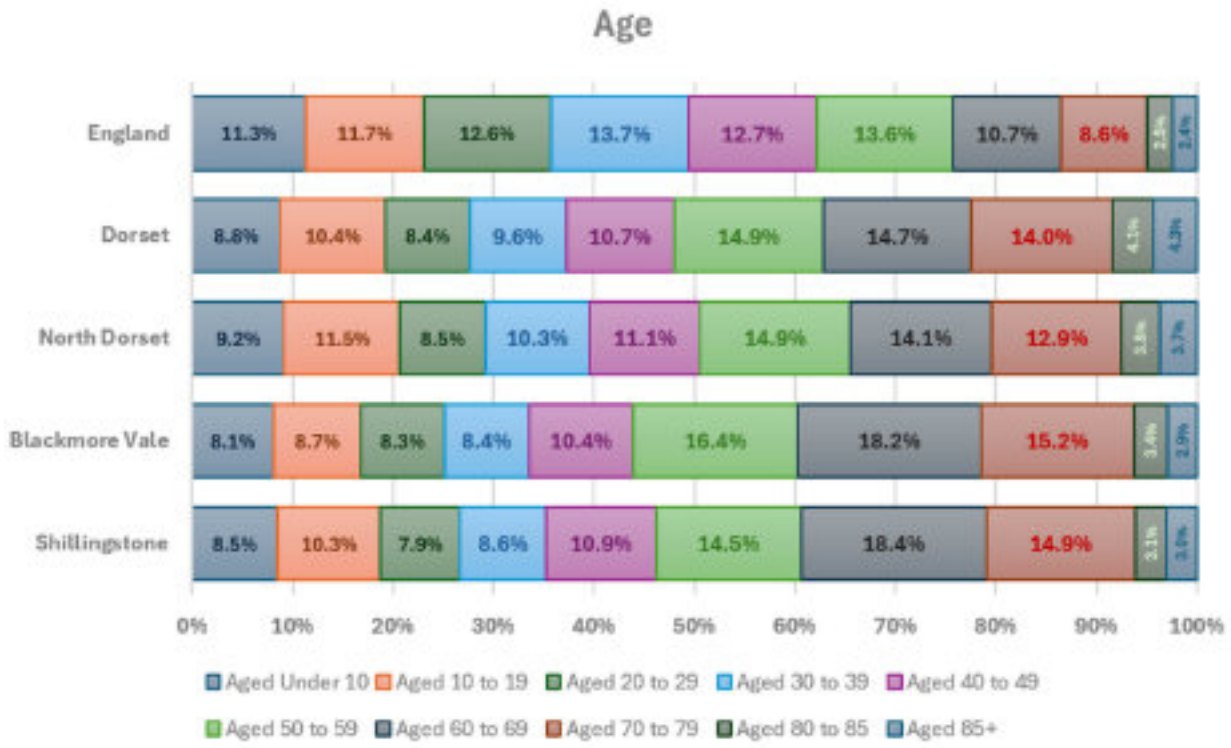
12. Appendix 6: 2021 Census Data Analysis

2021 Census Data – Understanding Shillingstone

12.01. To give a wider comparison we have included data drawn from the Dorset Unitary Council ward of the Blackmore Vale (Blackmore Vale), Parliamentary boundary of North Dorset, the County of Dorset and England.

Age

12.02. This data provides a detailed age breakdown of the population in Shillingstone compared to Blackmore Vale, North Dorset, the broader Dorset area, and England. Here's an analysis of the age distribution in Shillingstone relative to these other areas:



Overall Age Distribution

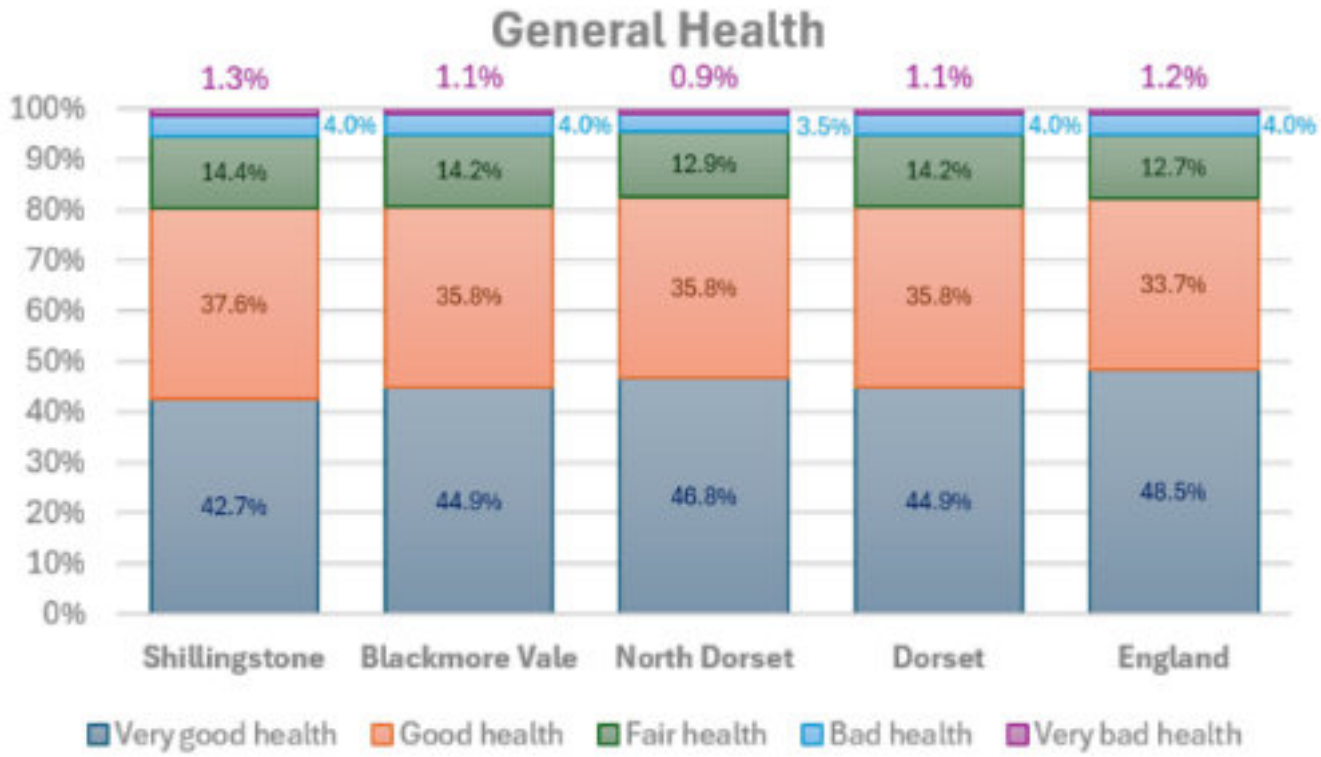
- **Fewer Young Adults and Younger Middle-Aged** - Shillingstone has a notably lower proportion of residents in their 20s and 30s compared to all other areas, especially England. The proportion of those under 20 and in their 40s is generally similar to the local Dorset areas but lower than England.
- **Higher Older Population** - Shillingstone has a significantly higher proportion of residents in their 60s and 70s compared to all other areas, particularly England. The proportion of the very oldest (80+) is more varied but generally similar to the local averages and slightly higher than England in the 80-85 age group.
- **Ageing Population** - The data strongly suggests that Shillingstone has an older age profile compared to the other areas, with a smaller representation of younger adults and a larger representation of older individuals.

Conclusion

12.03. The population of Shillingstone is characterised by a noticeably older age structure compared to Blackmore Vale, North Dorset, and the wider Dorset area, but most particularly England. There is a lower proportion of younger adults (20-39) and a significantly higher proportion of older individuals (60-79). This demographic profile likely has implications for various aspects of our community, including healthcare needs, social services, the labour market, and housing requirements.

Health

12.04. This data presents a comparison of the self-reported general health of residents in Shillingstone with those in Blackmore Vale, North Dorset, Dorset, and England. The categories range from "Very good health" to "Very bad health," indicating a subjective assessment by the individuals. A person's assessment of the general state of their health from very good to very bad, with the question “How is your health in general?



Overall Comparison of General Health in Shillingstone

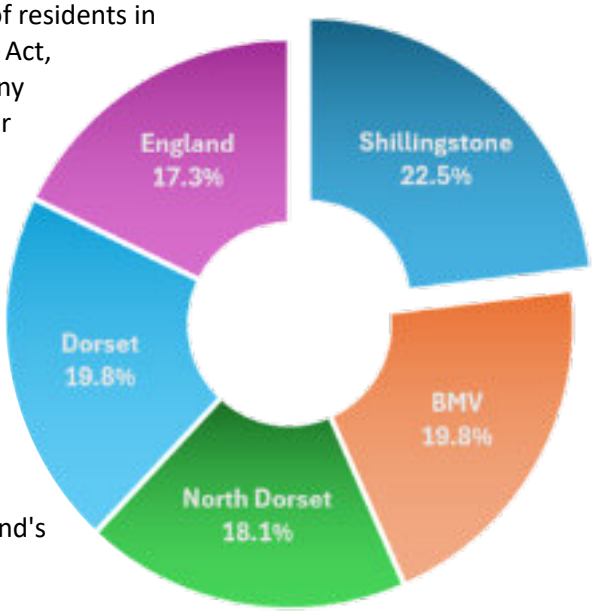
- **Lower percentage of "Very good health"** - Fewer residents in Shillingstone perceive themselves to be in excellent health.
- **Slightly higher percentage of "Good health"** - A slightly larger proportion reports being in good, but not excellent, health.
- **Higher percentage of "Fair health"** - More residents report their health as being fair.
- **Similar percentage of "Bad health"** - The proportion of those reporting bad health is consistent with most other areas compared.
- **Slightly higher percentage of "Very bad health"** - A slightly larger proportion reports the poorest level of health.

Conclusion

12.05. The data suggests that the overall state of general health in Shillingstone might be slightly less positive compared to the other four areas. While a slightly larger proportion reports "Good health," there's a notable lower percentage reporting "Very good health" and a higher percentage reporting "Fair" and "Very bad" health. The percentage reporting "Bad health" is on a par to the other regions. On face value This could indicate a slightly higher prevalence of underlying health conditions but is more likely to relate to the different demographic profile in Shillingstone that influences self-perceived health status. It's important to remember that this data reflects self-assessment and may not directly correlate with objective health measures. Further investigation into the demographic and socio-economic factors within Shillingstone could provide more context to these health trends.

Disability

12.06. This data provides a comparison of the percentage of residents in Shillingstone who identify as disabled under the Equality Act, based on their response to the question: "Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?".



Comparison Across Areas

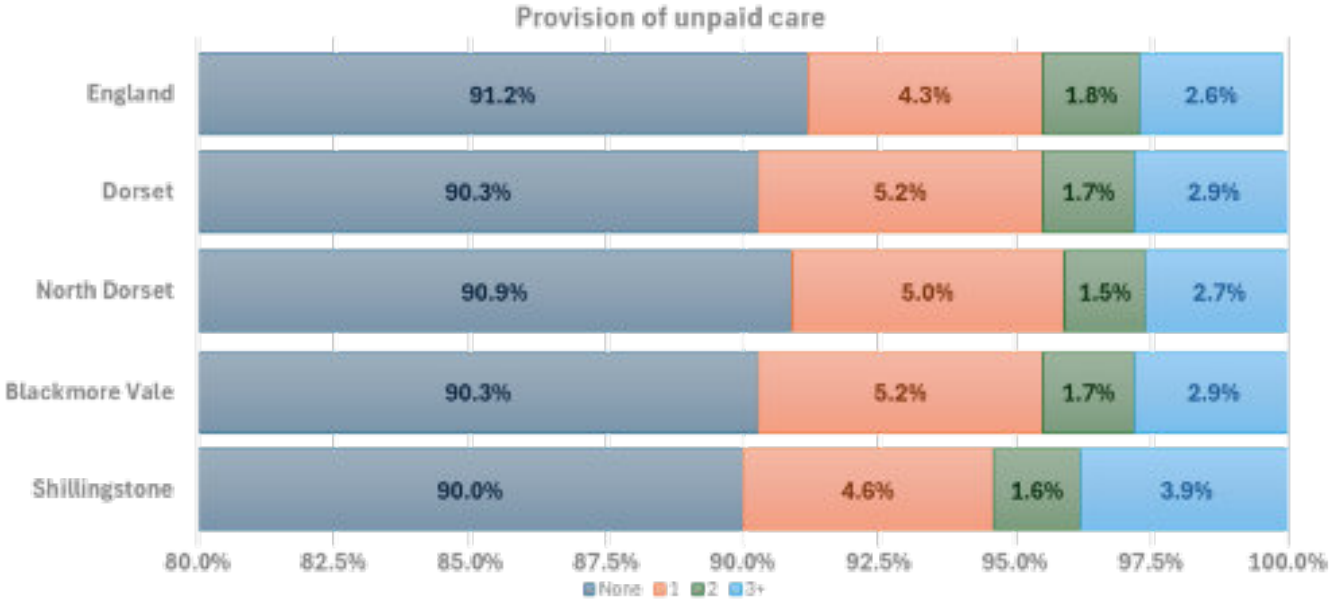
- Shillingstone shows a notably higher rate of reported disability, not only compared to the average for England, but also compared to the other local areas.
- North Dorset has the lowest reported rate of disability among the compared areas (18.1%).
- Blackmore Vale and Dorset have the same reported rate of disability (19.8%), which is higher than England's average but lower than Shillingstone's.

Conclusion

12.07. The data strongly suggests that residents in Shillingstone are more likely to report having a long-lasting physical or mental health condition or illness that meets the criteria for disability under the Equality Act compared to residents in all the other areas. This could be due to various factors such as the age distribution of the population in Shillingstone, the prevalence of certain health conditions, socio-economic factors, or even differences in how residents perceive and report their health conditions.

Provision of Unpaid Care

12.08. This data compares the percentage of residents (aged 5 and over) in Shillingstone who provide unpaid care with specific areas of Dorset as well as the average for England as a whole, based on the amount of care provided per week.



Overall Comparison of Unpaid Care Provision in Shillingstone

- **Lower percentage of "Provides no unpaid care"** - A slightly higher proportion of residents in Shillingstone are involved in providing some level of unpaid care.
- **Slightly lower percentage of "1 to 19 hours or less unpaid care a week"** - Fewer residents provide a smaller amount of care compared to local areas.

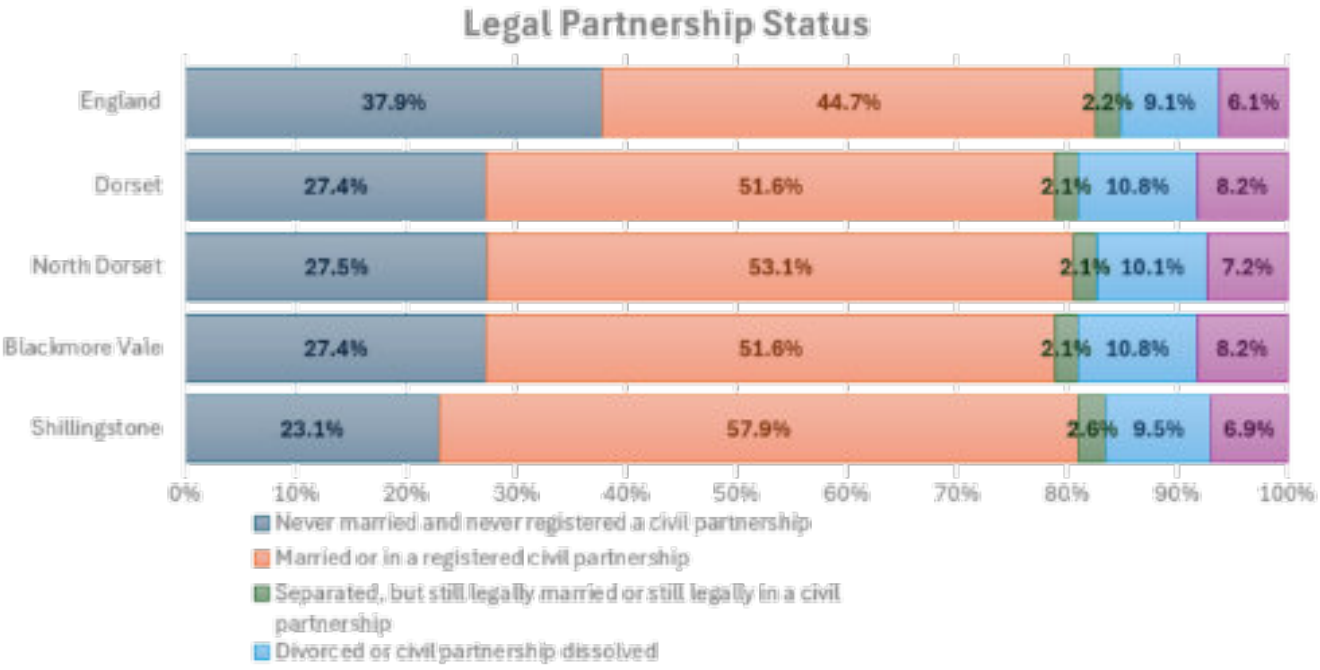
- **Consistent percentage of "20 to 49 hours unpaid care a week"** - The proportion providing a substantial amount of care (but less than full-time) is comparable to other areas.
- **Significantly higher percentage of "50 or more hours unpaid care a week"** - A much larger proportion of residents in Shillingstone are heavily involved in providing unpaid care.

Conclusion

12.09. The data reveals a distinct pattern of unpaid care provision in Shillingstone. While the overall proportion of residents providing some unpaid care is only slightly higher than other areas, there is a notably higher concentration of individuals in Shillingstone who are providing a very high level of unpaid care (50 or more hours per week). This suggests that within Shillingstone, a smaller group of individuals carries a significantly heavier burden of unpaid care responsibilities compared to the other areas in our comparison. This could have implications for the well-being, employment opportunities, and support needs of these carers in Shillingstone.

Legal Partnership Status

12.10. This data compares the legal partnership status of residents in Shillingstone with those identified areas of Dorset as well as the average for England as a whole.



Overall Comparison of Legal Partnership Status in Shillingstone

- **Significantly lower percentage of "Never Married"** - Fewer people in Shillingstone have remained single.
- **Considerably higher percentage of "Married"** - Being in a legal partnership is much more common in Shillingstone.
- **Slightly higher percentage of "Separated"** - A slightly larger proportion are separated but not legally dissolved.
- **Lower Divorce Rate** - The percentage of divorced individuals here is marginally lower than some local areas and aligns with the national average.
- **The proportion of widowed or surviving partners in Shillingstone is slightly lower** than the immediate surrounding areas but slightly higher than the national average.

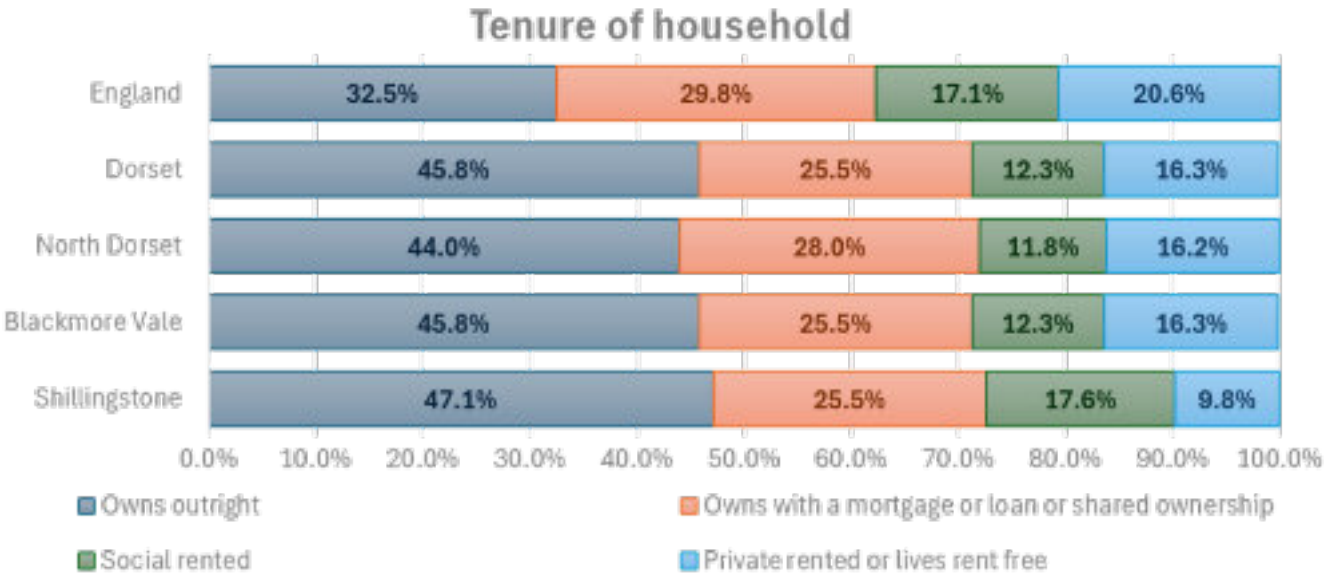
Conclusion

12.11. The data paints a picture of Shillingstone having a population with a higher propensity to be in a legal partnership (either marriage or civil partnership) and a lower proportion of individuals who have

never been married or in a civil partnership compared to other areas of focus in Dorset, and significantly so when compared to England. The rates of separation and divorce are relatively similar to the other local areas and the national average. This could suggest a different demographic profile in Shillingstone, potentially with a higher average age at first marriage/partnership or a greater tendency towards forming and maintaining legal partnerships. This pattern suggests a demographic profile in Shillingstone that favours legal partnerships, potentially linked to factors such as the age distribution of the population, social norms, and lifestyle preferences within the area. The lower percentage of never-married individuals and the higher percentage of married/civil partnered individuals are the most striking differences compared to the other areas, especially England.

Tenure of Household

12.12. This data provides a breakdown of household tenure in Shillingstone compared to identified areas of Dorset as well as the average for England as a whole. It shows the percentage of households in each area that fall into different ownership and rental categories.



Overall Conclusion about Household Tenure in Shillingstone

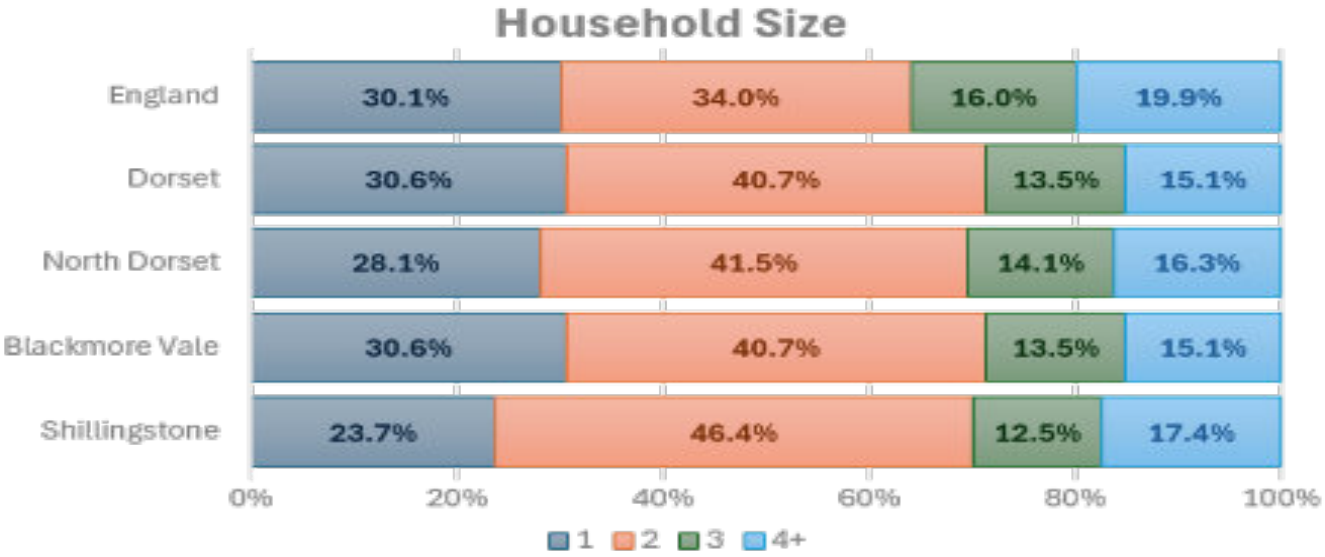
12.13. Shillingstone exhibits a distinct pattern of household tenure compared to the other areas:

- **Significantly higher rate of outright home ownership** - A much larger proportion of households in Shillingstone own their homes without a mortgage.
- **Lower rate of ownership with a mortgage** - A smaller proportion of households are still paying off a mortgage compared to North Dorset and England.
- **Slightly higher rate of social renting compared to local areas** - A slightly larger proportion of households rent from social landlords compared to BMV, North Dorset, and Dorset, but similar to England.
- **Substantially lower rate of private renting** - Private renting is significantly less common in Shillingstone compared to all the other areas.

12.14. This tenure profile indicates that Shillingstone has a more established and older population, with a higher proportion of homeowners who have paid off their mortgages. The lower rate of private renting supports understood local issues such as availability of rented housing and affordability of private rental properties, with an overall prevalence of home ownership in the area.

Household Size

12.15. This chart identifies the number of people that makes up a household. This data allows a comparison of the percentage of households with a specific number of people in Shillingstone versus Blackmore Vale, North Dorset, Dorset, and England.



Overall Comparison of Household Size in Shillingstone

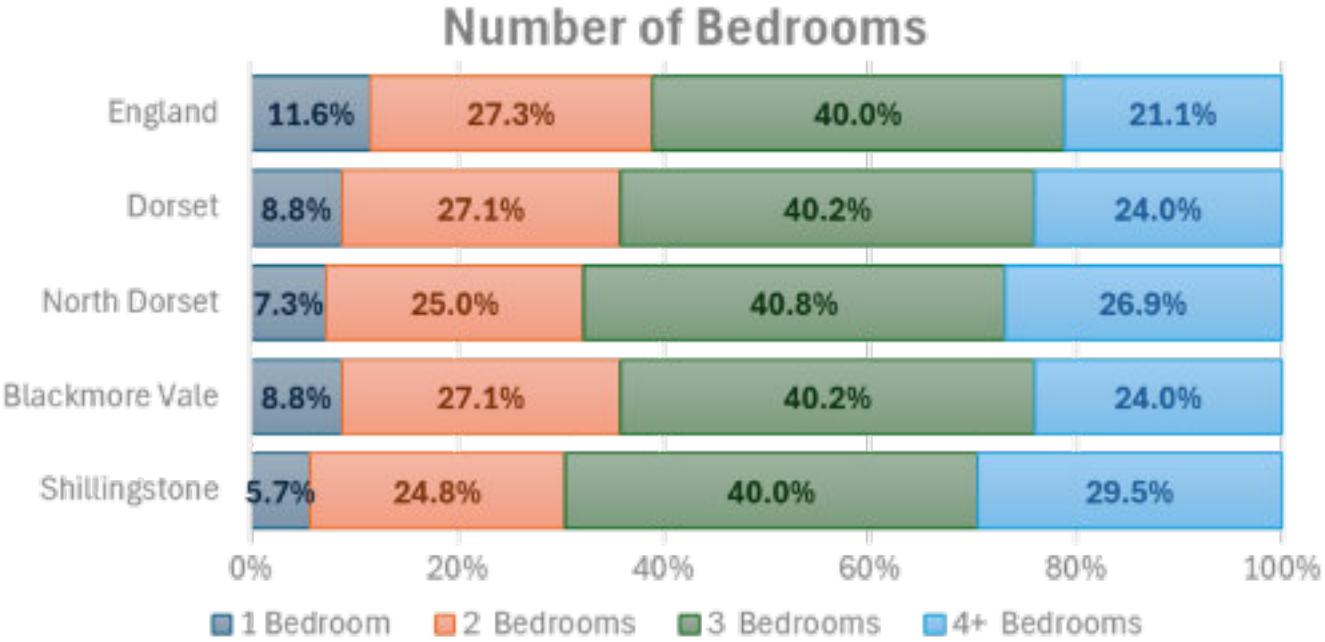
- **Fewer 1 person households** - Single-person living is less prevalent in Shillingstone.
- **Significantly more 2 person households** - This is a defining characteristic of household size in Shillingstone.
- **Fewer 3 person households** - Households with three individuals are less common.
- A slightly higher proportion of 4 or more person households compared to local areas, but lower than the national average.

Conclusion

12.16. Shillingstone exhibits a distinct household size profile, characterised by a significantly higher concentration of two-person households and a lower proportion of single and three-person households compared to the other reference areas. While larger households (4+) are slightly more common locally (vs. Blackmore Vale & Dorset), they are less prevalent than the national average for England. This suggests a demographic leaning towards couples, potentially older or with grown children, and fewer single individuals, potentially influenced by housing factors, availability and affordability, coupled with age distribution in Shillingstone.

Number of Bedrooms

12.17. This data compares the percentage of homes with a specific number of bedrooms in Shillingstone to specific areas of Dorset as well as the average for England as a whole.



Overall Comparison

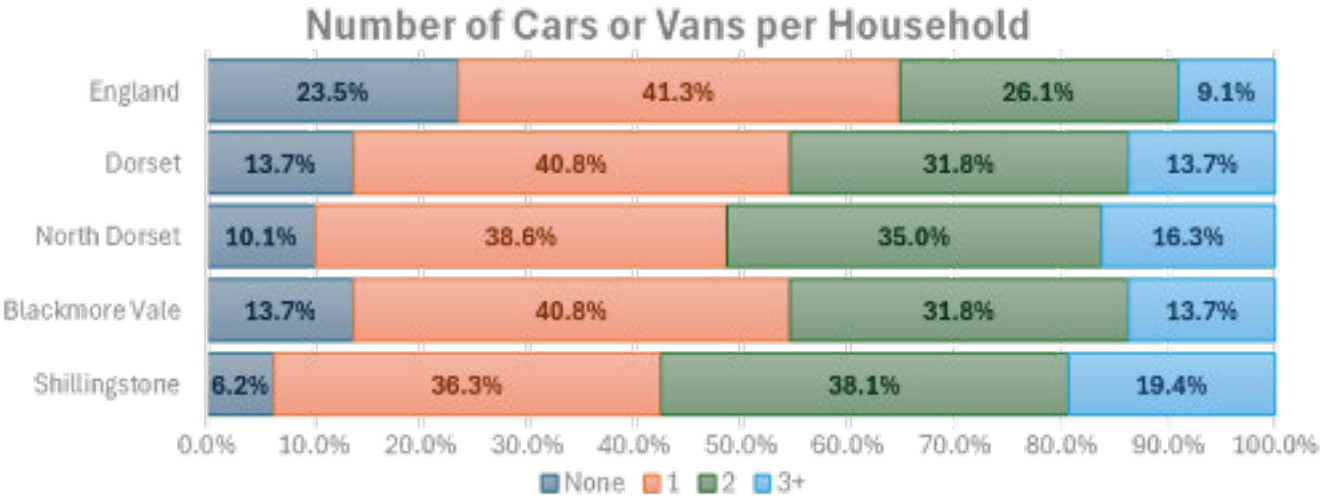
- **Fewer 1 bedroom homes** - Shillingstone has a smaller proportion of the smallest type of housing.
- **Slightly fewer 2 bedroom homes** - The difference is not substantial, but Shillingstone has a slightly lower share.
- **A similar proportion of 3 bedroom homes** - Shillingstone aligns closely with the national average for this common housing type.
- **Significantly more homes with 4 or more bedrooms** - This highlights a key difference, with Shillingstone having a larger proportion of bigger properties, both when measured against local and national data.

Conclusion

12.18. The data indicates that Shillingstone has a housing stock characterised by a lower proportion of smaller homes (1 or 2 bedrooms) and a significantly higher proportion of larger homes (4 or more bedrooms) when compared to the Blackmore Vale, North Dorset, Dorset, and England, although the percentage of 3 bedroom homes in Shillingstone is very close to the national average. This suggests that Shillingstone is an area with more families or retired individuals who favour or can afford larger properties, potentially reflecting factors like rural locations offering more space, different demographics, or varying economic conditions compared to the other areas.

Number of cars or vans per Household

12.19. This data provides a snapshot of car and van ownership levels in Shillingstone compared to other specific areas of Dorset as well as the average for England.



Summary of Car and Van Ownership in Shillingstone Compared to Other Areas

- **Lower proportion of households with no cars or vans** - Indicating higher overall vehicle ownership.
- **Slightly lower proportion of households with one car or van** - Suggesting that while single vehicle ownership is common, the difference isn't drastic.
- **Significantly higher proportion of households with two cars or vans** - A key characteristic of vehicle ownership in Shillingstone.
- **Substantially higher proportion of households with three or more cars or vans** - Pointing towards a greater prevalence of multi-car households and dependence on motor vehicles.

Overall Conclusion

12.20. Based on this data, Shillingstone exhibits a pattern of higher car and van ownership compared to all the other reference data (Blackmore Vale, North Dorset, Dorset, and England). A smaller percentage of households in Shillingstone are without a vehicle, and a larger percentage own two or more vehicles. This reflects the influence of different factors such as the rural location, access to or lack of reliable public transportation such as buses, household income, and lifestyle preferences within Shillingstone.

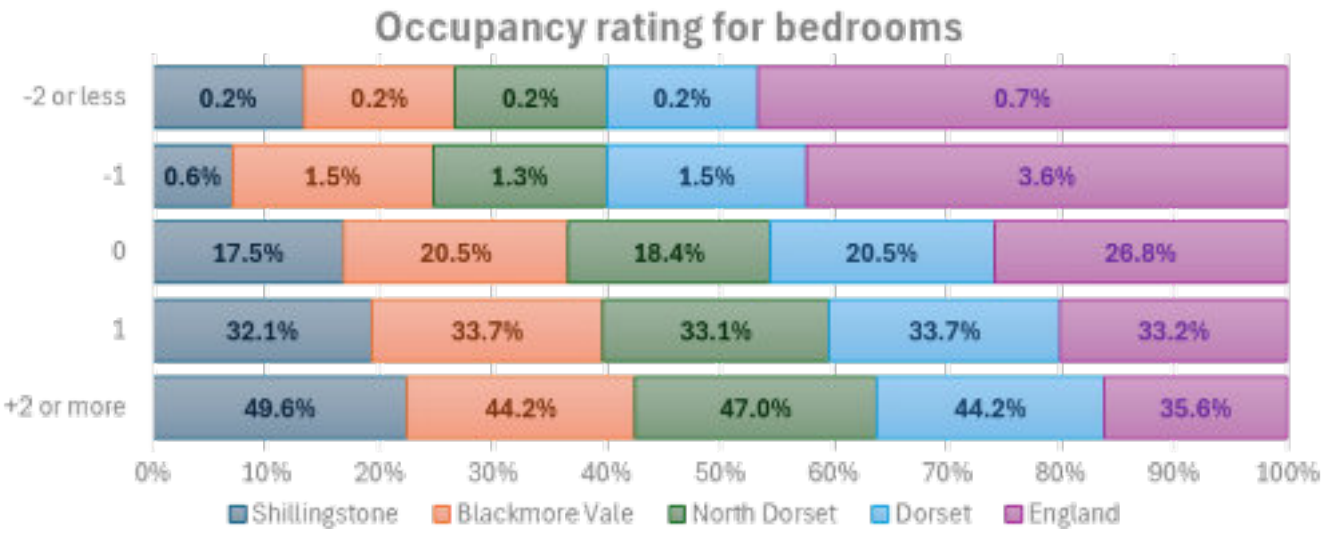
Bedroom Occupancy

12.21. This data reveals the following about bedroom occupancy in Shillingstone households compared to Blackmore Vale, North Dorset, Dorset, and England.

Bedroom occupancy breakdown

12.22. Whether a household's accommodation is overcrowded, ideally occupied or under-occupied. This is calculated by comparing the number of bedrooms the household requires to the number of available bedrooms.

- **Overcrowding (-1 or less bedrooms)**
  - **-2 or fewer bedrooms** - Shillingstone has a significantly lower percentage of households with two or fewer bedrooms than required compared to England but is on a par with other Dorset areas.
  - **-1 bedroom** - Shillingstone has a significantly lower percentage of households with one fewer bedroom than required compared to others in Dorset, but substantially lower than England as a whole.
  - **Overall Overcrowding** - Combining these, only 0.8% of households in Shillingstone are overcrowded (0.6% + 0.2%). This is considerably lower than Blackmore Vale (1.5% + 0.2% = 1.7%), North Dorset (1.3% + 0.2% = 1.5%), Dorset (1.5% + 0.2% = 1.7%), and substantially lower than England (3.6% + 0.7% = 4.3%).



- **Ideal Occupancy (0)** - Shillingstone has the lowest percentage of households with an ideal number of bedrooms compared to Dorset, and significantly lower than England. This suggests that a smaller proportion of households in Shillingstone have a number of bedrooms that precisely matches their needs according to the Bedroom Standard.
- **Under-Occupancy (+1 or more bedrooms)**
  - **+1 bedroom** - Shillingstone has a lower percentage of households with one more bedroom than required compared to other Dorset neighbours, but similar to England.
  - **+2 or more bedrooms** - Shillingstone has the highest percentage of households with two or more extra bedrooms compared to Blackmore Vale, North Dorset and Dorset, but is significantly higher than England.
  - **Overall Under-Occupancy** - Combining these, a substantial 81.7% of households in Shillingstone have one or more spare bedrooms. This is significantly higher than the other focus locations in Dorset, but considerably higher than England.

In summary

12.23. Shillingstone stands out with the lowest proportion of households having the ideal number of bedrooms. However, it also has a significantly lower rate of overcrowding compared to all other areas, especially the whole of England. Conversely, Shillingstone has the highest level of under-occupancy, with a particularly large percentage of households having two or more spare bedrooms.

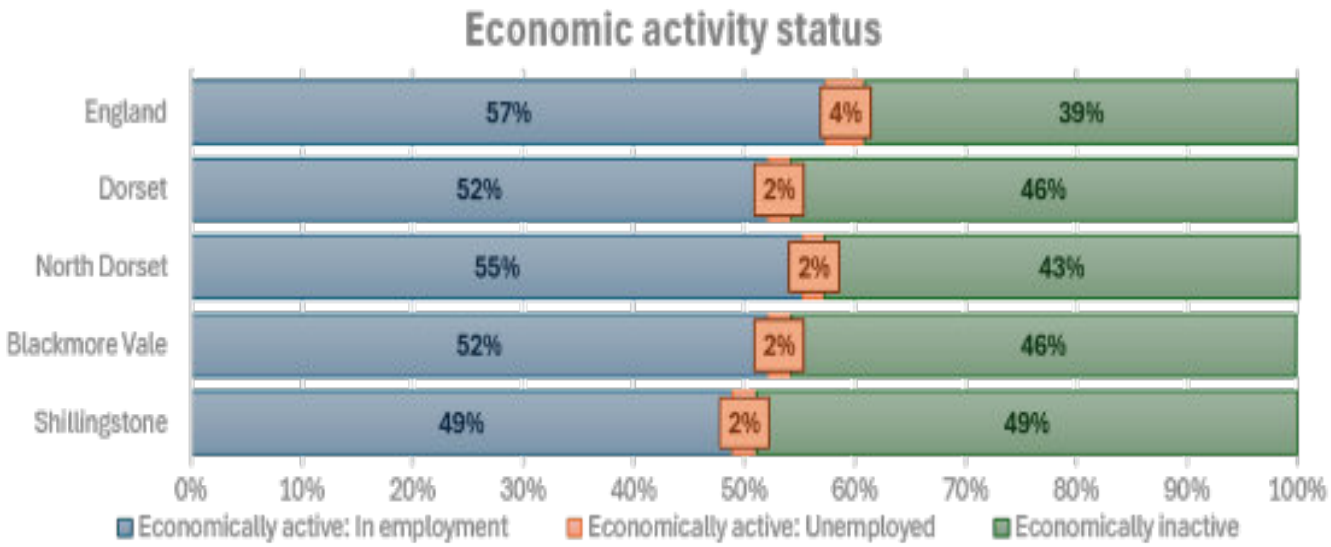
Conclusion

12.24. The housing situation in Shillingstone, supported by this data, is characterised by a notable level of under-occupancy, with a large majority of households having more bedrooms than required by the Bedroom Standard. While the proportion of households with an ideal number of bedrooms is lower, the rate of overcrowding is very low. This suggests that households in Shillingstone tend to have more bedrooms available than they strictly need based on the defined criteria.

12.25. This analysis shows that Shillingstone has a significant proportion of larger properties with 3, 4 or more bedrooms, many of which are under-utilised. A demand exists for smaller 1-to-2-bedroom properties to satisfy both the demand for starter homes to assist local young people to stay in the area, as well as the provision of properties to allow the older generations to downsize locally.

Economic activity status

12.26. This data provides a snapshot of the economic activity status of residents aged 16 years and over in Shillingstone compared to Blackmore Vale, North Dorset, Dorset, and England. It breaks down the population into three main categories and splits out full-time students from those who are not full-time students when they are employed or unemployed.



- **Economically Active** - This represents the proportion of residents who are either in employment or unemployed and actively seeking work.

  Shillingstone has a significantly lower percentage of economically active residents all other groups used for comparison. This indicates that a smaller proportion of the adult population in Shillingstone is participating in the labour market.

- **Economically Active - In employment** - This is the proportion of residents who have a job.

  Shillingstone has a lower percentage of residents in employment (46.7% - calculated as 48.9% (Economically active) - 2.2% (Unemployed)) compared to Blackmore Vale (50.0%), North Dorset (53.3%), Dorset (50.0%), and England (53.9%). This aligns with the lower overall economic activity rate.

- **Economically Active - Unemployed** - This is the proportion of residents who do not have a job but are actively seeking work and available to start within two weeks.

  Shillingstone has a slightly higher percentage of unemployed residents compared to the other parts of Dorset in this focus group, but significantly lower than England as a whole. This suggests that while a smaller proportion of Shillingstone residents are economically active, those who are unemployed have a rate closer to the local averages and lower than the national average.

- **Economically Inactive** - This represents the proportion of residents who are not in employment and are not looking for work or unable to start work within two weeks. This category includes students (if not working or unemployed), retirees, those looking after home or family, and those with long-term illnesses or disabilities preventing work.

  Shillingstone has a significantly higher percentage of economically inactive residents compared to all other groups. This is the inverse of the economically active rate and indicates that a larger proportion of the adult population in Shillingstone is outside the labour market.

Summary of Economic Activity in Shillingstone

- **Lower Economic Activity** - A smaller percentage of Shillingstone residents aged 16+ are economically active compared to the other areas.
- **Lower Employment Rate** - Correspondingly, a smaller percentage of Shillingstone residents are in employment.
- **Unemployment Rate Closer to Local Average, Lower than National** - While fewer are economically active, the unemployment rate among the active population is similar to the local areas and lower than England's average.
- **Higher Economic Inactivity** - A larger percentage of Shillingstone residents are economically inactive.

Possible Implications

The higher economic inactivity rate in Shillingstone could be due to several factors, such as:

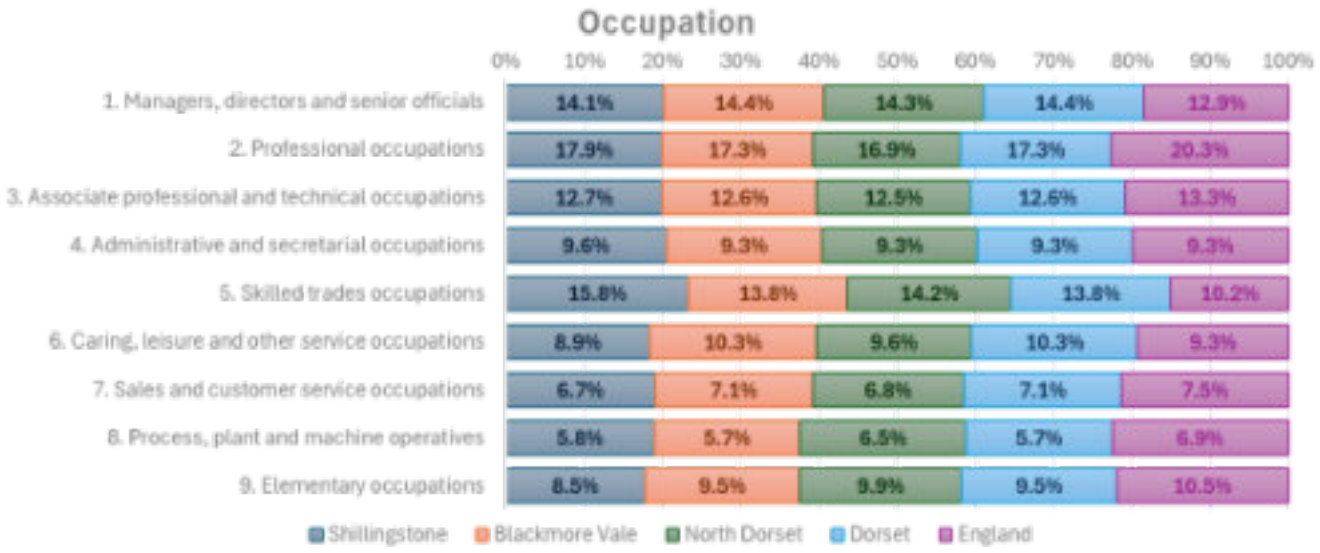
- Higher proportion of retirees. Areas with older populations often have higher economic inactivity rates.
- Higher number of individuals looking after home or family. This could reflect different social structures or childcare availability.
- Higher prevalence of long-term illness or disability. As suggested by previous data on disability.

- Lower proportion of students (if the economically active student population is higher elsewhere). Although the definition attempts to separate full-time students.
- Fewer job opportunities locally. This could discourage job seeking and lead to inactivity.

12.27. It's important to consider these potential underlying factors when interpreting the economic activity data for Shillingstone.

Occupation

12.28. This data provides a breakdown of the occupations of residents aged 16 years and over who were in employment at the time of the 2021 Census in Shillingstone compared to Blackmore Vale, North Dorset, Dorset, and England, using the Standard Occupational Classification (SOC) 2020.



Summary of occupations in Shillingstone

- **Similar to Local Areas** - For many of the higher-skilled and white-collar occupations (Managers, Professionals, Associate Professionals, Administrative), Shillingstone's distribution is relatively similar to the other local areas (Blackmore Vale, North Dorset, Dorset).
- **Lower than England in Some Skilled Areas** - Shillingstone has a lower representation in Professional and Associate Professional occupations compared to the national average.
- **Significantly Higher in Skilled Trades** - A much larger proportion of employed residents in Shillingstone work in skilled trades compared to all other areas, especially England.
- **Lower in Service and Elementary Roles** - Shillingstone has a lower representation in Caring, Leisure & Other Service, Sales & Customer Service, Process Plant & Machine Operatives, and Elementary occupations compared to the other areas, particularly England.

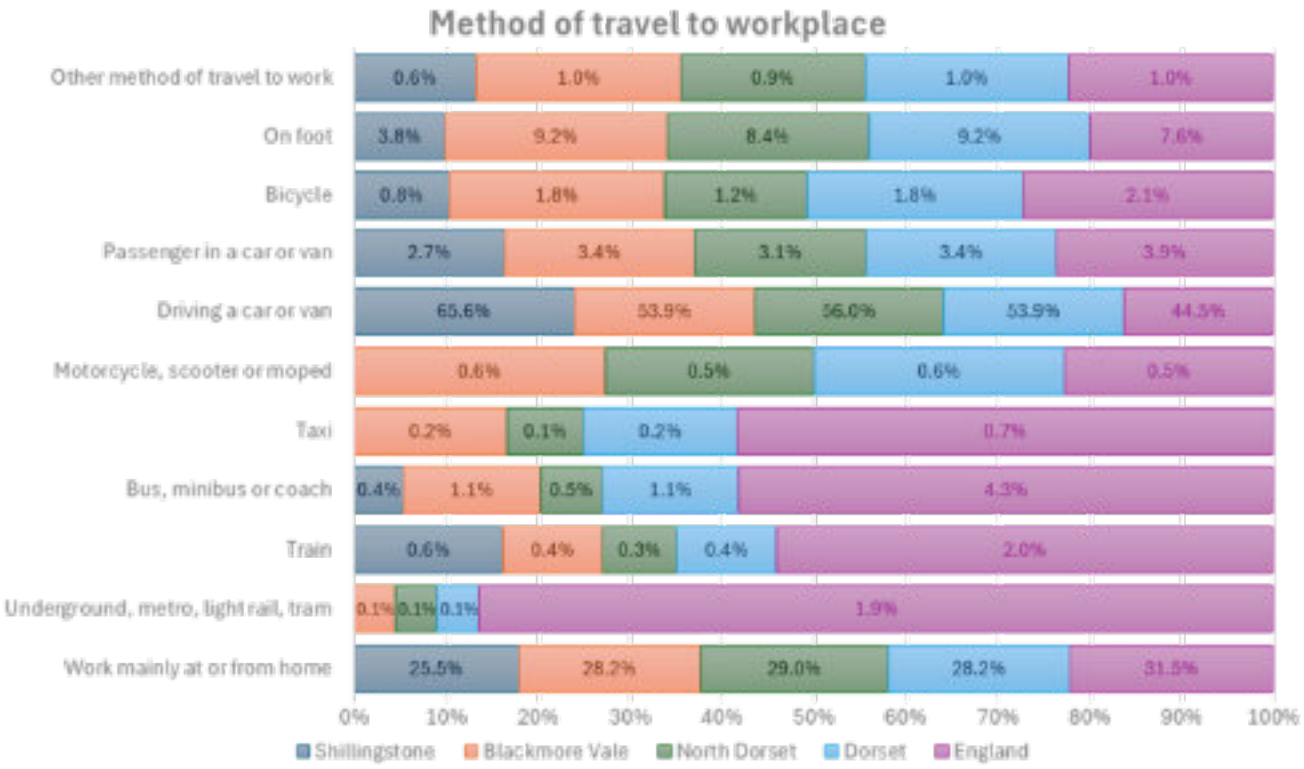
Conclusion

12.29. The occupational profile of Shillingstone shows a stronger representation in Skilled Trades compared to the surrounding areas and within England as a whole. It has a slightly lower representation in some higher-skilled professional areas compared to England and a lower representation in service and elementary occupations. This suggests a local economy that may have a greater emphasis on traditional skilled trades and potentially a different mix of industries compared to the national average.

Method of travel to workplace

12.30. This data reveals the primary methods of travel to work for residents in Shillingstone compared to Blackmore Vale, North Dorset, Dorset, and England, as reported in the 2021 Census.

12.31. People who were furloughed (about 5.6 million) were advised to answer the transport to work question based on their previous travel patterns before or during the pandemic. This means that the data does not accurately represent what they were doing on Census Day. This variable cannot be



directly compared with the 2011 Census Travel to Work data as it does not include people who were travelling to work on that day. It may however, be partially compared with bespoke tables from 2011.

12.32. Never the less, it provides some indication of changes in how travel residents have changed their commuting patterns as a result of new technological advances, but also how some occupations preclude the ability of taking advantage of them.

12.33. In summary, compared to the other areas, residents in Shillingstone are:

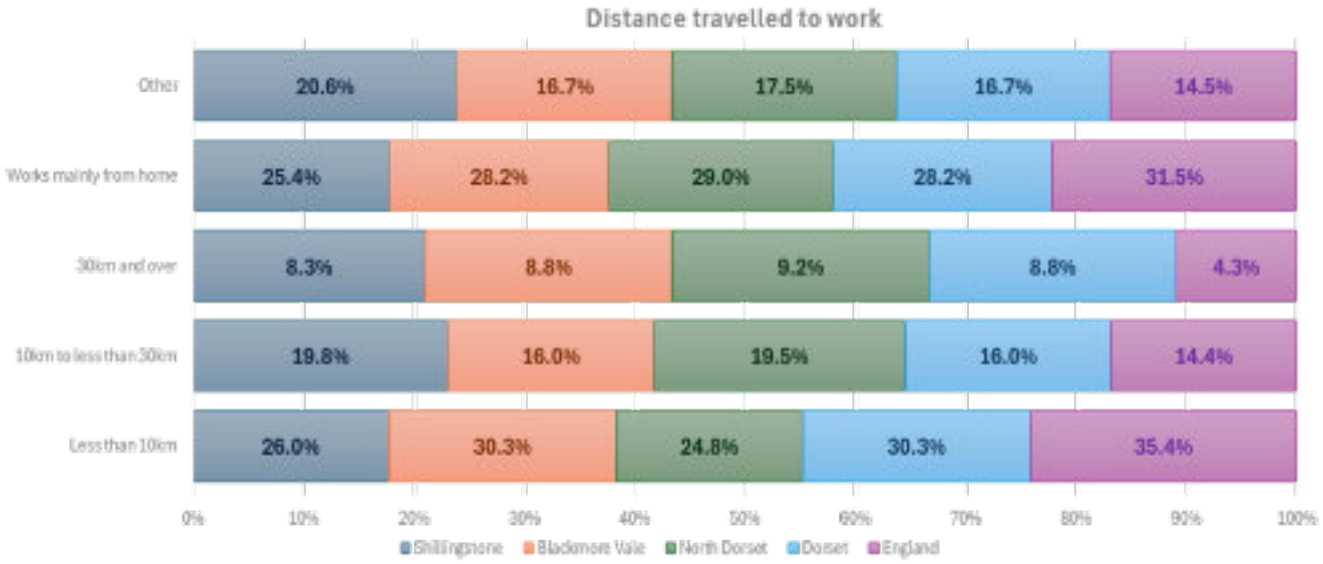
- Less likely to work mainly at or from home.
- Far less likely to use public transport (underground/metro/light rail/tram, train, or bus).
- Less likely to travel as a passenger in a car or van.
- Less likely to cycle or walk to work.
- Much more likely to drive a car or van to work.

Conclusion

12.34. The dominant mode of transport for getting to work in Shillingstone is overwhelmingly driving a car or van. There is a very low reliance on public transport and active travel (walking and cycling) compared to the other areas, especially England. This reflects Shillingstone's rural nature, with well-known limited public transport options, longer distances to workplaces or nature of employment requiring a vehicle.

Distance travelled to work

12.35. This data provides insights into the distance travelled to work by residents in Shillingstone compared to Blackmore Vale, North Dorset, Dorset, and England, as reported in the 2021 Census. It also includes those who work mainly from home and a category for "Other" distances.



Summary of Commuting Distance in Shillingstone

- **Fewer very short commutes** - A smaller proportion travel less than 10km compared to most other areas, especially England.
- **More medium-distance commutes** - A larger proportion travel between 10km and 30km compared to Blackmore Vale, Dorset, and England.
- **More long-distance commutes (than England)** - A higher percentage commute 30km and over compared to the national average.
- **Less working from home** - A smaller proportion work mainly from home compared to all other areas identified in this analysis.
- **Significantly higher "Other" category** - A much larger percentage falls into the "Other" distance category, suggesting a different pattern of employment or data reporting.

Conclusion

12.36. Residents in Shillingstone exhibit a commuting pattern characterised by fewer very short commutes, more medium-distance commutes, and a much higher proportion of long-distance commutes compared to England. Notably, a significantly larger percentage falls into the "Other" category for commuting distance, which requires further investigation to understand its composition. The lower rate of working from home also distinguishes Shillingstone from the other areas, suggesting that employment opportunities for Shillingstone residents may be more dispersed geographically, leading to longer than average commute distances for those who do travel to a workplace. The high "Other" category is a key area for further exploration to fully understand the commuting patterns, maybe the Parish Council could initiate a survey to refine and better understand the data created by the raw census data.

13. Appendix 7: Shillingstone through the ages

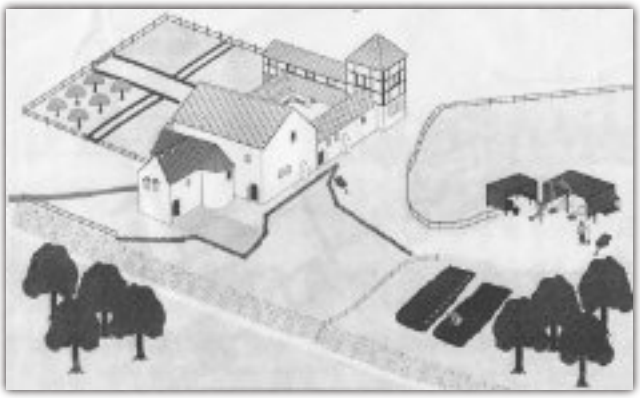
The Prehistoric Foundations (c. 4,000 BCE – 43 CE)



13.01. Shillingstone and its surrounding area bear evidence of human activity stretching back at least 6000 years. The landscape was significant in prehistory, marked by a major Neolithic burial and religious site near Hambledon Hill. During this era, the population was likely sparse and nomadic, but as the Neolithic gave way to the Bronze Age, more permanent settlements emerged. Evidence indicates that timber-framed longhouses and earthwork settlements were located on the slopes of Hambledon Hill and Shillingstone Hill, with a prehistoric settlement existing on Shillingstone Hill itself. During the Iron Age the Durotriges tribe inhabited the region, active from 400 BCE until the arrival of the Romans, establishing a defended settlement on Shillingstone Hill where the remnants of a "cross dyke" remain visible today. The population grew into a consolidated tribal community of several hundred individuals living in clusters of wattle-and-daub roundhouses with conical thatched roofs. These early inhabitants were subsistence farmers whose lives were closely connected to the land. Their settlements were strategically located to benefit from the ancient Wessex Ridgeway trade routes, which acted as a primary artery for cultural and economic exchange, further highlighting the area's historical significance.

The Romano-British Integration (43 CE – c. 410 CE)

13.02. During Roman times, the area around Shillingstone was integrated into the wider Roman Empire following the invasion of 43 CE. For most inhabitants, this period saw a continuation of traditional agricultural practices, though the Roman influence introduced a new level of standardisation and economic sophistication. The population likely stabilised at approximately 150-200 residents. A significant social divide





emerged in dwelling types; while native farmers continued to inhabit traditional circular huts, a wealthy Romano-British presence was established in the valley. The most significant Roman find within the parish is the remains of a substantial villa with an elaborate bathhouse, discovered in 2004 during the construction of a new housing estate and primary school. This discovery suggests that the area was fully integrated into the Roman economic and social landscape, with land use shifting towards systematic, surplus-oriented agriculture. The Stour Valley was likely divided into larger, more efficient rectangular fields to produce grain for Roman military outposts and regional markets, creating a unique blend of Roman and local customs.

Early Medieval - Saxon Settlement and the Kingdom of Wessex (c. 410 CE – 1066 CE)

13.03. Following the Roman withdrawal around 410 CE, the Saxon era saw the invasion and eventual settlement of Shillingstone, known then as Acford or Ockford. The name is derived from the Old English words ac (oak) and ford (a river crossing), literally translating to 'The Ford by the Oaks'. This name reflected the village's primary geographic function as a safe transit point across the River Stour. The Saxons navigated the River Stour to establish their village near the site of the present-day church, a location chosen for its strategic advantages and fertile floodplains. This period marked a transition from hilltop defensive positions to valley-based farming communities. Before the Norman Conquest, the manor was held by a Saxon Thegn named Alward, a

nobleman of significant local standing within the Kingdom of Wessex. Alward controlled a substantial estate that formed the core of the parish, overseeing a population that had reached a pre-medieval peak, and his status implies a large workforce of "ceorls" (free peasants) and "theows" (slaves) were already tilling the Blackmore Vale. Records later formalised in the eleventh century indicate that this estate supported approximately 46 households, totalling over 200 people. Under Alward's lordship, the village functioned as a self-sufficient manorial unit with land for 12 plough teams and a mill, reflecting a high level of agricultural organisation.

13.04. Saxon dwellings re typically consisted of single-room timber halls and sunken-featured buildings used as workshops, all topped with thick thatch with evidence suggesting the Saxon population lived in two distinct clusters; one was near the River Stour (the "Oak Ford"), and another was a higher-status administrative centre further south near the present-day Cross. The agricultural practices were revolutionary; the introduction of the heavy ox-drawn plough transformed the landscape into a formalised "Open-Field System." This land use involved long arable strips stretching away from the river, allowing for the cultivation of the heavier, more fertile clay soils. While the native population was gradually assimilated, the Saxon influence became dominant, marked by their language and the early establishment of Christianity. This religious shift is traditionally linked to St. Birinus and the foundation of the Church of the Holy Rood, though the current structure is of a later date. The village continued to grow as a stable parish under Saxon rule as part of the Kingdom of Wessex until the arrival of Viking and Danish raiders necessitated further social consolidation and, eventually, the transition to Norman oversight.

The Norman Conquest and Feudalism (1066 CE – c. 1200 CE)



13.05. The Norman invasion of 1066 brought significant structural and linguistic changes to the settlement. As Norman lords replaced Saxon landowners, the village was recorded in the Domesday Book of 1086 as Adford, a clerical variant of its original Saxon name, Acford. The manor was granted to the Norman knight Ascelin, also known as Schelin, whose name provided the linguistic root for the village's modern designation. To distinguish this manor from neighbouring settlements along the Stour, it became known as Okeford Schelin or Ockford Shilling. This nomenclature served as a legal marker of Schelin's property rights and jurisdictional control under the new feudal system. He is credited with establishing the Church of the Holy Rood in 1090, an act that formalised the ecclesiastical boundaries of the parish.

13.06. The Norman influence introduced a rigid social hierarchy and the system of feudal manorialism, which was physically manifested in the landscape through the construction of high-status residences. Approximately 130 metres west of the current Bere Marsh Farm, a significant moated site was established as the primary seat for the Manor of Bere and is today recognised as a scheduled monument. This site was built by Ascelin or his immediate successors and was subsequently inhabited by the De La Mere family, later known as the More family, who held the manor as sub-tenants. The choice of a moated platform, featuring a thirty-five-metre square island surrounded by a water-fed ditch, was a characteristic Norman method of demonstrating lordship. The moat acted as a prestige symbol, physically separating the aristocratic residence from the surrounding peasant dwellings while providing a modest level of security in the damp floodplains of the Stour.

13.07. During this period, the population of Shillingstone remained stable at approximately 46 households, though these individuals were now strictly categorised into villagers, smallholders, and slaves. Land use was dictated by manorial obligations, with the best arable strips and the most valuable water meadows reserved as the Lord's private "demesne," managed directly from the moated manor at Bere. While the dwellings of ordinary villagers remained modest cruck-framed timber structures, the Norman era saw a significant transition toward stone masonry in civic architecture. The subsequent rebuilding of the church in stone during the 12th century reflects this Norman dominance and the increasing wealth of the parish. The village mill became a vital industrial landmark during this time, processing grain for the entire community and further integrating Shillingstone into the broader feudal economy of England.

The Medieval Transformation and Environmental Crisis (c. 1154 – 1500 CE)

13.08. Following the Norman transition, Shillingstone entered a period of High Medieval expansion characterised by climatic stability and a peak in agricultural production. Under the continued lordship of the More family,

the village reached its maximum medieval population, estimated at nearly 400 residents. This era was defined by the perfection of the Open-Field System, where the landscape was a communal patchwork of arable strips and managed water meadows. The influence of the Church grew, and the village was a bustling, nucleated community centred on the 'Oak Ford' and the manor's mill.

13.09. However, by the early 14th century, this stability was shattered by the 'Great Transition', a period of sudden climate cooling that brought torrential rains and successive harvest failures. The Stour Valley became increasingly prone to devastating floods, compromising the viability of the low-lying moated manor, and placing the malnourished population under extreme subsistence stress. This environmental decline was followed by the arrival of the Black Death in June 1348 which was the final catalyst for change, reducing the village's population by nearly half. These dual crises forced a radical adaptation in land use. The labour-intensive grain strips were gradually enclosed for sheep farming, which required fewer workers and offered greater economic resilience.

13.10. The late medieval period was consequently marked by a 'Great Migration' within the parish boundaries. The original Saxon settlement near the river and the Church of the Holy Rood partially abandoned in favour of the higher, drier ground that forms the modern village centre. The More family's influence faded and the manor subdivided; this final medieval phase saw the establishment of more permanent, linear housing patterns, laying the architectural foundations for the substantial timber-framed dwellings of the Tudor era.

The Tudors and Stuarts: Reform, Stability and Conflict (c. 1500 – 1714 CE)

13.11. The 16th century brought seismic shifts to Shillingstone, beginning with the English Reformation and the subsequent Dissolution of the Monasteries. This period dissolved ancient ties between local land and the great medieval abbeys, facilitating the rise of a secular land-owning class and the redistribution of monastic holdings to the 'new gentry'. This transition, combined with the removal of monastic charity, necessitated the introduction of the Elizabethan Poor Laws, which transformed the Parish of Shillingstone into a formal administrative unit responsible for its own vulnerable residents through the raising of taxes. By the time the Parish Registers began in 1654, the village was meticulously recording births, marriages, and burials allowing us to see the names of the average villager for the first time, many of whose surnames remain well known in the locale today.



13.12. This era was also one of architectural and social consolidation, as the village transitioned into a stable, industrious agricultural community. The settlement's centre of gravity completed its shift toward the modern linear layout along the main thoroughfare, defined by the emergence of the Longhouse tradition. Reflecting a practical integration of domestic and agricultural life, substantial dwellings such as The Long Thatch and the original terrace cottages of Cox House were constructed. The population stabilised at approximately 250 to 300 residents, increasingly led by a prosperous Yeoman class of independent farmers who replaced medieval hovels with permanent timber-framed and ironstone structures such as Greensleeves. Even global events left their mark, Shillingstone contributed to the county's defensive musters against the Spanish Armada, while the economic 'ripple effects' from the discovery of the Americas provided the capital for this 'Great Rebuilding'.

13.13. By the mid-17th century, this period of domestic growth was violently interrupted by the English Civil War. In 1645, Shillingstone became a focal point of regional resistance through the Clubmen movement, a local third-party force of rural inhabitants formed to protect their crops and property from the depredations of both Royalist and Parliamentarian armies. This culminated in a significant engagement on nearby Hambledon Hill, where Cromwell's New Model Army cavalry routed the local force, bringing immediate disruption and casualties to the village. The subsequent Parliamentarian victory ushered in a period of strict Puritanical rule which fundamentally altered the village's social fabric under the Commonwealth of England.

13.14. The influences of this era were both ideological and physical. Traditional festivities, including the Maypole celebrations that had long defined the village's social calendar, were banned. Religious symbols were targeted for destruction; the village's medieval preaching crosses were defaced, and the Church of the Holy Rood suffered significant desecration, including the removal of internal features deemed 'idolatrous'. However, the later Stuart period saw a shift toward more 'polite' stone architecture, such as Maypole Cottage, Clayton Farm and Manor Farmhouse. These buildings utilised local rubble ironstone and featured stone-mullioned windows, signifying a shift toward greater domestic comfort and the eventual separation of livestock from the main dwelling house. By the end of the Stuart era in 1714, Shillingstone had evolved into a sophisticated, stone-built village, having survived the most turbulent political chapter in its history.

The Hanoverian Era: Enclosure and the Polite Estate (1714 – 1837 CE)

13.15. The 18th century was a period of stark contrast in Shillingstone, marked by increasing architectural refinement for the landowning class and continued drudgery for the labouring poor. Stewardship of the manor saw significant changes, passing to Julines Beckford of Steepleton Iwerne in 1759, and eventually to Lord Rivers. This 'Squirearchy' oversaw the final stages of the Enclosure Acts, which dismantled the remnants of the medieval common lands. This shift prioritised the lucrative dairy trade but forced many smallholders to become farm labourers, often living in cramped conditions as larger farmhouses were subdivided into tenements.

13.16. Architecturally, the village expanded significantly during this time. The early 18th century saw the establishment of The Old Rectory, The Crooked House, and extensions to Burlton Cottage and Cox House. By the mid-to-late 1700s, 'polite' stone dwellings such as Cherry Cottage, Calleywell Cottage, Clayton Farmhouse, and Manor Farmhouse were constructed using local rubble ironstone. These buildings, along with Maypole Cottage and Wisteria Cottage, established the aesthetic character of the village core, featuring stone-mullioned windows and a clear separation of domestic life from agricultural activity. The opening of the Turnpike Road from Wincanton to Blandford, with its surviving toll houses at Gains Cross and Tollbar Cottages, finally ended the village's isolation, allowing for the easier transport of agricultural produce and the introduction of mass-produced manufactured goods.

The Victorian Era: The Railway and Industrial Integration (1837 – 1901 CE)



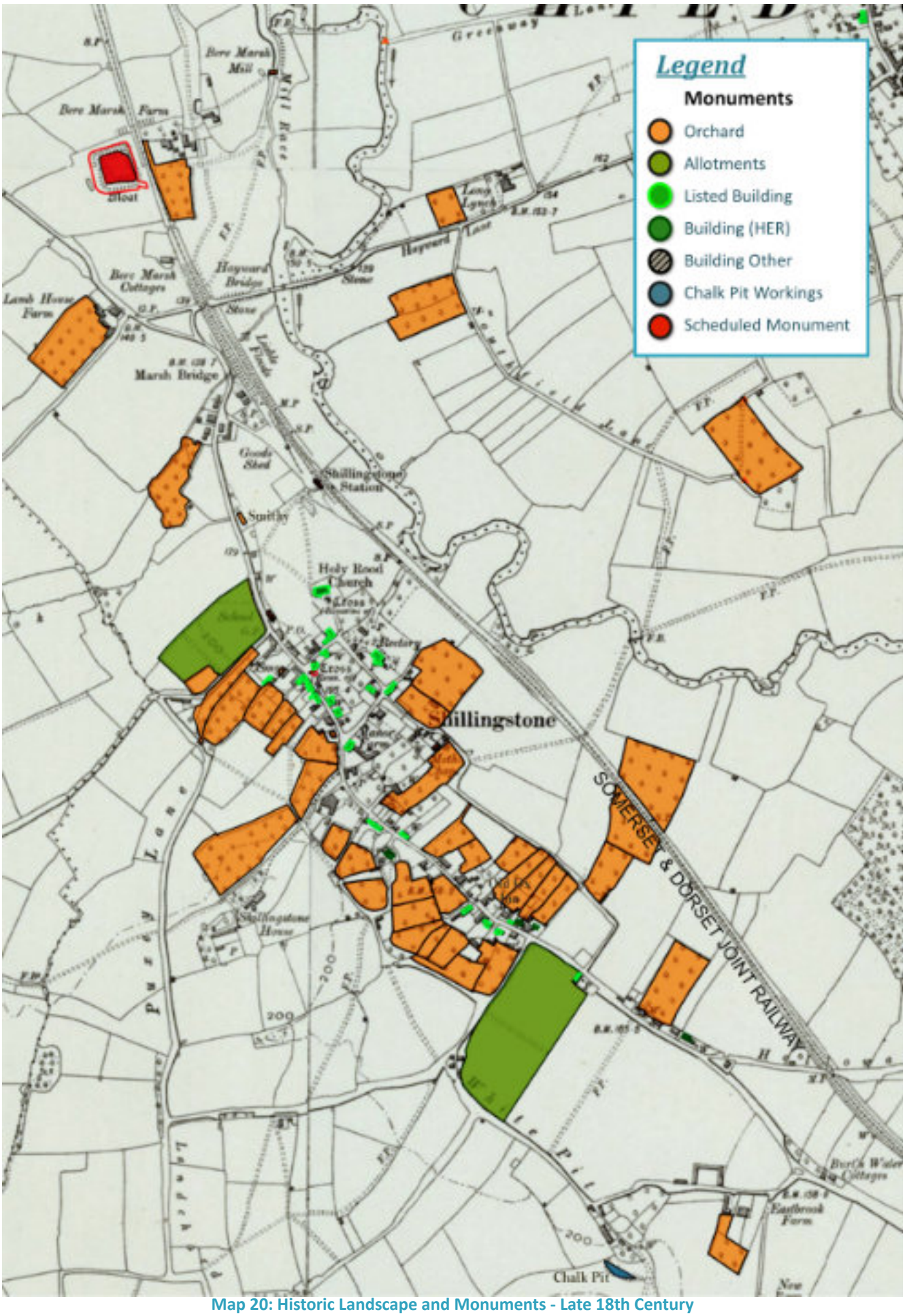
13.17. The Victorian era brought both subtle and transformative changes to Shillingstone, a village deeply rooted in its agrarian past. While the steam engine's influence was felt indirectly through the introduction of more efficient agricultural machinery, the most pivotal moment occurred on 31st August 1863 with the opening of the Shillingstone Railway Station on the Somerset and Dorset Joint Railway. This provided a vital link to wider transport networks, facilitating the movement of goods and people and fostering new opportunities for trade that extended far beyond the Blackmore Vale. Although large-scale industrialisation did not occur within the village itself, the railway era introduced new employment and social possibilities and spurred a greater integration of Shillingstone into the national economic landscape.

13.18. This period of growth coincided with a significant expansion of village infrastructure and communal buildings. The mid-19th century saw the establishment of the Wesleyan Methodist Meeting House on Hine Town Lane in 1853, the School House in 1858 reflecting a new Victorian focus both on education and non-conformist religion. The Old Ox Inn in 1859 and the Church Room in 1895 (now the Reading Rooms), provided new social hubs for a population that reached a peak of over five hundred residents. The dominant social influence during the latter half of the century was Viscount Portman, whose estate management further professionalised local farming, although he was responsible for removing grazing rights of ordinary villagers.

13.19. The architectural legacy of the late Victorian period is most notably represented by the construction of Shillingstone House by Maj Lackland Forbes in 1879. This high-status residence reflected the peak of the 'Estate' era, requiring a large domestic staff and providing the catalyst for further residential development. In 1888, the Church underwent significant renovations including the addition of a north aisle and chapel;







Map 20: Historic Landscape and Monuments - Late 18th Century

these works revealed some original Norman features that had been hidden for centuries. By the end of the 19th century, Shillingstone had transitioned beyond a purely agrarian existence; it had embraced the connectivity of the industrial age while retaining its distinct character of ironstone and thatch. For the average Shillingstonian entering the 20th century daily life hadn't greatly changed, or improved, over the past 100 years, despite the village becoming a better connected community of a modern Victorian parish; the population had grown little but it was still firmly rooted to its agrarian past, bucking the the national decline in agriculture. Map 19 on page 78 illustrates the dominance of cider orchards that produced the standard 'working man's drink', and allotments that provided the only means for peasant folk to grow essential vegetables like the potatoes and keep livestock to supplement an often inadequate diet.

The Early 20th Century and The Great War (1900 – 1919 CE)



13.20. The dawn of the 20th century saw Shillingstone transition into a more modern era, marked by the arrival of new social infrastructure and the professionalisation of local services. In 1904, the village's religious and domestic landscape was enhanced by the construction of the Wesleyan Methodist Chapel and the establishment of The Grange. This period also witnessed the establishment of the Prideaux Milk Factory in 1900 at what is now the Coop, which benefited from the Railway connections to Bournemouth and London; Edwin Sloper transformed his initial bicycle repair service at The Crooked House into a pioneering motor business, providing petrol and car hire by 1915 to a village that was still predominantly horse-drawn. Some village expansion at this time saw the development of eight houses at Townsend on the southern approach into Shillingstone.

13.21. This era of domestic growth was profoundly overshadowed by The Great War. Shillingstone demonstrated remarkable resilience and a deep commitment to the war effort, with a disproportionate number of volunteers relative to its population enlisting for service. This unwavering spirit led to the village being poignantly titled "The Bravest Little Village in England" and recognised in a letter from King George V, a firm testament to the community's deep commitment despite the tragic loss of many young men on the battlefields of Europe. Those who remained contributed significantly to the war effort through intensified agricultural production. The conflict reached its formal conclusion for the parish in 1919 with the dedication of the War Memorial, a permanent site of remembrance for the sacrifices made by the village.

The Interwar Years: Recovery and Adaptation (1919 – 1939 CE)

13.22. Following the Great War, Shillingstone experienced a period of gradual recovery and industrial emergence. Agriculture remained central, the villagers were supported by numerous local trades and shops and the village was fairly self-sufficient through a hub of local shops which included a small butcher's operated out of Greensleeves, a bakery and a post office with grocer and drapery, as well as the expanded Sloper's Garage, which employed eight people. Employment was further boosted in 1924 when Wilfred Bailey started the extraction of chalk for lime burning, later incorporated as the Shillingstone Lime & Stone Company Ltd in 1928. This site became a significant local employer, featuring two pairs of kilns that would burn continuously for many decades. By 1939 the village also saw further residential expansion with the development of an additional eight houses on Gunn Lane on what were previously allotments.

World War II: The Allied Presence (1939 – 1945 CE)



13.23. World War II brought Shillingstone directly into the national war effort and defence strategy. Villagers managed the hardships of rationing and shortages while welcoming evacuees, primarily children from urban areas threatened by aerial bombardment. A defining characteristic of this period was the village's role in the build-up to D-Day and subsequent campaign in Northern France. Allied Troops, predominantly American, were stationed and transitioned to the front in and around the parish, with Shillingstone House requisitioned as officer quarters, and their

presence significantly impacting the local landscape and social life. This unique interaction between the villagers and Allied forces created a distinct chapter of wartime history before the troops departed for the Normandy invasion. Throughout the conflict, the village's men and women served across the armed forces, while those at home maintained the vital food supplies required by a nation at war.

Post-War Modernisation and the Great Transition (1945 – 2000 CE)



13.24. The post-war era brought a wave of modernisation such as water and sewage, electricity and gas networks alongside significant residential growth, mirroring national trends such as the establishment of the welfare state. In September 1957, the Portman Hall opened as the new Village Hall, providing a modern centre for communal life. New housing developments expanded the village beyond its historic linear Saxon and Tudor footprint, fostering a mix of long-term residents and newcomers. To meet the housing needs, driven by returning troops at the end of the war, several developments in the village completed between 1950 and 1960, including Randels, Vale Cottages, and Vale Terrace. The largest expansion of this era occurred between 1958 and 1966 with the construction of Wessex Avenue and Coombe Road, adding a combined 66 houses to the village.

13.25. However, the 1960s also saw the decline of our local but small specialised shops, due mainly to shopping habits prompted by the increased use of the motor car and the closure of the Shillingstone Railway Station in 1966, a consequence of the Beeching cuts. This loss severed a vital transport link that had defined the village for over a century, leading to an increasing reliance on road transport and the main road corridors such as the A357, although the station yard was subsequently re-purposed as St Patrick's Industrial Estate in the 1970s. Industrial change continued as the Prideaux Milk Factory closed in 1968 after nearly 70 years of operation. Later developments followed - Honeysuckle Gardens in 1967, Stour Close and Schelin Way in the 80's, and Spencer Gardens in 1990. The century closed the chapter of localised industry when the Shillingstone Lime Works ceased operation in 1999, marking the end of the UK's last traditional lime burning works. By the end of the 20th century, Shillingstone had evolved from a purely agrarian settlement into a modern, connected residential village. It entered the new millennium as a community that balanced its 'ironstone and thatch' heritage with the technological and social transformations of a rapidly changing world.

Shillingstone in the 21st Century (2000 CE – Present)

13.26. In the new millennium, Shillingstone has continued to evolve through further residential projects and heritage preservation. Early 21st-century developments included Seymour Close in 2003, built on the site of the Seymer Arms public house (known latterly as the Silent Whistle), followed by Augustan Avenue and Roman Way which added a further 48 houses in 2005; during this development the discovery of the Roman villa in 2004 brought significant archaeological interest to the area and peeked local curiosity, highlighting further the village's historical depth. In 2010 the primary school relocated from its Victorian schoolhouse near the Church to a new modern building at its current location on Augustan Avenue; the old schoolhouse has been transformed into what is now the Shillingstone Church Centre. Most recently, infill projects behind Hollies and the Old Ox Inn have continued to shape the village. Today, while many traditional shops have disappeared, the village spirit endures through the efforts of the North Dorset Railway preservation society and with a community that gives an affirmative nod to its historic agrarian identity.



13.27. The 21st century has seen Shillingstone continue to evolve while striving to retain its village character. Increased connectivity and access to technology have further integrated it into the wider world, with more residents commuting for work or working remotely from home.

Dorset Council: Historic Environment Records for Shillingstone

13.28. Dorset Council Historic Environment Record[35] (HER) documents the county's historic buildings, archaeological finds, and related features. The table below represents those recorded for the village of Shillingstone.

Table 10: Dorset Council Historical Environmental Records for Shillingstone

Name or Description	HER Monument ID	Record Type	Historical Period
Bowl Barrows, Bonsley Common	*MDO4680*	*Scheduled Monument*	*Late Neolithic to Bronze Age*
Parish Church of the Holy Rood	*MDO4672*	*Listed Building (I)*	*Medieval*
Churchyard Cross	*MDO32261*	*Monument*	*Medieval to Tudor*
Medieval Cross (Base)	*MDO4674*	*Scheduled Monument*	*Medieval to Tudor*
Moat at Bere Marsh Farm	*MDO4676*	*Scheduled Monument*	*Medieval*
Greensleeves	*MDO26001*	*Listed Building (II)*	*Tudor to Elizabethan*
Long Thatch	*MDO26014*	*Listed Building (II)*	*Tudor to Elizabethan*
Cox House	*MDO26000*	*Listed Building (II)*	*Tudor to Elizabethan*
Halfpenny Thatch	*MDO26015*	*Listed Building (II)*	*Elizabethan to Stuart*
Cross House	*MDO26030*	*Listed Building (II)*	*Elizabethan to Stuart*
Cross Cottage	*MDO26031*	*Listed Building (II)*	*Elizabethan to Stuart*
Burlton Cottage	*MDO25997*	*Listed Building (II)*	*Elizabethan to Georgian*
Bere Marsh Cottage	*MDO26016*	*Building*	*Elizabethan to Georgian*
The Cobbles	*MDO26011*	*Listed Building (II)*	*Stuart*
The Old Rectory and The Old Rectory Garden	*MDO25998*	*Listed Building (II)*	*Stuart to Georgian*
Manor Farm House	*MDO25999*	*Listed Building (II)*	*Stuart to Georgian*
Japonica Cottage	*MDO26010*	*Listed Building (II)*	*Stuart to Georgian*
Lilac Cottage	*MDO26013*	*Listed Building (II)*	*Stuart to Georgian*
Cherry Cottage & Holly Cottage	*MDO26021*	*Listed Building (II)*	*Stuart to Georgian*
Everetts	*MDO26022*	*Building*	*Stuart to Georgian*
8 & 9, Blandford Road	*MDO26023*	*Building*	*Stuart to Georgian*
Honeysuckle Cottage	*MDO26024*	*Building*	*Stuart to Georgian*
Hambledon Cottage	*MDO26025*	*Building*	*Stuart to Georgian*
Calleywell Cottage	*MDO26032*	*Listed Building (II)*	*Stuart to Georgian*
The Crooked House	*MDO26033*	*Listed Building (II)*	*Stuart to Georgian*
Wisteria Cottage	*MDO26012*	*Listed Building (II)*	*Georgian*
Church House	*MDO26027*	*Listed Building (II)*	*Georgian*
Maypole Cottage	*MDO26029*	*Listed Building (II)*	*Georgian*
Clayton Farmhouse	*MDO26017*	*Listed Building (II)*	*Georgian to Hanoverian*
Church Croft	*MDO26028*	*Listed Building (II)*	*Georgian to Hanoverian*
Croft Cottage	*MDO26035*	*Listed Building (II)*	*Georgian to Hanoverian*
New Barn	*MDO4686*	*Monument*	*Georgian to Victorian*
Smithy, Knapps	*MDO26057*	*Monument*	*Victorian*
Shillingstone Station	*MDO26058*	*Monument*	*Victorian*
Shillingstone School (SCC)	*MDO26059*	*Monument*	*Victorian*
Wesleyan Chapel (Hine Town Lane)	*MDO26060*	*Monument*	*Victorian*
Chalk Pit (Lanchard Lane)	*MDO26061*	*Monument*	*Victorian*
Chalk Pit (White Pit)	*MDO26064*	*Monument*	*Victorian*
Smithy, The Cross	*MDO26080*	*Monument*	*Victorian*
Old Reading Rooms	*MDO26081*	*Monument*	*Victorian*
Whitepit Farm	*MDO47113*	*Monument*	*Victorian*

[35] https://www.dorsetcouncil.gov.uk/libraries-history-culture/local-history/heritage/her/historic-environment-record



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Report on Shillingstone Parish Neighbourhood Plan First Review 2016 - 2031

An Examination undertaken for Dorset Council with the support of Shillingstone Parish Council on the Neighbourhood Plan First Review published in April 2026.

Independent Examiner: Andrew Mead BSc (Hons) MRTPI MIQ

Date of Report: 7 September 2026

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Main Findings - Executive Summary

I made an initial determination on 4 August 2026 that the modifications contained in the Shillingstone Neighbourhood Plan 2016-2031, First Review 2025 (the Review Plan/First Review Plan) are not so significant or substantial as to change the nature of the extant Neighbourhood Plan which the Review Plan would replace.

From my examination of the Review Plan and its supporting documentation, including the representations made, I have concluded that subject to the Examiner Modification (**EM**) set out in this report, the Review Plan meets the Basic Conditions.

I have also concluded that:

- The Review Plan has been prepared and submitted for examination by a qualifying body – Shillingstone Parish Council (SPC);
- The Review Plan has been prepared for an area properly designated – the parish of Shillingstone as shown on Map 1 page 1 of the Review Plan;
- The Review Plan specifies the period to which it is to take effect – 2016 - 2031; and
- The policies relate to the development and use of land for a designated neighbourhood area.

Therefore, I recommend that Dorset Council (DC) should make the Review Plan with the **EM** specified in this report (there will be no statutory requirement for a referendum).

1. Introduction and Context

Shillingstone Parish Neighbourhood Plan 2016–2031, First Review 2025

1.1 Shillingstone is within the attractive rural area of the Blackmore Vale. The village lies in the Stour Valley, on the A357, about mid-way between Blandford Forum 8km to the south east and Sturminster Newton 6.5km to the north west. The designated Neighbourhood Plan Area covers the parish of Shillingstone. The parish population in 2021 was 1,165.[1] It is the subject of the Shillingstone Neighbourhood Plan which was "made" (approved and adopted) in February 2017 by North Dorset District Council (NDDC).

1.2 In the following years, the main source of Government planning policy, the National Planning Policy Framework (NPPF) has been updated.[2] The Plan has been reviewed to ensure that it remains up to date and reflects the needs and aspirations of parish residents.

[1] 2021 Census: page 3, paragraph 2.95 of the Plan.
[2] In this regard, see footnote 5 below.

The Independent Examiner

1.3 As the Review Plan has now reached the examination stage, I have been appointed as the examiner of the Shillingstone Parish Neighbourhood Plan 2016 - 2031, First Review 2025 by DC with the agreement of the SPC.

1.4 I am a chartered town planner and former Government Planning Inspector. I am an independent examiner, with experience of examining many neighbourhood plans and do not have an interest in any of the land that may be affected by the Review Plan.

Submitted Documents

1.5 I have considered all policy, guidance and other reference documents relevant to the examination, including those submitted which comprise:

- the Shillingstone Parish Neighbourhood Plan 2016-2031, First Review 2025 (April 2026);
- the summary of proposals and reasons for the modifications as set out in the Plan[3];
- the Shillingstone Neighbourhood Plan Review Modifications Statement (May 2026);
- the statement from DC in their Regulation 16 representation on the nature of the proposed modifications (July 2026);
- Map 1 on page 1 of the Plan area, which identifies the area to which the proposed Neighbourhood Plan Review relates;
- a copy of the extant Shillingstone Neighbourhood Plan 2016-2031, as made;
- the Consultation Statement (November 2025);
- the Basic Conditions Statement (May 2026);
- the Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) Screening Report (May 2025);
- all the representations which have been made in accordance with the Regulation 16 consultation; and
- the responses from SPC and DC received on 17 and 18 August 2026 respectively in answer to my questions of clarification dated 4 August 2026.[4]

Planning Policy Context

1.6 The Development Plan for this part of Dorset Council, not including documents relating to excluded minerals and waste development, includes the North Dorset Local Plan Part 1 (NDLP) adopted in 2016. The Local Plan was produced by the former North Dorset District Council. The NDLP is being replaced by the Dorset Council Local Plan (DCLP). DC have agreed that the DCLP will now be prepared in accordance with The Town and Country Planning (Local Planning) (England) Regulations 2026. The next

[3] See paragraphs 2.4 – 2.10 below.
[4] View all the listed document at: https://www.dorsetcouncil.gov.uk/w/shillingstone-neighbourhood-plan

step will be a scoping consultation, which involves asking people what the new Local Plan should cover and how they would like to be involved. The scoping consultation is expected to take place between 21 September and 25 October 2026. Gateway 1 (self-assessment) is expected on 30 November 2026. Adoption is not expected until 2029.

1.7 This Plan has been prepared in the context of the version of the National Planning Policy Framework (NPPF) published in December 2024. A revised NPPF was published during the examination on 17 August 2026. However, the revised version does not apply for the purposes of this examination.[5] Unless otherwise stated, all references in the report are to the December 2024 NPPF and the accompanying Planning Practice Guidance (PPG).

2. Procedural Considerations

Initial Determination

2.1 As the proposal has been submitted as a modification of the made Neighbourhood Plan, I undertook an initial determination under Paragraph 10(1) of Schedule A2 to the Planning and Compulsory Purchase Act 2004 (as amended) ("the 2004 Act"). This concerned whether the modifications contained in the Review Plan are so significant or substantial as to change the nature of the Neighbourhood Plan which the Review Plan would replace.

2.2 If there is no change to the nature of the made Plan, the modification proposal can be examined under the streamlined process set out in Schedule A2 of the 2004 Act (requiring no referendum). Otherwise, the examination would proceed under Schedule 4B of the Town and Country Planning Act 1990 (as amended), whereby an examination and referendum would be required.

2.3 SPC and DC are required to publish statements setting out their reasoned views on this matter. For SPC, the provision is contained in Regulation 15(1)(f) of the Neighbourhood Planning (General) Regulations 2012 (as amended) ("the 2012 Regulations"). For DC, the provision is at Regulation 17(e)(ii).

2.4 The views of SPC were publicised at the Regulation 14 stage[6] (see the first page of the Consultation Statement). The reasons for the review are further publicised in the Basic Conditions Statement (p4; paras 2.2 and 3.5). This information indicates that the modifications made require examination but not a referendum.

[5] See the transitional arrangements provided by Annex A, Paragraph 6 of the August 2026 NPPF: National Planning Policy Framework - GOV.UK
[6] Regulation 14(a)(v).

2.5 To inform the determination, I considered all the relevant submitted documents and representations. In particular:

- the Consultation Statement which demonstrates that, through the Modifications Statement, SPC alerted respondents to the nature of the changes being made to the Plan through the review;

- the comments throughout the submission draft Neighbourhood Plan First Review (Regulation 15), which explain very briefly the reasons for reviewing the Neighbourhood Plan, along with the more detailed Shillingstone Neighbourhood Plan First Review Modifications Statement, May 2026[7];

- the written statement on this matter provided by DC to comply with Regulation 17(e)(ii).

2.6 The draft Plan does not propose any significant changes. The SPC state in their Modifications Statement that the Plan period (2016 – 2031), vision and objectives remain unchanged. The changes do not look to add, delete or significantly modify the extent of any of the proposed site allocations. The policies covering site allocations that have now been completed have been removed as they no longer serve any clear purpose. Changes to the site allocation policy for site HTL-N primarily relate to relatively minor matters of design, and changes to the site allocation policy for site OX reflect its partial completion and extant consent. The clarification in relation to house types and ensuring affordable housing is brought forward through the efficient use of land does not change the thrust of these policies in meeting local housing needs, in line with national planning guidance.

2.7 The addition of two new Local Green Spaces into the policy protecting green spaces does not change the thrust of the policy. The addition of the Co-op store into the policy protecting community facilities, does not change the thrust of the policy. The requirement for evidence on viability prior to determining whether the loss or reduction in a community facility may be allowed does not change the thrust of the policy which is to safeguard important community facilities. The additional detail on highways matters reflects the issues raised previously through the Neighbourhood Plan process and align with the concept of a vision-led approach to transport planning promoted through national planning policy.

2.8 Additional matters in relation to design are not considered to be a substantive change but ensure that due consideration is given to both climate change and retaining local character. Accordingly, SPC consider that the proposed modifications are not so significant or substantial as to change the nature of the plan.

[7] I consider, in essence, STC has sought to substantially comply with the requirements of Regulations 14(a)(v) and 15(1)(f).

2.9 Similarly, DC have compared the policies in the made Plan with those of the Review Plan, summarised the key differences in their Regulation 16 response (pages 40 – 43) and concluded that whilst there have been a large number of changes, none of the proposed modifications are so significant or substantial as to change the nature of the Plan.

2.10 Having assessed all the written documents submitted, including the representations and relevant statements, I am content that the modifications proposed in the draft Plan are material but do not change the nature of the made Plan. I set out my determination in my procedural letter of 4 August 2026 to DC and SPC. Therefore, the examination can proceed under the terms of Schedule A2 to the 2004 Act which I set out below and, as a consequence, should I recommend that the draft Plan be made (with or without Examiner Modifications), a referendum stage will not be a necessary part of the statutory process.

2.11 I note that the vision and objectives of the Neighbourhood Plan Review remain the same as the made Plan and the overall nature of the Review Plan including its scope, issues, aims and policy context is similar to the made Plan.

The Scope of the Examination

2.12 As the independent examiner, I am required to produce this report and recommend either:

(a) that the local planning authority should make the draft plan; or

(b) that the local planning authority should make the draft plan with the modifications specified in this report; or

(c) that the local planning authority should not make the draft plan.

2.13 The scope of the examination is set out in Paragraph 11(1) of Schedule A2 to the 2004 Act. The examiner must consider:

- Whether the plan meets the Basic Conditions.

- Whether the plan complies with provisions under s.38A and s.38B of the Planning and Compulsory Purchase Act 2004 (as amended) ('the 2004 Act'). These are principally:

  - it has been prepared and submitted for examination by a qualifying body, for an area that has been properly designated by the local planning authority;

  - it sets out policies in relation to the development and use of land and does not go beyond the scope of what may be included in a draft plan[8];

  - it specifies the period during which it has effect;

[8] See s.38B(A1) and s.38B(2C)(a) of the 2004 Act.

- it is the only neighbourhood plan for the area and does not relate to land outside the designated neighbourhood area;

- it does not include provisions and policies for 'excluded development';

- so far as the qualifying body considers appropriate, and having regard to the subject matter of the plan, it is designed to secure that the development and use of land in the neighbourhood area contribute to the mitigation of, and adaptation to, climate change[9]; and

- so far as the qualifying body considers appropriate, and having regard to the subject matter of the plan, it takes account of any local nature recovery strategy, under section 104 of the Environment Act 2021, that relates to all or part of the neighbourhood area.[10]

- Whether the referendum boundary should be extended beyond the designated area, should the plan proceed to referendum.

- Such matters as prescribed in the Neighbourhood Planning (General) Regulations 2012 (as amended)('the 2012 Regulations').

2.14 I have considered only matters that fall within Paragraph 11(1) of Schedule A2 to the 2004 Act, with one exception. That is the requirement that the draft Plan is compatible with the Human Rights Convention.

The Basic Conditions

2.15 The 'Basic Conditions' are set out in Paragraph 11(2) of Schedule A2 to the 2004 Act. In order to meet the Basic Conditions, the draft Plan must:

- Have regard to national policies and advice contained in guidance issued by the Secretary of State;

- Contribute to the achievement of sustainable development;

- Not result in the development plan for the area of the authority proposing that less housing is provided by means of development taking place in that area than if the draft plan were not to be made;[11]

[9] This additional requirement was commenced on 25 March 2026 by virtue of *The Levelling-up and Regeneration Act 2023 (Commencement No. 11 and Saving and Transitional Provisions) Regulations 2026*, which brought into force section 98 of the Levelling-up and Regeneration Act 2023.
[10] See footnote above.
[11] This Basic Condition applies from 25 March 2026 by virtue of *The Levelling-up and Regeneration Act 2023 (Commencement No. 11 and Saving and Transitional Provisions) Regulations 2026*, which brought into force section 99 of the Levelling-up and Regeneration Act 2023. This replaces the former Basic Condition which required a

- Be compatible with, and not breach, assimilated obligations[12]; and
- Meet prescribed conditions and comply with prescribed matters.

2.16 Regulation 32 of the 2012 Regulations prescribes a further Basic Condition for a neighbourhood plan. This requires that the making of the Neighbourhood Plan does not breach the requirements of Chapter 8 of Part 6 of the Conservation of Habitats and Species Regulations 2017.[13]

Site Visit

2.17 I made an unaccompanied site visit to the Neighbourhood Plan Area on 7 August 2026 to familiarise myself with the Plan area and visit relevant sites and locations referenced in the Review Plan and evidential documents.

Written Representations with or without Public Hearing

2.18 This examination has been dealt with by written representations. At the Regulation 16 stage, no representors suggested that a hearing would be necessary. Sufficient written evidence has been provided which I have supplemented by my site visit. In all respects, the representations clearly articulate their submissions to the Review Plan. There are no exceptional reasons to justify convening a public hearing.[14]

Examiner Modifications

2.19 Where necessary, I have specified Examiner Modifications (**EMs**) in this report in order that it meets the Basic Conditions and other legal requirements. For ease of reference, I have included this modification separately in an Appendix.

neighbourhood plan to be in general conformity with the strategic policies of the development plan for the area.

[12] See: The Retained EU Law (Revocation and Reform) Act 2023 (Consequential Amendment) Regulations 2023, which replaced the previous reference to 'EU' obligations.

[13] This revised Basic Condition came into force on 28 December 2018 through the Conservation of Habitats and Species and Planning (Various Amendments) (England and Wales) Regulations 2018.

[14] See Paragraph 12(2)(a) of Schedule A2.

3. Compliance Matters and Human Rights

Qualifying Body and Neighbourhood Plan Area

3.1 The Shillingstone Neighbourhood Plan 2016 – 2031, First Review 2025, has been prepared and submitted for examination by SPC, which is a qualifying body for an area that was designated by the former NDDC in September 2013. NDDC was replaced by DC on 1 April 2019 which carries over the statutory designation.

3.2 It is the only Neighbourhood Plan for the area and does not relate to land outside the designated Neighbourhood Plan Area.

Plan Period

3.3 The Review Plan clearly specifies the period to which it is to take effect, which is from 2016 to 2031 and is unaltered from the existing made Plan.

Neighbourhood Plan Preparation and Consultation

3.4 Details of the Review Plan preparation, events, activities and consultation are set out in the SPC Consultation Statement (CS), as submitted to DC.

3.5 Regulation 14 consultation took place between 1 June 2024 and 8 August 2025. The main issues and concerns raised by residents and statutory consultees and how they were considered by SPC are included as a table on pages 2 -17 of the CS.

3.6 At the Regulation 16 stage, between 12 June 2026 and 24 July 2026, ten representations were received, including one from DC, and are provided in the submitted Regulation 16 Consultation Schedule.

3.7 I confirm that the legal requirements have been met by the consultation process. In addition, there has been regard to the advice in the PPG on plan preparation and engagement.

Development and Use of Land

3.8 The Review Plan sets out policies in relation to the development and use of land in accordance with Section 38A of the 2004 Act and does not exceed the appropriate scope of a neighbourhood plan.[15]

Excluded Development

3.9 The Review Plan does not include provisions and policies for "excluded development".[16]

[15] See s.38B(A1) and s.38B(2C)(a) of the 2004 Act.
[16] The meaning of 'excluded development' is set out in s.61K of the 1990 Act.

Local Nature Recovery Strategy

3.10 The Basic Conditions Statement (BCS) comments that the Dorset Local Nature Recovery Strategy (LNRS) was published in December 2025 and that whilst it was not possible to take account of the Local Nature Recovery Strategy in the preparation of the Regulation 14 version of the Neighbourhood Plan, the Plan is broadly in accord with the policy and no clear conflicts have been identified. DC considers that the qualifying body have given the matter due consideration. Having read the LNRS, I consider that none of the Plan's policies are in direct conflict with it.

Climate Change

3.11 I am also satisfied that, overall, the Plan as proposed to be modified does not conflict with the aims of securing development which contributes to the mitigation of, and adaptation to, climate change.

Human Rights

3.12 The BCS advises that no issues have been raised in relation to the possible contravention of Human Rights in the preceding consultations and given the conclusions on the Plan's regard to national planning policy, it is reasonable to conclude that the making of the Plan should not breach human rights. I have considered this matter independently and I have found no reason to disagree with the statement in the BCS and I am satisfied that the policies will not have a discriminatory impact on any particular group of individuals.

4. Assessment of the Basic Conditions

Assimilated Obligations

4.1 The Shillingstone Neighbourhood Plan First Review was screened for Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) by DC, which found that it was unnecessary to undertake a full SEA or HRA. Having read the Strategic Environmental Assessment and Habitats Regulations Assessment Screening Report, December 2024 (updated May 2025), I support this conclusion. The statutory consultees raised no objections to the Review Plan. From my independent assessment of this matter and having read the Review Plan, the supporting information and the summaries of the representations, I have no reason to disagree. Therefore, I am satisfied that the Shillingstone Neighbourhood Plan First Review is compatible with the assimilated obligations that are relevant to this Plan.

Main Issues

4.2 Having considered whether the First Review Plan complies with various procedural and legal requirements, it is now necessary to deal with whether it complies with the remaining Basic Conditions, particularly the regard it pays to national policy and guidance and the contribution it makes to the achievement of sustainable development. I test the First Review Plan against the Basic Conditions by considering specific issues of compliance of all the Plan's policies.

4.3 As part of that assessment, I consider whether the policies are sufficiently clear and unambiguous, having regard to advice in the PPG. A neighbourhood plan policy should be drafted with sufficient clarity that a decision maker can apply it consistently and with confidence when determining planning applications. It should be concise, precise and supported by appropriate evidence.[17]

4.4 The main changes proposed to the Plan policies are that nine of the policies in the made Plan have been altered; no changes are proposed to two policies which are site allocations; and two policies have been completed (and therefore deleted).

4.5 Accordingly, having regard to the Shillingstone Neighbourhood Plan First Review, the consultation responses, other evidence and the site visit, I consider that the main issues in this examination are whether the draft Plan's policies: (i) have regard to national policy and guidance; (ii) do not result in the development plan for the area proposing less housing development than would have been the case if the plan were not to be made; and (iii) would contribute to the achievement of sustainable development. I shall consider firstly the modified policies and, secondly, the unchanged policies to ensure they remain compliant.

Policy Modifications (Policies 1, 2, 3, 4, 5, 6, 10, 11 and 13)

4.6 ***Policy 1 Local green spaces (LGS)***. The policy wording has been expanded to refer specifically to inappropriate development that would reduce the open character or otherwise harm the reason/s for the designation of that LGS and which is supported by DC. Burton Orchard and the adjoining play area have been included as new LGS which are owned by the SPC and are considered to fulfil the criteria for Local Green Spaces set out in the national planning policy and to which I agree. The policy continues to have regard to national guidance[18] and meets the Basic Conditions.

4.7 ***Policy 2 Our roads, lanes and tracks***. The policy has been renamed and significantly expanded to highlight local issues relating to matters impacting on the safe use of the roads and tracks around the parish,

[17] PPG Reference ID: 41-041-20140306.
[18] NPPF: paragraphs 106 - 108.

particularly in relation to parking provision, layout, protection of front and side areas of properties, street trees, permeable surfaces and drainage, provision of pavements, and pedestrian links. DC do not object to the expanded policy. The policy continues to have regard to national guidance[19] and meets the Basic Conditions.

4.8 ***Policy 3 The character and design of new development***. The policy has been expanded to include reference to and support for design measures to reduce carbon use and waste and to improve biodiversity and water efficiency. The revised policy allows for deviations from traditional vernacular where there is a significant improvement to the sustainability credentials of a building. DC support this change. I have taken account of the comprehensive Regulation 16 representations from Mr Hart. However, I consider that the revised policy does not change the nature of the Plan and it continues to have regard to national guidance[20] and to meet the Basic Conditions.

4.9 ***Policy 4 Important community facilities***. The policy has been amended by adding a requirement for clear, independently verified evidence that the partial loss of a community facility would not compromise the viability of the remainder of the facility. As noted in paragraph 2.7 above, the Co-op store has also been added to the facilities listed in the policy. The policy continues to have regard to national guidance[21] and to meet the Basic Conditions.

4.10. ***Policy 5 Development within the settlement boundary***. The policy has been updated by a second paragraph to clarify that development outside the settlement boundary will be strictly controlled unless it is required to enable essential rural needs to be met. The policy continues to have regard to national guidance[22] and to meet the Basic Conditions.

4.11 ***Policy 6 Housing types and sizes***. The policy has been amended to provide guidance on house sizes in relation to local needs in relation to open market housing, so that the mix better reflects the greater need for 2 and some 3 bedroomed properties. There is an additional paragraph in the policy aimed to prevent developers avoiding the requirement for affordable housing by site subdivision. Whereas I agree with the aim of this part of the policy, I consider attributing a motive to site subdivision could be extremely difficult to establish. If there is a widespread issue about the avoidance of affordable housing by site subdivision, I would expect strategic or national guidance. Nevertheless, I consider that an appropriate rephasing of this section of the policy as follows would improve clarity: *"Where planning applications are made for open market housing on a site at which subdivision has occurred, considerations about the quantity of affordable housing will include ensuring that the land is used effectively whilst fulfilling affordable housing obligations."* **(EM1)** The

[19] NPPF: paragraphs 109 - 112, 136 & 181.
[20] NPPF: paragraphs 135, 162 & 202.
[21] NPPF: paragraph 98.
[22] NPPF: paragraphs 61, 109 & 187.

policy would continue to have regard to national guidance[23], would not result in the development plan for the area proposing less housing development and would meet the Basic Conditions.

4.12 ***Policy 10 Hine Town Lane North of the Old Ox (HTL-N)***. This policy continues to allocate land for up to 12 dwellings. A number of minor changes have been included to highlight the need for affordable and smaller dwelling types, and to provide guidance on building heights. The policy also clarifies the need for the landscaping to include areas of permanent green space through the development in order to reinforce the rural character of the village. Issues relating to the disposal of surface water are also made clearer. The policy continues to have regard to national guidance[24] and to meet the Basic Conditions.

4.13 ***Policy 11 Land at the Old Ox (OX)***. This policy has been updated to reflect the most recent approval for further housing to the rear of the Old Ox. The focus on the policy is to ensure the retention of the remaining undeveloped area for parking and pub garden/open space. Although DC queried the map accompanying the policy, I found the explanation clear and logical and see no reason to modify the map. The policy continues to have regard to national guidance[25] and to meet the Basic Conditions.

4.14 ***Policy 13 Whitepit Farm buildings (WPF-B)***. Minor changes to the policy wording have been made to reference the need for a sensitive approach to lighting and avoidance of visual clutter in terms of utilities and which has the support of DC. The policy continues to have regard to national guidance[26] and to meet the Basic Conditions.

Unchanged Policies (Policies 7 and 8)

4.15 ***Policy 7*** - Antell's Haulage Yard (AH); and ***Policy 8*** - Land off Candy's Lane (CAN) are unchanged. These policies allocate sites for residential development still capable of delivery within the Plan period, and no issues have been raised in relation to the policies. Each policy continues to have regard to national guidance, would not result in the development plan for the area proposing less housing development, would contribute to sustainable development and would meet the Basic Conditions.

Completed Policies (Policies 9 and 12)

4.16 **Policy 9** - Land adjoining the Cobbles (COB); and **Policy 12** - Hine Town Lane South of the Old Ox (HTL-S) have been marked in the Review Plan as "completed", the policy wording deleted and the respective accompanying texts replaced, describing the updated position in relation to the implementation of the planning permissions.

[23] NPPF: paragraphs 63 & 65.
[24] NPPF: paragraphs 63, 135 & 181.
[25] NPPF: paragraph 98.
[26] NPPF: paragraph 198 & 187.

Alterations to the Text

4.17 A consequence of the acceptance of the modification would be that amendments might have to be made to the explanation within the Plan in order to make it logical. Other amendments might also include minor contextual updates correcting minor inaccuracies or typographical errors (for example the deletion of paragraph 5.12 which appears to duplicate part of paragraph 5.13), cross referencing and any renumbering of paragraphs and policies. None of these alterations would affect the ability of the Plan to meet the Basic Conditions and could be undertaken as minor, non-material changes.[27]

All Other Matters

4.17 In this examination, I have focussed on differences in the policies between the made Neighbourhood Plan and the Review Plan. Nevertheless, I have considered afresh the whole of the draft Plan. I have reviewed each policy in terms of its consistency with national policy and guidance. Other than the issues that are discussed above, I am satisfied that there are no other matters which affect the Basic Conditions.

5. Conclusions

Summary

5.1 The Shillingstone Neighbourhood Plan 2016 –2031 First Review 2025 has been duly prepared in compliance with the procedural requirements. My examination has assessed whether the Review Plan meets the Basic Conditions and other legal requirements. I have had regard for all the responses made following consultation on the Review Plan and the evidence documents submitted with it.

5.2 I have set out modifications to Policy 6 to ensure the Review Plan meets the Basic Conditions and other legal requirements.

Examiner Recommendation

5.3 I recommend that DC should make the Review Plan with the modification specified in the Appendix to this report.

Overview

5.4 The made Plan was extremely comprehensive, well written and illustrated. The Review Plan is consistent with those qualities. I congratulate those who have been involved. I appreciated the comprehensive documentation which was submitted from both Councils at the various stages of the

[27] PPG Reference ID: 41-106-20190509.

examination, and especially the helpful comments made in response to my questions. The Review Plan should continue to prove to be a useful tool for future sustainable planning within Shillingstone over the coming years.

Andy Mead

Examiner

Appendix: Examiner Modification

Examiner Modification number (EM)	Policy/other reference	Modification
EM1	Policy 6	Replace the second paragraph in the policy with: **"Where planning applications are made for open market housing on a site at which subdivision has occurred, considerations about the quantity of affordable housing will include ensuring that the land is used effectively whilst fulfilling affordable housing obligations."**

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Cabinet

10 November 2026

September 2026 financial management report 2026/27

Portfolio Holder:
Cllr S Clifford, Finance & Capital Strategy

Local Councillor(s):
All

Senior Leadership Team:
S Cremer, Director Resources, Section 151 Officer

Report Author: Lee House
Job Title: Acting Head of Finance Business Partnering
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Report Status: Public

1. Executive Summary:

1.1. This report sets out Dorset Council's financial position at the end of September 2026, Period 6 of the 2026/27 financial year. It provides Cabinet with an assessment of the forecast revenue outturn, the delivery of savings and transformation plans, collection rates, the main financial risks facing the Council, and the capital programme changes requiring approval.

1.2. At this stage of the year, the Council is forecasting a net revenue overspend of £8m, representing ~1.7% of the approved net budget of £466m. This is a material pressure, but one that remains within a range that can be managed through focused action, continued budget discipline and the careful use of reserves if ultimately required. The September position is broadly the same as the P4 position (£8.3m) therefore, as per 2025/26, the authority is considering reimplementing spend controls.

1.3. The principal drivers of the forecast overspend are demand-led pressures in services supporting vulnerable adults (£3.3m) and children (£2.3m), alongside delays in the delivery of savings associated with the transformation programme £4m).

1.4. These pressures are partly offset by forecast underspends across a number of areas, including Modernisation and Customer Delivery, Capital Financing, the Chief Executive's Office and Resources. The forecast therefore reflects both the structural cost pressures affecting local government nationally and the Council's continuing capacity to manage elements of its own cost base through vacancy management, service-level controls and active financial oversight.

1.5. The financial position should be interpreted in the context of a wider operating environment in which local authorities continue to experience sustained growth in demand, market price pressures and uncertainty around future funding. The current risk is assessed as tolerance (medium) using the new Risk Scoring matrix because the forecast overspend is below 2% of the net budget and remains potentially manageable. However, the residual risk is assessed as high, reflecting the continuing structural pressures in adult social care, children's social care, SEND and the Dedicated Schools Grant.

1.6. Cabinet is asked to note the forecast financial position and associated risks, including progress on savings and transformation delivery. Cabinet is also asked to approve the additions to the capital programme stated within the recommendations, and to note the number and extent of contract exemptions. The position will continue to be monitored through monthly Directorate and Senior Leadership Team budget management arrangements, with further reporting to Cabinet as the year progresses and as the Medium-Term Financial Plan is updated.

2. Recommendation

Cabinet is asked to:

2.1. Note SLT's forecast as September 2026 including progress in addressing demand for services and on the transformational and efficiency savings incorporated into the budget.

2.2. Approve 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)

2.3. Approve an addition to the capital programme: Countryside & Greenspace Mowers and Equipment up to £1.0m (see section 26)

2.4. Note the number and extent of contract exemptions. (Appendix B)

3. Reason for Recommendation:

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

3.2. The report does not seek Cabinet approval of the forecast of the financial position. The information contained in this report is critical in informing the refresh of the Medium-Term Financial Plan (MTFP) and the development of the 2027/28 and 2028/29 budget strategy.

3.3. It is important for Cabinet to review the risks the organisation now faces and to consider areas where it wishes to make strategic investments and/or to repurpose and prioritise its reserves to facilitate these aims.

3.4. It is also important for Cabinet to understand the developing financial performance and projected position this year. This ensures that resources are 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.

4. Financial Implications

4.1 Financial implications are covered within the body of this report.

5. Climate Implications

5.1 The forecast includes revenue and capital spend which support the delivery of the Council's climate and ecology strategies**.**

6. Well-being and Health Implications

6.1 The Council has total service budgets of £466m of which £304m (65%) is spent within the directorates responsible for adult social care, children social care and housing which aims to improve aspects of well-being and health across Dorset. Further resources are available through the Public Health Ring Fenced Grant allocation of £18.130m.

7. Other Implications

7.1 None specific.

Risk Assessment

8.1 Having considered the risks associated with this decision; the level of risk has been identified as:

8.2 Current Risk: Tolerance (Medium)

8.3 Residual Risk: Capacity (High)

8.4 Despite the mitigations and governance framework around strategic and financial performance that the Council has in place, the S151 Officer deems the current risk to be **medium.** The current risk reflects that

a) the Council's local position of a forecast overspend less than 2% of the net budget which is within a range which could be managed down through continued diligence in managing spend across the Council. In the event that this overspend falls to reserves, this level of overspend would not be "high risk" given the Council's overall reserve position.

b) Dorset's SEND Reform Plan was accepted by government, which is a key milestone in securing a 90% write off of the cumulative DSG overspend.

8.5 This situation will remain under close supervision and is discussed with SLT at the monthly budget management meetings.

8.6 The residual risk being **high** principally reflects the national picture and economic conditions affecting all local authorities. Pressures continue to build in the Medium-Term Financial Plan (MTFP) for demand led service delivery to support vulnerable Adults and Children and around the long-term stability of the High Needs Block (HNB), within the Dedicated Schools Grant (DSG). Sustainable funding for these services continues to lag behind the rate at which need continues to grow.

8.7 The context of these risks is detailed later in this report.

9. Equalities Impact Assessment

9.1 No specific equalities issues have emerged in drafting the Council's various reports on financial performance and position.

10. Appendices

Appendix A – Climate Wheel
Appendix B – Contract Exemptions

11. 11. Background Papers

2025/26 outturn report
2025/26 budget strategy report
2026/27 P4 position

12 Overall projection

12.1 At September (P6), the Council is forecasting a net revenue overspend of £8.056m (1.7%) against the approved budget of £466m. This is a slightly improved position of £0.08m from P4.

12.2 Pressures from delayed transformation savings total £4.000m and there are service pressures within Adult Social Care (£3.3m overspend), Children's Services (£2.3m overspend) and Economy and Environment (£0.456m)

12.3 These pressures are partially offset by underspends across a number of services, most notably Modernisation and Customer Delivery (£0.827m), Capital Financing (£1.403m), Chief Executive's Office (£0.464m) and Resources (£0.320m).

12.4 Service directorates collectively forecast a net overspend of £4.293m (0.9% of budget), reflecting continued demand-led pressures, particularly in social care services.

12.5 SLT are developing mitigation to help support services most affected by demand and the extent to which reintroducing spend control measures around discretionary spend is more closely managed collectively. This will build on the current budget control measures managed within directorate budgets and aiming to arrive on budget by March 2027. Without mitigation the current forecast would require use of reserves.

12.6 The organisation continues to evolve, for example including the establishment of an All Age Commissioning Service and the centralisation of business support functions. As organisational changes and the associated transfer of responsibilities between directorates are still being implemented, directorate budget allocations are expected to be refined throughout the year to reflect the final operating structure.

The directorate variances are summarised in the table below.

Table 1: September financial position

Directorate	Net Current Budget £'000	Forecast Outturn £'000	Forecast (Overspend)/ Underspend £'000		Change from P4 £'000
Adult Social Care	177,922	181,234	(3,312)	(1.9%)	(290)
Children's Services	106,172	108,494	(2,322)	(2.2%)	726
Economy & Environment	105,434	105,890	(456)	(0.4%)	(73)
Modernisation and Customer Delivery	26,426	25,599	827	3.1%	(316)
Housing, Communities and Prevention	21,033	21,011	22	0.1%	14
Chief Executives Office	13,553	13,089	464	3.4%	112
Assurance & Governance	8,976	8,812	164	1.8%	19
Resources	4,307	3,988	320	7.4%	88
Total Service Budgets	**463,823**	**468,116**	**(4,293)**	**(0.9%)**	**280**
General Funding - including Transformation	(5,618)	(990)	(4,628)	(82.4%)	(628)
Capital Financing	18,804	17,401	1,403	7.5%	403
Contingency	(7,058)	(7,058)	0	0.0%	0
Precepts/Levy	23,607	23,620	(13)	(0.1%)	0
Central Finance	(505,469)	(504,926)	(543)	(0.1%)	0
Retirement costs	1,707	1,689	18	1.0%	24
Whole Authority	**(10,205)**	**(2,149)**	**(8,056)**		**80**
Dedicated Schools Grant budgets	10,205	84,520	(74,315)		(578)

12.7 More detail on the specific directorates is set out in the following paragraphs.

13. Adult Social Care

13.1 Adult Social Care is currently forecasting a net expenditure of £181.234m against a budget of £177.922m, resulting in a projected overspend of £3.312m (1.90%). The overspend is primarily due to pressures from increased demand.

Table 2: Adult Social Care September financial position

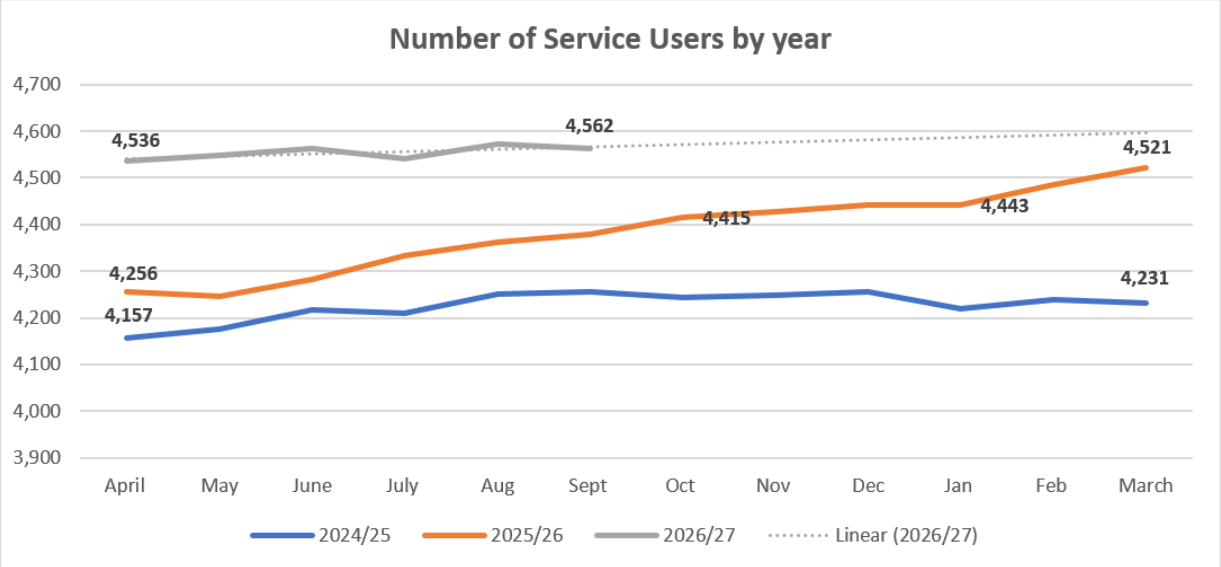
Adult Social Care	Net Current Budget £'000	Forecast Outturn £'000	Forecast (Overspend)/ Underspend £'000		Change from P4 £'000
Adult Care Packages	154,573	159,018	(4,446)	(2.9%)	(281)
Adult Care Operation	21,458	20,311	1,147	5.3%	(9)
Directorate Wide	1,891	1,905	(14)	(0.7%)	(0)
Total Directorate Budget	**177,922**	**181,234**	**(3,312)**	**(1.9%)**	**(290)**

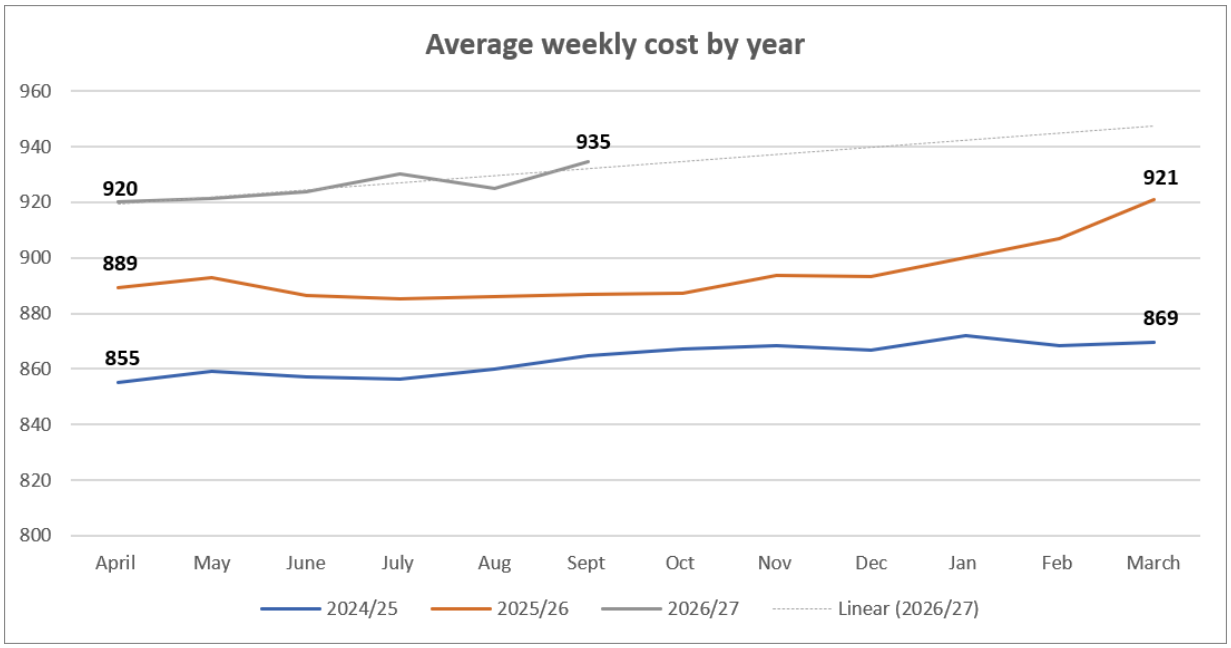
Adult care packages

13.2 The 2026/27 budget assumed 4,415 people would be supported at an average weekly cost of £887. Additional contingency funding of £3.5m was allocated in Q1 to support the cost of rising demand since the budget was set.

13.3 Demand has continued to grow during the first six months of the year. As at 1 September, the number of people being supported had increased to 4,562, while the average weekly cost had risen to £935 per week. This represents an increase of 26 individuals being supported and a £15 increase in the average weekly cost since April. Since Q1, activity levels have remained broadly stable, with the number of individuals supported unchanged, although the average weekly cost has increased by a further £11. The combination of higher-than-budgeted activity levels and increasing package costs continues to place pressure on the budget and remains the primary driver of the forecast overspend.

13.4 The below charts show number of services users by year and average cost.





13.5 The Directorate continues to face pressures arising from changes to health funding arrangements, currently estimated at £0.924m, an increase of £0.176m since Q1. These pressures relate primarily to jointly funded packages that are no longer eligible for health funding and to Continuing Healthcare (CHC) cases that have transferred back to the Council.

13.6 The table below summarises the Continuing Healthcare (CHC) and Jointly Funded packages that have been handed back to the Council and associated costs. Costs like this passed from the NHS to the Council represent a significant cost pressure and are difficult to predict.

Table 3: Whole authority CHC and Jointly Funded Packages

	2024/25		2025/26		2026/27 YTD actuals	
	No. packages	Cost in year	No. packages	Cost in year	No. packages	Cost in year
CHC Handbacks	26	1,178,443	18	520,902	9	769,510
Joint Funded packages no longer eligible	0	-	30	568,582	5	154,639
Total	**26**	**1,178,443**	**48**	**1,089,484**	**14**	**924,149**

13.7 Care packages continue to be reviewed under the oversight of Corporate Directors, in line with the scheme of delegation. Existing system-wide activity is focused on reviewing packages for appropriateness, exploring joint funding opportunities, and assessing eligibility for continuing healthcare. These efforts are being factored into the forecasting process to improve accuracy and financial control.

13.8 Significant progress has been made in vacancy management, with vacancy factor savings currently delivering 68% of the total vacancy target. It is anticipated that the Directorate will exceed the vacancy factor target, generating additional savings and contributing to the forecast underspend of £1.147m, which is offsetting the pressure on placement costs.

14. Children's Services

14.1 The Children's Services forecast is £108.5m compared with a net budget of £106.2m an overspend of £2.3m (2.2%).

Table 4: Children's Services September Financial Position

Children's Services	Net Current Budget £'000	Forecast Outturn £'000	Forecast (Overspend)/ Underspend £'000		Change from P4 £'000
Quality Assurance	5,077	4,946	131	2.6%	30
Care & Protection	73,010	75,376	(2,366)	(3.2%)	1,097
Commissioning and Partnerships	5,564	5,609	(45)	(0.8%)	109
Director's Services	3,684	3,224	460	12.5%	0
Education and Learning	8,271	8,553	(282)	(3.4%)	(288)
DSG recharges	0	0	0	0.0%	0
Birth to Settled Adult	10,566	10,787	(220)	(2.1%)	(222)
Total Directorate Budget	**106,172**	**108,494**	**(2,322)**	**(2.2%)**	**726**
Dedicated Schools Grant budgets	10,205	84,520	(74,315)		(578)

14.2 The forecast continues to be driven primarily by the cost of placements for Children in Care (CiC), particularly external residential and specialist placements where market demand, complexity of need and placement availability continue to exert significant financial pressure.

14.3 The largest pressure remains within Care & Protection, which is forecasting an overspend of £2.3m against a budget of £73m. This reflects continued reliance on high-cost external residential placements and specialist provision for children with complex needs. Financial pressures arising from external placements are partially offset by favourable variances within in-house residential provision, fostering services and other budgets.

14.4 Quality Assurance is forecast to underspend by £0.1m, largely due to timing between the recruitment of apprentice social workers and the subsequent movement of staff into substantive social work roles.

14.5 Director's Services is forecast to underspend by £0.46m, reflecting a combination of lower than budgeted premature retirement costs and additional Home Office funding received in relation to Chickerell Camp. The forecast also includes delivery of savings associated with the Dorset Children Thrive programme.

14.6 Education and Learning (Dorset Council budgets) is reporting a £0.28m overspend, due to continuing the employment of agency colleagues in the SEN team to meet additional demand and the delayed implementation of new technology.

14.7 Overall, the Children's Services Directorate is forecasting a net overspend of £2.3m, an improved position of £0.7m since P4. Underlying financial position remains highly sensitive to placement activity, with a small number of additional complex placements capable of materially affecting the forecast. Recruitment challenges, therefore vacancies, is partially offsetting the children in care homes overspend.

Children in care

14.8 As mirrored nationally, pressure on external placements for our children in care population continues. A recent LGA report stated "Spending on providing support for children in care is rising at a rate of £1 billion a year" Increasing numbers of Children in Care not only impact placement budgets, but the associated costs such as assessment costs, legal, interpreter fees and travel costs.

14.9 The Children in Care placements budget is currently forecast to overspend by £4.6m (£4.6m in P4), this includes fostering and in house residential provision. Expenditure for external homes is forecast to overspend by £6.4m. This is mainly driven by three factors: our children's needs increasing in complexity, rising costs and an external residential placement market that isn't functioning effectively.

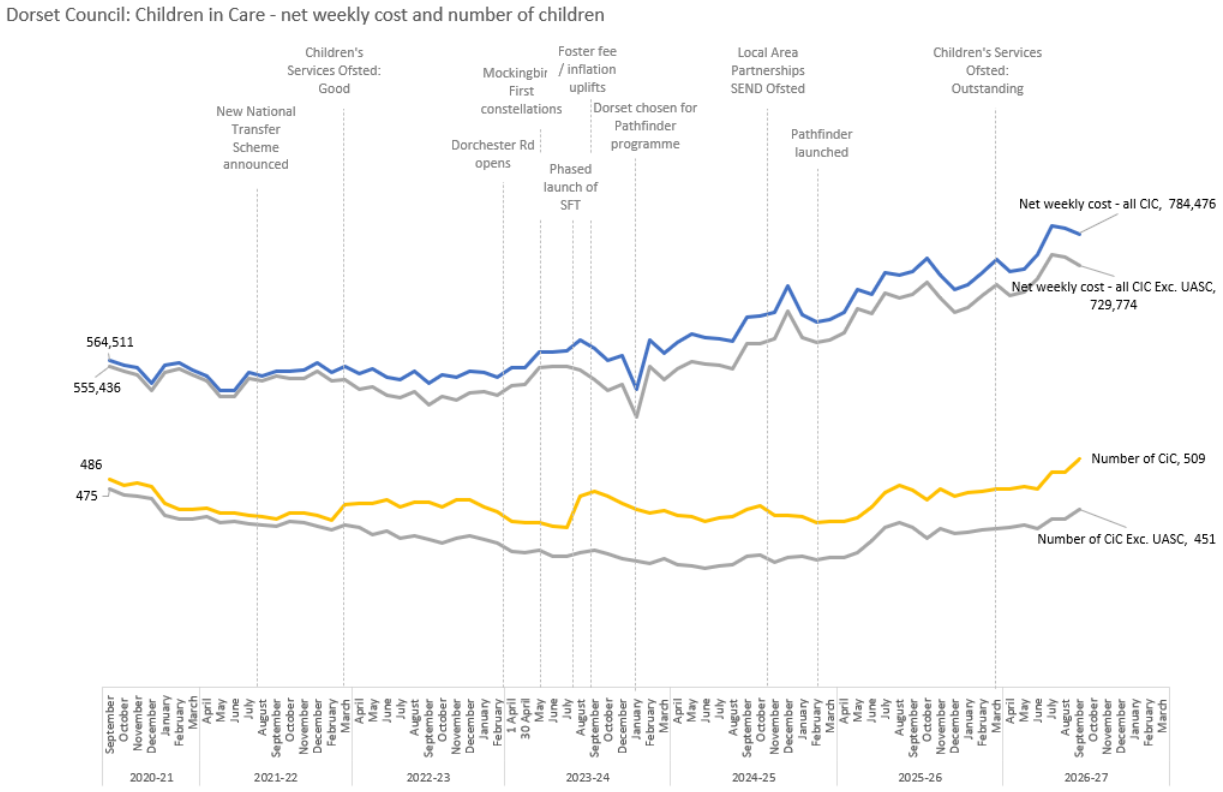
14.10 There were 451 Children in Care (excluding unaccompanied asylum seeking children) at the end of September 2026, an increase of 10 from July 2026 (441), and this is 15% higher than April 2025. Whilst overall numbers remain below historic levels (475 in September 2020), the volume and mix of placements continues to generate significant financial pressure.

14.11 The number of children in external residential placements increased to 54 in September 2026, compared with 44 in in April 2025. At the same time, the average weekly cost of external residential placements has risen to £6,825 per week (£355k per year), representing a 71% increase since September 2020. High-cost supported accommodation placements remain a key area of financial

pressure, with average weekly costs reaching £3,300 per week (£172k per year), 27% higher than the September 2020 baseline.

14.12 Encouragingly, Dorset Council's in-house fostering provision remains strong, with 219 children placed with Dorset Council foster carers in (215 in July 2026), broadly consistent with recent months and slightly above the September 2020 position. Alongside relatively stable costs within Dorset Council residential provision, this continued reliance on in-house placements helps to offset some of the budget pressures arising from the external placement market.

14.13 Despite an overall reduction in Children in Care numbers since 2020, rising placement costs and volume, particularly within the external residential and supported accommodation sectors, along with a growing number of Children in Care continue to be the primary driver of financial pressure within the placement budget.



14.14 If the number of children in care (exc. our unaccompanied children) had remained at 475, at September averages, it is estimated an additional £2.0m of annual cost would be incurred.

Risks and mitigations

14.15 The forecast remains subject to a number of significant risks and uncertainties:

a) Further Children in Care placement activity, particularly external residential or specialist placements, could materially increase the forecast overspend.
b) Delivery of the remaining Children in Care savings programme remains challenging and is dependent upon sustained reductions in high-cost placement expenditure.
c) Demand for support packages within the Birth to Settled Adulthood service may increase during the year.
d) Ongoing inflationary pressures within the residential care market may further increase placement costs.
e) SEND-related expenditure continues to present a significant risk, particularly where increased demand for specialist provision. SEND pressures are felt in the revenue budgets as well as the DSG.
f) Future health funding arrangements and partner contributions remain uncertain

14.16 Overall, while the forecast position represents a falling 2.2% overspend, the directorate continues to face significant demand-led pressures, particularly in relation to Children in Care placements and SEND services, and close monitoring of expenditure and savings delivery remains essential throughout the remainder of the financial year.

15. Economy and Environment directorate

15.1 The overall forecast for the Directorate as at the end of September is a projected adverse position (an overspend) of £0.456m (0.4%), with a projection of £105.9m net spend against a net budget of £105.4m. This is a minor change from the previous finance report, which showed a projected adverse position (an overspend) of £0.383m (0.4%).

Table 5: Economy & Environment September Financial Position

Economy and Environment	Net Current Budget £'000	Forecast Outturn £'000	Forecast (Overspend)/ Underspend £'000		Change from P4 £'000
Highways	4,152	4,271	(119)	(2.9%)	(152)
Dorset Travel	44,177	42,425	1,752	4.0%	757
Flood & Coastal Erosion Risk Management (FCERM)	1,085	1,135	(50)	(4.6%)	0
Greenspace	3,183	3,386	(203)	(6.4%)	(128)
Health & Activity	128	122	6	4.5%	(0)
Commercial Waste & Strategy	17,898	18,065	(168)	(0.9%)	131
Waste - Operations	18,214	18,951	(737)	(4.0%)	(557)
Fleet	182	36	146	80.3%	59
Weymouth 2040 Ancillaries	841	841	0	0.0%	0
Economic Development	744	717	27	3.6%	117
Harbours	16	21	(6)	(37.8%)	(2)
Leisure, Arts & Cultural Services	3,411	3,363	49	1.4%	(10)
Directors Office	514	1,326	(812)	(158.1%)	(777)
Assets & Property	6,901	6,901	(0)	(0.0%)	0
Planning	3,989	4,330	(341)	(8.5%)	489
Total Directorate Budget	**105,434**	**105,890**	**(456)**	**(0.4%)**	**(73)**

15.2 The Economy & Environment directorate budget includes an assumption in relation to staff turnover broadly equivalent to a 3% vacancy factor, although some services are exempt (notably waste collection). It is currently assumed that this will be found in full. This is subject to ongoing monthly monitoring.

15.3 Commentary on the specific services where the variance is over £0.100m is provided as follows.

Highways

15.4 The Highways budget is forecast to be overspent by £0.119m, made up as follows:

1) The Highways Infrastructure and Network Operations are expecting to be £0.107m favourable, primarily as a result of higher than budgeted income in the Traffic team area.

2) Parking Services are expecting to be £0.226m overspent. Income budgets are on target, and the pressure on expenditure budgets, in particular business rates which have seen some revaluations.

Dorset Travel

15.5 Overall, Dorset Travel is projecting a £1.752m underspend on a net budget of circa £44m. There are three main aspects to this:

15.6 Public transport is projecting an adverse variance of circa £1m, in respect of concessionary fares. This assumption is based on actual usage (and therefore expenditure) incurred last year. This will continue to be monitored on a monthly basis.

15.7 SEND transport has seen increases in expenditure in recent years. The table below is a reminder of that volatility.

Table 6: SEND Transport spend by year

Financial Year	Expenditure £'000	Increase £'000	Increase £'000
2020/21	10,179		
2021/22	11,270	1,091	10.72%
2022/23	16,281	5,011	44.47%
2023/24	19,031	2,750	16.89%
2024/25	19,731	699	3.68%
2025/26	20,224	494	2.50%
2026/27 Forecast	22,253	2,029	10%

15.8 The volatility in SEND transport is caused by a mixture of increases in numbers of children being transported (and mitigated, where possible, through actions such as sharing transport) and the costs of the market at any particular point in time (notably, issues such as driver shortages and fuel costs).

15.9 It can be seen that 2025/26 had the lowest increase in expenditure in recent history. This is considered to be partly due to the stability of the market place, and partly due to efforts by Dorset Travel to maximise efficiency opportunities.

15.10 The costs for SEND transport remain fluid until each September, when a significant volume of contracts come up for renewal in line with the start of the new academic year. Now that the majority of contract changes for September 2026 have been assessed, these have been assessed as being circa £2.2m below the budget.

15.11 Finally, mainstream school transport contracts have also been renewed as of September 2026, and contract prices are circa £0.5m below the budget.

Waste Disposal and Recycling

15.12 An overspend of £0.168m is predicted. This is a combination of three headline items:

i. Recyclate price is lower than budgeted (details not given here due to commercial sensitivity)
ii. Overall tonnages being lower than budgeted.
iii. Absorbing the cost of the new HRC contract which comes into place from 28th August 2026.

15.13 This budget line is volatile and needs to be kept under constant review.

Waste Collection and Fleet

15.14 The projected overspend is now at £0.757m in Waste Collection. This has worsened since the previous Cabinet report due to the worsening of the vehicle fuel price, which is the main cause of the projected overspend here. Diesel prices have fluctuated dramatically in response to global events and so price remains volatile. However, approximately 75% of the DC fleet uses HVO fuel, and whilst this provides some buffer, demand for this fuel source has seen price rise higher than budgeted. Overall, the pressure on the fuel budget is circa £0.650m.

15.15 Fleet partially offsets the overspend, with an underspend on parts (£0.146m)

Directors Office

15.16 The Directors Office is showing an adverse projected variance of £0.812m. Approximately £0.550m of this is in relation to a savings proposal to permanently delete posts. This work has been delayed, but will be moving forward in the near future in order to ensure that this is resolved in time for 2027/28. The remaining overspend is in relation to unfunded pressures, primarily around wellbeing and H&S.

Planning

15.17 Overall, a £0.341m adverse variance is projected, significantly improved since the previous report, due to income received improving since that report. Nonetheless, the forecast for income is still insufficient to being the service back to being on budget. It will continue to be carefully monitored.

16. Modernisation and Customer Delivery

16.1 Modernisation and Customer Delivery is reporting a forecast underspend of £0.827m (3.1%) against a net budget of £26.426m. This represents a reduction in the forecast underspend of £0.316m compared with the previous quarter.

Table 7: Modernisation & Customer Delivery September Financial Position

Modernisation and Customer Delivery	Net Current Budget £'000	Forecast Outturn £'000	Forecast (Overspend)/ Underspend £'000		Change from Ap4 £'000
ICT Operations	9,070	8,841	229	2.5%	79
Customer Hub	5,585	5,709	(124)	(2.2%)	(247)
Library Services	4,404	4,417	(12)	(0.3%)	(7)
Revenues & Benefits	3,927	3,221	706	18.0%	78
Transformation, Customer & Cultural Services	3,303	3,274	29	0.9%	(218)
Directors Office	136	136	0	0.0%	0
Total Directorate Budget	**26,426**	**25,599**	**827**	**3.1%**	**(316)**

16.2 ICT Operations is forecasting an underspend of £0.229m, representing an improved position compared with the previous quarter. The improvement is attributable to additional vacancy savings arising from posts remaining unfilled.

16.3 Customer Hub is forecasting an overspend of £0.124m, a reduction of £0.247m from the previous forecast. The overspend reflects £0.143m of Year 1 transformation savings transferred from Central Finance, together with increased demand within the Central Support team and the additional resources required to maintain service standards.

16.4 Transformation, Innovation & Design is forecasting an underspend of £0.029m, representing a reduction of £0.218m in the forecast underspend compared with the previous quarter. The movement in the forecast position reflects £0.288m of Year 1 transformation savings transferred from Central Finance, partially offset by further pay savings.

17. Housing, Communities and Prevention

17.1 Housing, Communities and Prevention is currently forecasting a net expenditure of £20.767m against a budget of £20.870m, resulting in a projected underspend of £0.073m (0.4%).

Table 8: Housing, Communities and Prevention September Financial Position

Housing, Communities and Prevention	Net Current Budget £'000	Forecast Outturn £'000	Forecast (Overspend)/ Underspend £'000		Change from Ap4 £'000
Regulatory Services	4,312	4,433	(121)	(2.8%)	(20)
Housing & Community	8,786	8,794	(8)	(0.1%)	(91)
ASC Commissioning	7,734	7,532	202	2.6%	176
PH Joint Partnership	0	0	0	0.0%	0
LiveWell Dorset	1,108	1,046	62	5.6%	(39)
Public Health	17,060	17,122	(62)	(0.4%)	39
Public Health Grant	(18,130)	(18,130)	0	0.0%	0
Total Directorate Budget	**20,870**	**20,797**	**73**	**0.4%**	**65**

17.2 The Q2 forecast indicates that the Directorate is currently projected to achieve an underspend of £0.73m at outturn an improvement of £0.65m compared to Q1. However, an adverse variance of £0.121m is forecast within Regulatory Services, relating to an unachieved staffing savings target and lower than anticipated income. Delivery of this saving is unlikely to achieved, and the position will continue to be closely monitored through the Directorate's budget management arrangements.

17.3 Significant progress has been made in vacancy management, with vacancy factor savings currently delivering 74% of the total vacancy target.

18. Chief Executive's Office

18.1 The Chief Executive's Office forecast is £13.089m compared with a net budget of £13.553m, an underspend of £464k (3.4%). There has been a positive movement of £112k when compared to the previous quarter.

Table 9: Chief Executive's Office September Financial Position

Chief Executives Office	Net Current Budget £'000	Forecast Outturn £'000	Forecast (Overspend)/ Underspend £'000		Change from Ap4 £'000
People & Workforce	2,551	2,358	193	7.6%	74
Strategy, Performance and Sustainability	4,108	4,005	103	2.5%	30
Business Support	6,257	6,089	168	2.7%	8
Chief Executive's Office	637	637	0	0.0%	0
Total Directorate Budget	**13,553**	**13,089**	**464**	**3.4%**	**112**

18.2 People & Workforce is forecasting an underspend of £193k, an improvement of £74k from the previous forecast. This improved position is primarily due to lower than anticipated recruitment advertising costs and the impact of vacant posts remaining unfilled.

18.3 Strategy, Performance and Sustainability is reporting a forecast underspend of £103k, representing an improved position of £30k. The improvement is attributable to vacancy savings arising from posts remaining unfilled.

19. Resources

19.1 The forecast for Resources is £3.988m compared with a net budget of £4.307m, showing an underspend of £0.320m (7.4%), an improvement of £88k compared to the previous quarter. The forecast underspend of £320k is primarily driven by pay underspends within Accountancy and Operational Finance.

Table 10: Resources September Financial Position

Resources	Net Current Budget £'000	Forecast Outturn £'000	Forecast (Overspend)/ Underspend £'000		Change from Ap4 £'000
Finance & Commercial	4,307	3,988	320	7.4%	88
Total Directorate Budget	**4,307**	**3,988**	**320**	**7.4%**	**88**

19 Assurance and Governance

19.1 The Assurance and Governance forecast is £8.812m compared with a net budget of £8.976m, an underspend of £0.164m (1.8%). This is primarily due to an increase in income in the Land Charges service, offset by small pay related overspends.

Table 11: Assurance & Governance September Financial Position

Assurance & Governance	Net Current Budget £'000	Forecast Outturn £'000	Forecast (Overspend)/ Underspend £'000		Change from Ap4 £'000
Assurance	1,825	1,864	(39)	(2.1%)	(33)
Democratic & Elections Services	3,155	3,205	(50)	(1.6%)	(4)
Land Charges	(332)	(495)	163	49.0%	6
Legal Services	3,310	3,211	99	3.0%	60
Archives	1,019	1,027	(9)	(0.8%)	(9)
Total Directorate Budget	**8,976**	**8,812**	**164**	**1.8%**	**19**

20 Central Finance and Contingency

20.1 The Central Finance budgets are forecast to be £460.055m against a net income budget of £463.818m, resulting in a forecast overspend of £3.763m (0.8%). This represents an increase in the forecast overspend of £0.200m compared with the previous reporting period.

Table 12: Central Finance & Contingency September Financial Position

Central Finance	Net Current Budget £'000	Forecast Outturn £'000	Forecast (Overspend)/ Underspend £'000		Change from Ap4 £'000
Our Future Council Savings	(5,883)	(200)	(5,683)	(96.6%)	(1,683)
General Funding	265	(790)	1,056	397.8%	1,056
Capital Financing	18,804	17,401	1,403	7.5%	403
Contingency	3,151	3,151	0	0.0%	0
Precepts/Levy	23,607	23,620	(13)	(0.1%)	0
Central Finance	(503,763)	(503,237)	(525)	(0.1%)	24
Total Central Budgets	**(463,818)**	**(460,055)**	**(3,763)**	**(0.8%)**	**(200)**

20.2 **Cross-Council Transformation Savings (previously known as Our Future Council)** – see section 21.

20.3 **General Funding** is forecasting an underspend of £1.056m. This position is driven by a £1.000m improvement in the LGPS pension deficit position and additional Education Services Grant income of £0.056m.

20.4 **Capital Financing** is forecasting an underspend of £1.403m, an improvement of £0.403m since the previous quarter. The improved position is driven by a £1.863m reduction in forecast interest payable, partially offset by a £1.460m reduction in forecast interest receivable.

20.5 **Contingency** - The Council's base budget included a contingency budget of £8.554m, consisting of £5.047m for general contingencies, £2.491m to cover inflationary pressures, £0.515m to support delivery of the Council Plan, and £0.500m for Cost-of-Living support initiatives.

20.6 **Central Finance** - These budgets include income from Council Tax and Business Rates. The current forecast shows a £0.543m shortfall in Business Rates income. This is because the budget was set before the NNDR1 return was completed, when it was expected that more Business Rates income would be collected. The completed NNDR1 has since shown that the amount of income likely to be received is lower than originally estimated. As a result, there is a gap between the budgeted income and the income now expected to be achieved, which has contributed to the forecast overspend.

21 Transformation and savings plans

21.1 **Cross-Council Transformation Savings (previously known as Our Future Council)** The council continues to make progress in delivering its cross-council transformation savings programme, with activity focused on modernising services, improving customer experience, increasing organisational efficiency and supporting the council's long-term financial sustainability. Significant transformation activity is underway across workforce redesign, service integration, digital enablement, commercial improvement and technology rationalisation. Whilst good progress has been made in a number of areas, work continues to deliver the remaining savings requirements and identify further opportunities to support the council's financial position.

Progress to Date – September 2026

21.2 Expectations of the savings delivery are shown in the table below

Table 13: Transformation September Financial Position

Savings area	Budget	Forecast at P6	P6 confidence	Remainder to deliver	Remainder confidence
Workforce redesign	£2.5m	£1.1m	High	£1.4m	Medium
Third-party spend	£4.0m	£0m	Low	£4.0m	Low
ICT rationalisation	£0.3m	£0m	Low	£0.3m	Low
Full-year effect delivered in 2025/26	£2.6m	£2.6m	High	£0m	High
Total	**£9.4m**	**£3.7m**	**High**	**£5.7m**	**Mixed**

Workforce Redesign and Service Transformation:

21.3 Current forecasts reflect £5.1m of workforce-related savings, comprising £1.1m delivered through workforce redesign activity during 2026/27, £2.6m relating to the full-year effect of transformation activity delivered during 2025/26 with savings realised in 2026/27 and a further £1.4m forecast for delivery during the second half of the financial year. These savings have been achieved through leadership redesign, further development and integration within the transformation office, customer hub and business support hub, workforce reshaping and vacancy management, with further organisational changes planned during the remainder of the year.

21.4 Alongside workforce redesign, the council continues to integrate additional services into established hub models to create economies of scale, improve resilience and reduce duplication. Service redesign activity remains focused on simplifying customer journeys, improving customer experience, reducing avoidable demand and increasing the use of digital services, automation and self-service capabilities. These initiatives are intended to deliver both financial benefits and improved outcomes for residents whilst supporting longer-term sustainability.

Third-Party spend Reduction:

21.5 At P4 there remained confidence that there was a route to achieving up to £2.0m of third-party savings and cost avoidance through commercial activity, procurement interventions and contract optimisation. As plans have matured, confidence in achieving those savings within the current financial year has reduced and, as a result, no third-party savings are currently reflected within the forecast position.

21.6 Activity continues across all directorates to identify savings opportunities. This includes detailed contract portfolio analysis, commercial review and expenditure scrutiny across supplier arrangements and third-party spend to identify opportunities for contract renegotiation, consolidation, re-procurement and improved commercial outcomes. This work remains a significant area of focus, supported through the Commercial Board, and opportunities will continue to be assessed and reflected in forecasts where delivery confidence exists.

Savings

21.7 Savings set in the 2026/27 budget build, and unachieved savings from previous years, are reflected in Table 14.

21.8 Savings categorised as 'red' will not be achieved this financial year and are a reason for the financial position, with savings with a category of 'amber' at risk of not being delivered in the financial year.

21.9 All savings are subject to ongoing monitoring and review through the monthly budget management process. The savings programme comprises both transformation-led initiatives and directorate-specific savings.

Table 14: Savings delivery September Financial Position

	Total saving 2026/27	Green £	Amber £	Red £
Central Finance	7,401,954	1,718,954	1,400,000	4,283,000
Children's Services	6,582,335	2,658,396	3,225,689	698,250
Adult Social Care	4,125,000	2,918,735	1,206,265	
Economy & Environment	2,945,644	1,413,656	504,488	1,027,500
Resources	566,500	35,000	531,500	
Housing & Prevention	500,000		500,000	
Modern & Customer	296,000		85,000	211,000
Chief Executive's Office	239,660	239,660		
Grand Total	**22,657,093**	**8,984,401**	**7,452,942**	**6,219,750**

22 Dedicated Schools Grant (DSG)

22.1 As of 31 March 2026, cumulative DSG deficit is £148.7m. Any deficit associated with the DSG is kept off council's balance sheets because of the statutory override set out in The Local Authorities Capital Finance and Accounting (England) Regulations. This was extended from March 2026 to March 2028 in June 2025.

22.2 Dorset's SEND Reform plan was accepted in October 2026 with a High Needs Stability Grant totalling £145m due November 2026. This would leave a balance of £3.7m to be funded from the reserve setup to support the Safety Valve programme before the programme was cancelled. This reserve would also be used in the event government do not fully fund any future year DSG cumulative deficit write offs.

22.3 The long-term SEND reforms have yet to be finalised with the government stating:

For deficits that arise in 2026–27 and 2027–28, local authorities can expect that we will continue to take an appropriate and proportionate approach, though it will not be unlimited. Future support will take into account LAs' successful delivery of their approved Local SEND reform plan, including appropriate use of investment funding to establish an Experts at Hand offer.

22.4 Any reforms will take time to implement and materials from the DfE so far suggest staged implementation of the changes.

22.5 Dorset's DSG deficit is forecast to be approximately £150m by 31 March 2028.

22.6 The current and future cumulative DSG deficit remains a major risk for the authority:

"Instability in the High Needs Block budget may create an increased deficit in the Dedicated Schools Grant (DSG), resulting in a worsening of Dorset Council's financial position." Risk ID 194

22.7 Whilst the deficit is therefore held separately from the General Fund, there is a cashflow pressure resulting from carrying a £148.7m deficit meaning that the Council has access to £148.7m less cash than it would otherwise, with a cost of circa £6m in interest foregone. This will be mitigated through the receipt of the High Needs Stability Grant; however this will return during the later stages of 2026/27 and 2027/28.

DSG – Current position

22.8 The Dedicated Schools Grant is forecast to overspend by £74.3m in 2026/27, reflecting continuing national pressures within the High Needs Block and ongoing growth in demand for specialist SEND provision.

22.9 As in previous years, the principal drivers of the deficit remain increasing Education, Health and Care Plan (EHCP) demand, growth in specialist placements, and continued pressures across independent and non-maintained special school provision. These pressures mirror those being experienced by many local authorities nationally. Currently Dorset has ~5,000 children and young people with an EHCP, in 2013, this number was 1,407.

22.10 Further analysis and detail is available in the Dorset Schools Forum monitoring reports: Browse meetings - Schools' Forum - Dorset Council

23 Local Authority Trading Companies (LATC)

23.1 The council has involvement with four LATC's that support the work of the council. This report focuses on the financial performance of the LATC's and highlights any material financial matters which could impact the Council's

finances.

Dorset Innovation Park Ltd

23.2 As reported previously, the new Company is now set up. The Board and Executive team are in place, and operational responsibility for the Innovation Park is now transferred to the company. The business plan has been approved by Shareholders, and finances are in accordance with the Business Plan, Shareholder Agreement and previous Cabinet decisions.

Care Dorset

23.3 Care Dorset's year to date financial performance is a loss of £0.204m. This position includes an accrued uplift of 3.3%, which is not fully funded and is currently creating an unfunded pressure of £0.143k. Excluding the impact of the unfunded pay award, the underlying financial position would broadly be in line with expectations.

Dorset Centre of Excellence Ltd

23.4 Coombe House School provides education for children with special educational needs and/or disabilities (SEND). Dorset Centre of Excellence Ltd is a wholly owned company of Dorset Council.

23.5 The Company's purpose is to provide high-quality special school places for Dorset children at a fee significantly below the wider independent market.

23.6 Detailed feedback regarding DCOE's independent financial audit for the financial year 2025/26 is being finalised. Verbal feedback and late drafts of the written report seen are suggesting a highly positive outcome can be expected.

23.7 The 2026/27 financial year is progressing broadly in line with budget with no significant variations, or unexpected costs impacting on performance so far. The Company continues to be committed to representing exceptional value for money to the Dorset community, and its Shareholder.

Connect2Dorset

23.8 Connect2Dorset is a joint venture with Commercial Services Group (a company wholly owned by Kent County Council). The new service came into effect at the beginning of April 2024 and provides the Council with contingent agency, contract and interim employees.

23.9 The long-term aim of Connect2Dorset is to improve the quality of our agency workers, and where suitable convert agency workers to permanent employees.

24 General fund position and other earmarked reserves at year-end

24.1 Any overspend at year-end will require funding from reserves. Based on the current revenue forecast, it is anticipated that £8.0m will need to be drawn from reserves to meet the projected overspend.

24.2 The General Fund Balance stood at £35.9m at the end of 2025/26 and is forecast to increase to £40.7m by the end of the current financial year.

24.3 Earmarked reserves totalled £120m at the end of 2025/26. Current planned utilisation indicates that a similar balance will be maintained at the end of 2026/27. Consequently, total reserves (general fund plus earmarked) are forecast to be approximately £161m as at 31 March 2027.

25 Capital programme and financing

25.1 The capital programme has undergone a comprehensive review to ensure it is appropriately sized to reflect organisational capacity and that all capital investment proposals are supported by robust business cases and clear strategic objectives. The revised programme was approved by Cabinet in June 2026.

25.2 As at 30 September 2026, expenditure and commitments against the approved capital programme of £106.025m totalled £52.144m (49%). The programme remains under continuous review to monitor the progress of approved projects and identify any issues that could affect overall delivery. Where project slippage is identified, budgets will be reprofiled within the overall programme to reflect revised delivery timescales.

25.3 The approved project budgets for the current year are outlined below.

Table 15: Capital Programme September Financial Position

Directorate	No. of projects	Project Budget £,000	Spend / Commitments £,000	Variance £,000	% Spent
Adult Social Care	2	2,148	1,116	1,032	52%
Children's Services	13	11,189	4,798	6,391	43%
Economy & Environment	54	87,248	45,372	41,876	52%
Housing & Prevention	3	694	248	446	36%
Core Services	6	4,746	609	4,137	13%
Total	**78**	**106,025**	**52,144**	**53,881**	**49%**

25.4 The movements in the project budgets since Q1 are shown in the table below.

Table 16: Capital Programme Budget September Financial Position

Directorate	Q1 Budget £,000	Adjustments £,000	Re-profiling £,000	New funding £,000	Q2 Budget £,000
Adult Social Care	2,148	0	0	0	2,148
Children's Services	11,440	0	(251)	0	11,189
Economy & Environment	86,560	8,780	(8,190)	98	87,248
Housing & Prevention	694	0	0	0	694
Core Services	4,200	546	0	0	4,746
Total	**105,042**	**9,326**	**(8,441)**	**98**	**106,025**

25.5 Changes to the Capital schemes since Q1 include the following items.

25.6 The majority of the adjustments relate to the £8.365m approved for Lyme Regis Environmental Improvement Plan Phase 5, shown within the Economy & Environment area of the table. This amount appears in both the adjustments and reprofiling columns, as £8.365m was approved during the year and £7.865m was subsequently reprofiled into future years.

25.7 The £0.546m in Core services relates to the approval of the Dorset History Centre programme in July Cabinet.

25.8 Other reprofiling within Economy & Environment relates to the Innovation Park capital programme (£0.700m), the movement of £0.485m budget into the current year in respect of Dorset Council's Harbour Walls F&G match funding contribution, and the reprofiling of £0.110m relating to the DCOE element of the Property Improvement Programme.

25.9 Reprofiling within Children's Services includes £0.201m relating to improvements at the Carey Outdoor Education Centre and £0.050m relating to the Children's Residential Sufficiency Programme.

25.10 The delivery of the capital programme is reviewed monthly by Capital Strategy & Asset Management Group (CSAMG).

26 Additions to the capital programme

26.1 The **Bridport Connect** is a former day centre located on the Flood Lane site in Bridport. The original plan was for the appointed developer to undertake demolition as part of a wider redevelopment scheme. However, following the

failure of the procurement process and the need to reprocure development partners, progress on the site was significantly delayed.

26.2 During this period the vacant building was subject to repeated break-ins, arson attacks and evidence of drug-related activity, resulting in the Council incurring significant ongoing security costs to safeguard the site. To address these issues, it was agreed that demolition would be undertaken in advance of redevelopment. Works commenced in January 2026 and initially encountered a couple of minor asbestos discoveries.

26.3 In May 2026, a significant asbestos discovery was identified and subsequent investigation revealed further asbestos contamination within stockpiled masonry across the site. Given the substantial health and safety risks associated with leaving the asbestos in situ, urgent action was required to undertake its removal. A procurement exemption of up to £257,829 was approved, including a contingency allowance for any further asbestos discoveries, to ensure that remediation works could proceed without delay and the site could be made safe as quickly as possible.

26.4 Following the asbestos discoveries identified in May 2026, further site investigations and soil sampling undertaken in August 2026 revealed more asbestos contamination within the ground. Subsequent testing recommended the removal of contaminated soil to a depth of between 200mm and 300mm, together with the potential removal of an existing slab. The estimated worst-case cost of these remediation works together with additional costs arising from site delays and associated contract impacts is a further £225,000.

26.5 The original demolition budget was £179,280, however, the asbestos removal increased costs initially by £257,829 and the latest estimates require a further £225,000 bringing the total project costs to £662,109. There is sufficient provision within the Capital Contingency Fund to accommodate the additional project costs of £482,829.

26.6 **Countryside and Greenspace Mowers and Equipment** is needed to enable the planned replacement of essential highway verge, arboriculture, countryside, greenspace and grounds maintenance equipment that has reached the end of its operational life. The equipment, including tractors, ride-on mowers and specialist attachments, is critical to the delivery of a wide range of Dorset Council services and statutory functions. The machinery supports the management of over 80 countryside sites, four country parks, nearly 3,000 miles of Public Rights of Way, approximately 5,000 miles of highway verge, 250,000 highway trees, and more than 500 grounds maintenance and arboriculture contracts. Without timely replacement, the Council faces increasing risks of mechanical failure, service disruption, escalating maintenance costs, and reduced capacity to maintain key public assets to the required standard.

26.7 This investment will ensure the continued delivery of frontline services that directly contribute to Dorset Council's corporate priorities of Communities for All, Growing Our Economy, and Responding to the Climate and Nature Crisis. The equipment enables the maintenance of countryside and recreational assets that support tourism, health and wellbeing, biodiversity, sustainable transport, and public access across Dorset. It also supports income-generating grounds maintenance and arboriculture contracts while ensuring compliance with statutory duties relating to highway safety, public rights of way, and tree management. Investment in replacement plant will safeguard service resilience and ensure these important public assets continue to be managed effectively for residents and visitors.

26.8 The replacement programme will also deliver significant operational benefits. Newer equipment will reduce downtime, lower repair and maintenance expenditure, improve reliability, and increase operational efficiency across service areas. In addition, modern plant will provide improved environmental performance through lower fuel consumption and reduced emissions, supporting Dorset Council's carbon reduction objectives.

26.9 The Council’s existing Fleet Replacement Programme doesn’t currently include the greenspace equipment and machinery. Whilst this programme is reviewed contingency funding of up to £1.0m is requested to ensure that the replacement programme can proceed, protecting critical services and maintaining statutory compliance.

27 Sundry debt management

New invoices for 2026/27

27.1 The total value of debts (invoices) raised between 1 April and 30 September 2026 is £150.7m, a breakdown by directorate is shown below:

Table 17: Total debt raised

Total debt raised	**2026/27**
	£’000
Adult Social Care	£34,656
Children's Services	£35,138
Housing & Prevention	£5,458
Economy & Environment	£18,042
Core Services	£57,381
Total	**£150,675**

Overall amounts owed

27.2 Looking at debt across all years, the balance of sundry debt outstanding at 30 September 2026 was £43.1m, the breakdown is as follows:

Table 18: Total debt by directorate

Total Debt					
Directorate	**Total due £'000**	**Less than 30 days £'000**	**30-90 days £'000**	**90-365 days £'000**	**Over 365 days £'000**
Adult Social Care	28,536	701	3,392	9,319	15,124
Children's Services	269	240	49	-134 (1)	114
Housing & Prevention	6,970	2,669	281	438	3,582
Economy & Environment	4,097	1,130	427	1,349	1,190
Core Services	3,216	2,283	489	349	95
Grand Total	**43,088**	**7,023**	**4,639**	**11,321**	**20,105**

(1) Negative position due to several small credit balances and a credit note relating to an already paid invoice

27.3 Of the £43.1m outstanding debt, £28.5m relates to Adults & Housing. This includes debt arising from deferred payment agreements and care services provided under gross without prejudice arrangements. A more detailed breakdown of these debts is provided later in this section.

27.4 After excluding these amounts, the remaining balance represents collectable debt, which is currently subject to recovery action.

Table 19: Collectable debt by directorate

Collectable Debt					
Directorate	**Total due £'000**	**Less than 30 days £'000**	**30-90 days £'000**	**90-365 days £'000**	**Over 365 days £'000**
Adult Social Care	16,036	585	2,939	4,833	7,679
Children's Services	269	240	49	-134	114
Housing & Prevention	6,970	2,669	281	438	3,582
Economy & Environment	4,097	1,130	427	1,349	1,190
Core Services	2,046	1,829	79	43	95
Total	**29,418**	**6,453**	**3,776**	**6,529**	**12,660**

Prior year performance

27.5 At the end of 2025/26, collectable debt arrears totalled £44.32m. To date, £28.7m (65%) has been recovered.

27.6 The table below provides a breakdown of collection performance against prior-year debt.

Table 20: Collection performance by year

Prior year arrears	Amount owed 31/03/2026 £,000	Collected in year £,000	Amount outstanding 30/09/2026 £,000	% collected
Pre 1 April 2019	467	54	413	11%
2019/20	805	42	763	5%
2020/21	1,176	27	1,150	2%
2021/22	1,191	79	1,112	7%
2022/23	1,766	189	1,577	11%
2023/24	2,696	372	2,324	14%
2024/25	4,042	979	3,062	24%
2025/26	32,175	27,001	5,175	84%
Total	**44,318**	**28,743**	**15,574**	**65%**

Deferred payments

27.7 Deferred payments are a form of adult social care debt incurred when Dorset Council provides care services to individuals who own property but may not have sufficient liquid assets to pay for their care immediately. Under the Deferred Payment Scheme, the Council agrees to defer payment for care costs, securing the debt against the individual's property through a legal agreement.

27.8 This arrangement allows the individual to delay payment until a later date—typically when the property is sold—at which point the Council recovers the full amount owed. Because the repayment is expected in the future and is secured, deferred payments are not treated as collectable debt in the same way as invoices that are due and payable now. Instead, they are classified separately as future recoverable debt.

Table 21: Deferred payments

Deferred Payments

Directorate	Total due £'000	Less than 30 days £'000	30-90 days £'000	90-365 days £'000	Over 365 days £'000
Adult Social Care	3,989	-144	38	1,493	2,602

Gross without prejudice

27.9 Gross without prejudice debts arise when Dorset Council provides adult social care services before a full Care Act assessment and financial assessment have been completed. These debts are recorded to reflect the potential liability but are not actively pursued until it is determined whether the individual receiving care is financially responsible for contributing to the cost of their support.

27.10 This approach ensures that individuals are not prematurely chased for payment before their eligibility and financial capacity have been properly assessed. As such, these debts are held on record but sit outside the category of collectable debt, which refers to amounts that are confirmed as due and actively recoverable.

Table 22: Gross without prejudice

Gross Without Prejudice					
Directorate	**Total due £'000**	**Less than 30 days £'000**	**30-90 days £'000**	**90-365 days £'000**	**Over 365 days £'000**
Adult Social Care	8,511	260	415	2,993	4,843

28 Write-offs

28.1 The value total write-offs processed so far this year is £322k against a collectable debt total of £29.4m, see the table below. Sufficient provision has been made to cover these debts, which represent a relatively minor portion of the total outstanding balance (1.09%).

Table 23: Debts written off by Directorate

Debts written off	2026/27 £'000
Adult Social Care	210
Children's Services	1
Housing & Prevention	13
Economy & Environment	98

Core Services	0
Total	**322**

29 Council tax and business rates debt management

Council tax

29.1 The value of council tax debt raised in 2026/27 is £455.3m and £253.3m has been collected to date. The collection rate at 30 September 2026 was 55.62%, compared with 55.87% at the same point in the previous year. This represents a reduction in performance and equates to approximately £1.1m less collected in cash terms.

Table 24: Council tax collection by a period across years

Council Tax collection rates (%)	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
September	56.28	55.96	56.47	56.24	55.87	55.62

Business rates (non-domestic rates – NDR)

The value of business rates debt raised in 2026/27 is £123.2m and £74.2m has been collected to date. The collection rate at 30 September 2026 is 60.24%, which is slightly more than the corresponding position from the previous year, which was 58.72%.

Table 25: Business rates collection by a period across years

NNDR collection rates (%)	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
September	52.34	62.08	59.22	60.96	58.72	60.24

Write offs

29.2 The write-offs processed by the Revenues & Benefits Service during the year are shown in the table below.

Table 26: Debts written off

Debts written off	2026/27 £'000
Council tax	52
Business rates	548
Housing Benefit overpayments	23
Total	**623**

30 Financial planning, strategy and the MTFP

30.1 The Council has already started the process of refreshing the MTFP and developing the budget strategy for 2027/28 and 2028/29, in line with the Local Government funding settlement which, as well as meeting new pressures, will also need to deal with any ongoing or new pressures from 2026/27.

31 Number and extent of contract exemptions

31.1 Appendix B includes the number and extent of contract exemptions, and the narrative is included in the appendix.

31.2 Contract breaches may occur when suppliers or the council fail to meet agreed terms, such as deadlines or service standards, posing financial, reputational, and legal risks. These breaches are typically operational contract management matters and remain confidential and excluded from standard reporting until they published in accordance with legislation.

32 Summary, conclusions and next steps

32.1 At the end of September 2026, the Council is forecasting a net revenue overspend of £8.056m, equivalent to 1.7% of the approved net budget of £466m. This represents a marginal improvement of £0.080m since the previous reporting period. The forecast overspend is driven principally by demand-led pressures within Adult Social Care (£3.312m) and Children's Services (£2.322m), together with delays in the delivery of transformation savings. These pressures are being partially offset by underspends across a number of services, including Modernisation and Customer Delivery, Capital Financing, the Chief Executive's Office and Resources. Whilst the forecast remains within a range that is considered manageable, significant risks remain, particularly in relation to social care demand, SEND pressures and the delivery of savings and transformation

programmes.

32.2 The Council will continue to monitor the financial position through monthly Directorate and Senior Leadership Team (SLT) budget review arrangements, supported by enhanced mitigating actions in areas forecasting overspends. In response to the current forecast position, SLT is also considering the introduction of additional spend controls to further strengthen financial management and limit non-essential expenditure for the remainder of the financial year. Focus will remain on managing demand-led expenditure, progressing the delivery of savings and transformation activity, reviewing discretionary and controllable expenditure, and ensuring that emerging financial pressures are reflected within the ongoing refresh of the Medium-Term Financial Plan and development of the 2027/28 budget strategy. Future reports to Cabinet will continue to provide updates on the forecast outturn position, savings delivery, capital programme performance and the key financial risks facing the Council.

Appendix A – Climate wheel



Carbon Neutral Council 2040

Carbon Neutral Dorset 2050

Nature Positive Dorset 2030

- Major positive impact
- Minor positive impact
- No known impact
- Mixed impact
- Minor negative impact
- Major negative impact

Quantitative Impact on CEE targets (if known)		
	Unit	Number of units (+/-)
2030 - Natural asset extent & condition	Ha	0
2040 - Operational Emissions	CO_2 (tonnes)	0

ACCESSIBLE TABLE SHOWING IMPACTS

Natural Environment, Climate & Ecology Strategy Commitments	Impact
Energy	minor positive impact
Buildings & Assets	major positive impact
Transport	major positive impact
Green Economy	major positive impact
Food & Drink	No known impact
Waste	minor positive impact
Natural Assets & Ecology	major positive impact
Water	major positive impact
Resilience and Adaptation	major positive impact

Corporate Plan Aims	Impact
Prosperity	strongly supports it
Stronger healthier communities	strongly supports it
Sustainable Development & Housing	strongly supports it
Responsive & Customer Focused	strongly supports it

TABLE OF RECOMMENDATIONS

Recommendations	Responses -will this be incorporated into your proposal? How? And if not, why not?
Energy	
Find out energy use of buildings that are being brought into the Dorset Council carbon footprint, as this will affect our ability to hit our carbon reduction targets	
Find out energy use of any new build buildings that are being added to the Dorset Council carbon footprint, as this will affect our ability to hit our carbon reduction targets	
Support the acceleration of heating and energy and water efficiency through cavity and solid wall insulation, draught proofing, improved glazing and shading, and high energy and water efficient smart appliances	
Buildings & Assets	
No recommendations found for this category	
Transport	
No recommendations found for this category	
Green Economy	
No recommendations found for this category	
Food & Drink	
No recommendations found for this category	
Waste	
Look at ways to reduce the amount of waste produced	
Natural Assets & Ecology	
No recommendations found for this category	
Water	
No recommendations found for this category	
Resilience & Adaptation	
No recommendations found for this category	

Appendix B – Commercial Exemptions

Contract exemptions, meanwhile, are permitted in accordance with the council's Contract Procedure Rules ("CPR" which apply to the procurement award and management of contracts for goods, services and works). The council's CPR provide approval to depart from the standard rules, where certain criteria are met; for example, to allow a contract to be awarded directly to one supplier, after investigating the market and identifying the only that supplier could perform the contract. Each exemption request and approval or rejection is documented.

A Section 5 (Local Government and Housing Act 1989) report is a formal legal report issued by the council's Monitoring Officer where it appears that any proposal, decision or omission of the council (by committee or officer) has or is likely to be unlawful or amount to maladministration or injustice. Section 5 reports, follow a separate public process and are not included in the paper.

Commercial Exemptions April to September 2026

The table below sets out details of the exemptions granted during the current year, including the number of exemptions by directorate and their associated value.

Exemptions	Number of exemptions*	Total value of exemptions*
Assurance & Governance	1	£170,000
Adult Social Care	0	£0
Children's Services	11	£271,202
Economy & Environment	3	£223,360
Housing & Prevention	0	£0
Core Services	0	£0
Total	**15**	**£664,562**

*Data is correct as submitted by internal stakeholders.

There were eleven exemptions for Children's Services during this period relating to Spot Purchase of Alternative Provision, Families First Partnership Evaluation, SEND Modelling and a children's subscription which provides specialist social work learning resources, legal updates, practice guidance and direct work tools.

There were three exemptions for Economy and Environment during this period relating to extended access at Sherborne Library, Annual Valuations and Weymouth Town Bridge Refurbishment.

There was one exemption for Assurance & Governance during this period relating to Electoral Registration and Election Printing.

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Cabinet
10 November 2026
Disposals Update
For Decision

Cabinet Member:
Cllr R Biggs, Regeneration, Economic Growth & Strategic Assets

Local Councillor(s):

Senior Leadership Team:
J Britton - Executive Director, Economy & Environment

Report author and job title: Carly Field Strategic Asset Management Service Manager
Email: carly.field@dorsetcouncil.gov.uk

Statutory Authority:

Report status: Part Exempt Para 3

1. Executive summary

1.1 The Assets and Property disposals pipeline was approved by Cabinet on 11 November 2025, establishing a programme of property disposals to support the Council's financial and strategic asset management objectives. Since approval, the Transfers and Disposals Team has been actively progressing the assets identified within the pipeline through due diligence, stakeholder engagement, marketing, negotiations and completion of transactions where appropriate.

1.2 The programme forms part of the Council's wider approach to strategic asset management, ensuring that property decisions are supported by robust governance, improved asset intelligence and a clear focus on achieving the best value from the Council's estate. This helps align assets with service priorities, community outcomes and long-term financial sustainability.

1.3 This report provides Cabinet with an update on progress made to date, including disposals completed, transactions currently in progress, key achievements, challenges encountered, and the activity underway to bring forward further opportunities and deliver the outcomes anticipated from the approved programme.

1.4 Since approval of the disposals pipeline in November 2025, four disposals have completed generating approximately £3.5m in capital receipts, with a further 12 properties exchanged and expected to generate £2.6m on completion. Nine additional sites are under offer and eight are being actively marketed or negotiated.

1.5 The £3.5m generated in the first half of 2026/27 already exceeds the £931k achieved during the whole of 2025/26 and is around 70% higher than the £2.0m achieved in 2024/25, demonstrating a significant increase in the pace and effectiveness of the disposal programme. Including properties already exchanged, receipts secured and delivered are expected to exceed £6.1m, more than three times the total achieved in 2024/25.

2. Recommendation(s)

2.1 Approve the inclusion of the properties listed in Appendix 1 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.

3. Reason for the recommendation(s)

3.1 The properties listed in Appendix 1 have 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.

3.2 Their inclusion in the Disposals Pipeline will 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 remains aligned with service and corporate priorities.

4. The report

4.1 Significant progress has been made in delivering the five-year disposals pipeline. Four disposals have been successfully completed, generating capital receipts of approximately £3.5 million.

4.2 In addition a further twelve properties have exchanged contracts and are expected to generate £2.6 million in capital receipts upon completion. These sites are expected to deliver the capital receipts over the next six to nine months, subject to the completion of legal and contractual process.

4.3 The table below gives an overview of the current position of sites within the disposal pipeline:

Stage	Number of Sites
Completed	4
Exchanged	12
Under Offer	9
Marketing and/or negotiating	8
Not yet started (2027 onwards)	23
Removed from pipeline	1

4.4 Progress is broadly in line with the programme and timescales set out within the approved disposals pipeline. As anticipated, several disposals are progressing through longer due diligence, legal and planning processes; however, a significant proportion of sites are at exchanged or under offer stage, providing confidence that the anticipated capital receipt profile remains achievable.

4.5 The disposals programme forms a key component of the Council's wider Strategic Asset Management and Corporate Landlord approach. Through strengthened governance, improved asset intelligence and enhanced portfolio performance monitoring, the Council is taking a more strategic approach to managing its estate. Asset decisions are informed by service requirements, utilisation, condition, financial performance, community outcomes and future investment priorities, enabling informed decisions about whether assets should be retained, invested in, repurposed or disposed of.

4.6 Work continues to improve property data and insight across the estate, including ownership, tenure, condition, utilisation, compliance and financial information. This supports investment planning, lifecycle maintenance, identification of surplus assets and the effective management of both operational and investment portfolios. The Council continues to strengthen oversight of its estate through structured governance arrangements and regular asset reviews, ensuring property assets are actively managed to support service delivery, community priorities and long-term financial

sustainability, while maximising value and financial returns from the Council's property portfolio.

4.7 The Asset Strategy Team continues to undertake the programmed asset class reviews identified within the Strategic Asset Management Plan, alongside reviewing opportunities arising from changing service requirements. These multidisciplinary reviews assess the ongoing operational and strategic need for Council assets and identify properties that may be repurposed, developed or are surplus to requirements. Where appropriate, surplus assets are progressed through the Council's governance processes and added to the disposals pipeline. This helps ensure the estate remains aligned with service needs and corporate priorities, reduces holding costs, supports service transformation and generates capital receipts for reinvestment in priority assets and frontline services.

4.8 Details of the additional assets that have been added to the disposals pipeline under delegated authority are set out in Appendix A (Exempt). These assets have been identified through ongoing asset reviews and assessments of operational and strategic need. Their inclusion helps maintain a robust pipeline of opportunities, supports the active management of the Council's estate and contributes towards the delivery of strategic asset management objectives, including estate rationalisation, service transformation and the generation of capital receipts.

4.9 Maintaining a diverse and phased disposals programme provides the Council with flexibility in determining the most advantageous time to bring assets to market. This approach enables disposal decisions to reflect prevailing market conditions, helping to maximise capital receipts and overall value while supporting the Council's wider financial, service and strategic objectives.

4.10 In addition to capital receipts generated through asset disposals, the Council continues to realise value from overage agreements and easement payments associated with its property portfolio. Since November 2025, approximately £50,000 has been secured through the receipt of overage and easement payments. Other cases are currently being progressed and are anticipated to generate £100,000 over the next 12 months, subject to the completion of relevant agreements and trigger events. These receipts provide an additional source of income and demonstrate the commitment to maximising value from its property interests through active estate management.

4.11 Dorset Council has made significant progress in delivering its Community Asset Transfer (CAT) programme. Over the last 12 months, 21 CAT

applications have been assessed and approved in accordance with the Community Asset Transfer Policy, with two transfers completing during the same period. The service has also successfully eliminated the historic backlog of applications, establishing a more efficient and sustainable process for assessing and progressing requests. Of the approved applications, 19 are currently progressing towards completion. Work continues with town and parish councils, community organisations and other stakeholders to support the completion of these transfers and bring forward the associated community benefits.

4.12 Following approval, the timescale for completion of Community Asset Transfers can vary considerably. While Dorset Council's approval represents a significant milestone in the process, a range of legal, governance, funding and decision-making activities are often required before a transfer can complete. Many of these activities are progressed by the receiving town or parish council or community organisation and are dependent on local priorities, capacity and funding arrangements. As a result, there can often be a period of time between approval and completion. In some instances, applicants subsequently decide not to proceed with a transfer. Where appropriate, Dorset Council seeks to facilitate earlier community use through mechanisms such as licences to occupy, enabling community benefits to be realised whilst the transfer process continues.

4.13 The progress achieved to date demonstrates an increasingly mature and proactive approach to Strategic Asset Management across the Council. Through the continued review of asset performance, utilisation, condition and strategic need, the Council is improving oversight of its estate and ensuring assets contribute to service delivery, community outcomes and long-term financial sustainability. The disposals programme remains an important mechanism for releasing capital, reducing liabilities and improving portfolio efficiency, whilst Community Asset Transfers are helping to deliver social value and community benefit from council-owned assets. Together, these activities support the Council's Corporate Landlord approach and wider Strategic Asset Management objectives by ensuring property assets are actively managed to maximise value, support corporate priorities and deliver benefits for Dorset's communities.

5. Legal considerations

5.1 The Council has powers to dispose of land and property assets under Section 123 of the Local Government Act 1972.

5.2 All disposals progressed through the approved disposals pipeline are subject to appropriate legal due diligence and governance requirements. Legal Services are engaged throughout the disposal process to advise on title matters, contractual arrangements, statutory requirements, rights and restrictions affecting properties, and the completion of transactions.

5.3 Where disposals involve community organisations or are proposed at less than best consideration, the Council will ensure compliance with relevant legislation and statutory guidance, including consideration of any social, economic and environmental benefits that may justify such an approach.

5.4 Assets identified through ongoing strategic asset reviews and subsequently added to the disposals pipeline will be progressed in accordance with the Council's Constitution, Scheme of Delegation and applicable legislation. Specific legal considerations will be assessed on a case-by-case basis as individual transactions are brought forward.

6. Financial implications

6.1 This programme of disposals supports the Council's financial strategy through the generation of capital receipts from the sale of surplus and under-utilised assets, enabling investment in corporate priorities and the Council's capital programme.

6.2 In addition to generating capital receipts, the disposal and active management of assets reduces ongoing revenue costs associated with maintenance, security, utilities, business rates and compliance obligations. These activities support the Council's Strategic Asset Management and Corporate Landlord approach by improving portfolio efficiency, reducing liabilities and enabling resources to be redirected towards priority services and investment in retained operational assets.

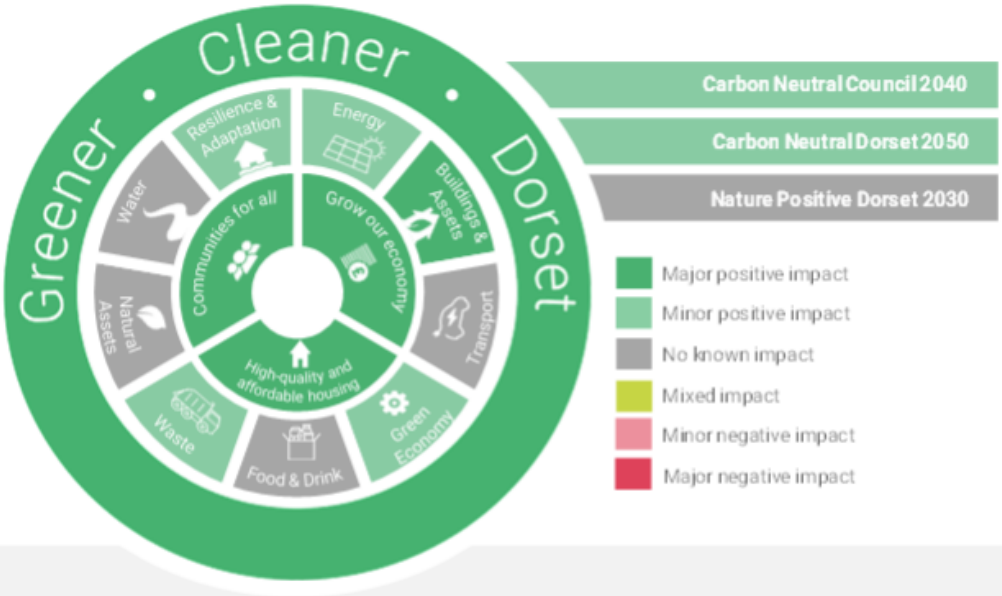
6.3 The disposal of income-generating assets may result in a reduction in rental income received by the Council. However, disposal decisions are based on a comprehensive assessment of an asset's overall financial, operational and strategic value rather than income generation alone. This includes consideration of the capital receipt that can be realised, future investment requirements, ongoing maintenance and compliance liabilities, borrowing costs, occupancy risks and the wider economic, social and community outcomes that may be achieved. Many assets require significant future capital investment to remain fit for purpose, meet statutory requirements or realise their full potential. In the current financial climate, the Council is not always able to prioritise or fund such investment given the range of competing priorities for limited resources. In these circumstances, disposal can represent the most effective option, releasing capital for reinvestment in

priority assets and services whilst enabling new owners to bring forward investment, redevelopment and regeneration that might not otherwise take place. This can support economic growth, improve the condition and productivity of assets, create new opportunities for communities and businesses, and deliver wider benefits to Dorset's residents and places. The financial appraisal of each asset therefore considers current and future income, investment requirements, risks, liabilities and the capital value that could be realised through disposal.

6.4 The Transfers and Disposals Team works closely with Finance colleagues to provide accurate forecasting of capital receipts and support budget planning. As the timing of disposals can vary due to legal, planning, market and transactional considerations, forecasts are reviewed regularly to ensure the Council's financial position reflects the most up-to-date information available.

7. Natural environment, climate & ecology implications

7.1 No change. The natural environment, climate and ecology implications remain as set out in the original report for decision.



Quantitative Impact on CEE targets (if known)		
	Unit	Number of units (+/-)
2030 - Natural asset extent & condition	Ha	Unknown
2040 - Operational Emissions	CO_2 (tonnes)	Unknown
2050 - County Emissions	CO_2 (tonnes)	Unknown

8. Well-being and health implications

8.1 No change. Well-being and health implications were considered in the original report establishing the disposals pipeline and remain unchanged.

9. Other implications

9.1 None

10. Risk implications

10.1 HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: Low

Residual Risk: Low

11. Equalities

11.1 This is an update report not for decision equalities implications were addressed in the initial report.

12. Appendices

12.1 Assets added to the Disposal Pipeline (EXEMPT)

13. Background papers

13.1 Disposal Cabinet Report 11 November 2025

14. Report sign-off

14.1 This report has been through the internal report clearance process and has been signed off by the Director for Assurance & Governance (Monitoring Officer), the Director for Resources (Section 151 Officer) and the appropriate Cabinet Member(s)

Cabinet
10 November 2026
Expansion of waste depot
For Decision

Cabinet Member:
Cllr R Biggs, Regeneration, Economic Growth & Strategic Assets

Local Councillor(s): Councillor Simon Clifford and Councillor Gill Taylor

Senior Leadership Team:
J Britton - Executive Director, Economy & Environment

Report author and job title: Rhiannon Jones, Asset Strategy Business Partner
Email: Rhiannon.jones@dorsetcouncil.gov.uk

Statutory Authority:

Report status: Part Exempt Para 3

1. Executive summary (maximum of 500 words)

1.1. Approval is sought for Dorset Council to acquire, through a lease arrangement, the former Hanson's site adjacent to Crookhill Depot, Weymouth. The additional 3,500m² of land will increase operational capacity, address existing site constraints, improve health and safety, enhance service resilience and support future growth in waste and recycling operations. It would also provide a centralised bin storage and distribution facility. The proposal represents a rare strategic opportunity to secure land immediately adjoining the existing depot, supporting the efficient long-term management of the council's operational estate and reducing operational risk.

1.2. The proposal forms part of a wider programme of operational and health and safety improvements across the waste depot estate, including measures being implemented at Shaftesbury Waste Depot to improve the separation of public and operational activities.

2. Recommendation(s)

2.1. Approve the leasehold acquisition of the former Hanson's site adjacent to Crookhill Depot, subject to satisfactory completion of legal, property, environmental and financial due diligence and agreement of terms with the landlord and current leaseholder.

2.2. Delegate authority to approve leasehold acquisition of this site and method of acquisition 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.

3. Reason for the recommendation(s)

3.1. Crookhill Depot is a strategically important operational asset supporting waste and recycling services across Dorset. The depot is operating at capacity, creating operational constraints and significant health and safety challenges. Securing the adjoining site provides 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 forms part of a wider programme of improvements to the council's waste depot estate.

4. The report

4.1. An opportunity has arisen to acquire, via a leasehold arrangement, additional land immediately adjacent to Crookhill Depot. Approval is being sought to progress the acquisition, subject to satisfactory completion of legal, property, environmental and financial due diligence and agreement of terms.

4.2. Crookhill Depot is a strategically important operational asset supporting the delivery of waste and recycling services across Dorset. The depot is operating at capacity, creating operational constraints and limiting opportunities to further improve site layout, traffic management and health and safety arrangements. Acquisition of the adjoining land would provide a rare opportunity to expand the operational footprint of the depot, improve operational efficiency, strengthen service resilience and support future service requirements.

4.3. The opportunity is considered strategically significant due to the site's immediate adjacency to existing council operational land. Opportunities to expand established operational depots are limited, and this proposal supports the objectives of Dorset Council's Strategic Asset Management Plan by maximising the effectiveness of the operational estate, improving resilience and enabling the efficient long-term management of assets.

4.4. The proposal also forms part of a wider programme of operational and health and safety improvements across the council's waste depot estate. This includes proposals at Shaftesbury Waste Depot to incorporate an adjoining free car park into the operational depot site, subject to planning permission. This would enable improved separation between public and operational activities, reduce operational health and safety risks associated with vehicle

movements and depot operations, and support a safer and more efficient operating environment.

4.5. Further details of the strategic, operational and financial case for acquisition are set out in Appendix 1 (Exempt).

5. Alternative options considered

5.1. See appendix 1

6. Legal considerations

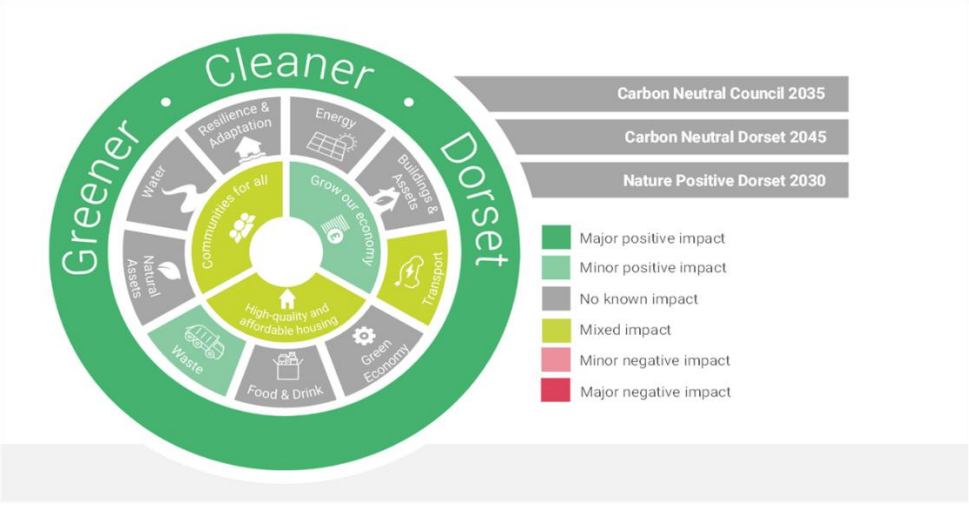
6.1. Legal Services have been consulted and are supporting the proposed acquisition. The transaction remains subject to satisfactory completion of legal due diligence and agreement of lease terms. Further commercially sensitive details are included within Appendix 1 (Exempt).

7. Financial implications

7.1. The proposal would create an ongoing revenue commitment associated with the leasehold acquisition of the site, together with costs associated with valuation, legal advice and due diligence. Subject to completion of negotiations and due diligence, these costs will be met from existing approved service budgets. Further details of the financial implications and associated liabilities are contained within Appendix 1 (Exempt).

8. Natural environment, climate & ecology implications

8.1. The proposal is not expected to have any significant adverse environmental or ecological impacts. Whilst future service growth may lead to a minor increase in operational activity, the additional depot capacity will support the efficient delivery of waste and recycling services and may provide opportunities for future sustainability improvements, including electric vehicle charging infrastructure.



9. Well-being and health implications

9.1. The acquisition will have a positive impact on the health, safety and wellbeing of staff and visitors to the depot by addressing existing operational constraints. The additional space will enable the separation of pedestrian and vehicle movements, reduce congestion and improve the safe movement and storage of vehicles, equipment and materials across the site. The proposal will also support improvements to depot layout, traffic management and operational practices, contributing to a safer and more efficient working environment.

10. Other Implications

10.1. None

11. Risk Implications

11.1. Initial legal due diligence has identified a number of matters within the existing lease that require further investigation and, where necessary, amendment to ensure the site can accommodate Dorset Council's intended operational use without the council assuming unacceptable legal, operational or environmental liabilities.

11.2. The proposed acquisition will remain subject to satisfactory completion of legal, property, planning, environmental and valuation due diligence, together with agreement of any lease amendments or variations necessary to support Dorset Council's operational requirements.

11.3. The acquisition will also help mitigate existing operational health and safety risks associated with vehicle movements, constrained operational space and site congestion by providing additional operational land and enabling improvements to depot layout, traffic management arrangements and the segregation of operational activities.

11.4. A more detailed assessment of risks and proposed mitigations is contained within Appendix 1 (Exempt).

11.5. **Current Risk Rating:** Medium
Residual Risk Rating: Low to Medium

12. Equalities

12.1. The proposed acquisition is expected to have a positive impact on accessibility, safety and inclusion. Improvements to site layout, wayfinding, traffic management and the segregation of pedestrian and vehicle movements will create a safer and more accessible environment for all site users, including people with disabilities and mobility impairments.

13. Appendices

Appendix 1. Business Case Summary (exempt)

Appendix 2. EqIA

14. Background papers

14.1 N/A

15. Report sign-off

15.1 This report has been through the internal report clearance process and has been signed off by the Director for Assurance & Governance (Monitoring Officer), the Director for Resources (Section 151 Officer) and the appropriate Cabinet Member(s)

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Equality Impact Assessment (EqIA) Template

Before completing the EQIA please have a look at the Dorset Council style guide and also use the accessibility checker to make sure your document is easy for people of all abilities to read.

Some key tips

- avoid tables and charts, if possible please provide raw data
- avoid pictures and maps if possible.
- avoid using bold, italics or colour to highlight or stress a point
- when using numbering or bullet points avoid using capitals at the beginning unless the name of something
- date format is dd month yyyy (1 June 2021)
- use clear and simple language
- where you need to use technical terms, abbreviations or acronyms, explain what they mean the first time you use them
- if using hyperlinks, make sure the link text describes where the link goes rather than 'click here' Please note equality impact assessments are published on the Dorset Council website

Before completing this form, please refer to the supporting guidance. The aim of an Equality Impact Assessment (EqIA) is to consider the equality implications of your policy, strategy, project or service on different groups of people including employees of Dorset Council, residents and users of our services and to consider if there are ways to proactively advance equality.

Where further guidance is needed, please contact the Inclusion Champion or the Diversity & Inclusion Officer.

1. Initial information

Name of the policy, project, strategy, project or service being assessed:

Expansion of Crookhill Depot, Weymouth

2. Is this a (please delete those not required):

New project

3. Is this (please delete those not required):

Both internal and external

4. Please provide a brief overview of its aims and objectives:

The proposal seeks approval for Dorset Council to acquire, through a lease arrangement, approximately 3,500m² of additional land adjacent to Crookhill Depot, Weymouth. The additional land will support the expansion and reconfiguration of the existing depot to improve operational efficiency, health and safety, workforce welfare, site accessibility, storage arrangements and future service resilience. The site will support waste and recycling operations, including centralised bin storage and distribution facilities.

5. Please provide the background to this proposal?

Crookhill Depot is a key operational facility supporting waste, recycling and environmental services across Dorset. Increased service demands, larger vehicle fleets, additional recycling streams and operational growth have resulted in capacity constraints within the existing depot footprint. The proposed acquisition presents a rare opportunity to secure adjoining land that would enable depot expansion and support improvements to pedestrian and vehicle segregation, traffic management, staff welfare facilities and operational safety.

Evidence gathering and engagement

6. What sources of data, evidence or research has been used for this assessment? (e.g national statistics, employee data):
   - Cabinet Report: Expansion of Waste Depot.
   - Exempt Business Case and Financial Appraisal Summary.
   - Operational requirements identified by Waste Services.
   - Health and safety considerations relating to depot operations, vehicle movements and site congestion.

- Dorset Council EqIA guidance and Public Sector Equality Duty requirements.

7. What did this tell you?
   Evidence demonstrates that the existing depot is constrained and that additional space would facilitate safer and more accessible movement around the site, improve staff welfare, reduce operational conflicts and support efficient delivery of waste services. The proposal is expected to deliver positive equality outcomes through improved accessibility and safer working conditions for staff, contractors and visitors. The business case also highlights opportunities to improve facilities for female employees and visiting staff

8. Who have you engaged and consulted with as part of this assessment?
   - Waste Services management.
   - Assets and Property.
   - Health and Safety colleagues.
   - Legal Services.

9. Is further information needed to help inform decision making?
   No significant equality information gaps have been identified at this stage. Equality considerations should continue to be reviewed as detailed site layouts and any future improvement works are developed.

Is an EQIA required?

Not every proposal will need an EqIA. The data and research should inform your decision whether to continue with this EqIA. If you decide that your proposal does not need an EqIA, please answer the following question:

This policy, strategy, project or service does not require a EqIA because (provide details):

Assessing the impact on different groups of people

For each of the protected characteristics groups below, please explain whether your proposal could have a positive, negative, unclear or no impact. Where an impact has been identified, please explain what it is and if unclear or negative please explain what mitigating actions will be taken.

- use the evidence you have gathered to inform your decision making.
- consider impacts on residents, service users and employees separately.
- if your strategy, policy, project or service contains options you may wish to consider providing an assessment for each option.
- see guidance for more information about the different protected characteristics.

Key to impacts

Positive Impact	• the proposal eliminates discrimination, advances equality of opportunity and/or fosters good relations with protected groups.
Negative Impact	• protected characteristic group(s) could be disadvantaged or discriminated against
Neutral Impact	• no change/ no assessed significant impact of protected characteristic groups
Unclear	• not enough data/evidence has been collected to make an informed decision.

Impacts on who or what?	Choose impact	How
Age	Positive	Improved site layout, traffic management and safer vehicle movements will benefit employees, contractors and visitors of all ages. Reduced congestion and improved wayfinding will particularly assist older site users.
Disability	Positive	Expansion of the site provides opportunities to improve accessibility, circulation routes, pedestrian segregation and overall site safety. These changes will particularly benefit people with mobility impairments and other disabilities.
Care Experience	Neutral	No specific impacts identified. The proposal affects depot infrastructure and operational arrangements rather than access to services based on care experience.
Gender reassignment and Gender Identity	Neutral	No specific adverse impacts identified. Improved staff facilities and welfare accommodation will be available to all employees and visitors equally.

Impacts on who or what?	Choose impact	How
Marriage or civil partnership	Neutral	No differential impact identified.
Pregnancy and maternity	Positive	Improved welfare facilities, safer pedestrian routes and reduced operational risks will support employees and visitors who are pregnant or have maternity-related needs.
Race and Ethnicity	Neutral	No differential impact identified. Benefits arising from a safer and more accessible workplace will apply equally to all users.
Religion and belief	Neutral	No differential impact identified.
Sex (consider men and women)	Neutral	No differential impact identified.
Sexual orientation	Neutral	No differential impact identified.
People with caring responsibilities	Neutral	No differential impact identified.
Rural isolation	Positive	The proposal supports resilience and continuity of waste and recycling services across Dorset, including rural communities that depend on reliable frontline services.
Socio-economic deprivation	Positive	Maintaining efficient and resilient waste collection services benefits all communities. Reliable environmental services are particularly important within areas experiencing socio-economic challenges.
Single parents	Neutral	No differential impact identified.
Armed forces communities	Neutral	No specific impacts identified.

Please provide a summary of the impacts:

The assessment identifies predominantly positive equality impacts arising from the proposed expansion of Crookhill Depot. The proposal will improve health and safety, accessibility, operational efficiency and staff welfare facilities. Particular positive impacts are anticipated for disabled people and older people through improved site design, safer circulation routes and enhanced welfare facilities.

No significant negative equality impacts have been identified. Continued consideration of accessibility and inclusive design principles during implementation will help maximise positive outcomes.

Action Plan

Summarise any actions required as a result of this EqIA.

Issue	Action to be taken	Person(s) responsible	Date to be completed by
Health and safety benefits	Monitor achievement of improved pedestrian and vehicle segregation arrangements	Waste Services Manager / Health & Safety Team	Following implementation

Sign Off

Officer completing this EqIA:

Officers involved in completing the EqIA:

Date of completion:

Version Number:

EqIA review date:

Equality Lead Sign Off:

Next Steps:

- the EqIA will be reviewed by Communications and Engagement and if in agreement, your EqIA will be signed off.
- if not, we will get in touch to chat further about the EqIA, to get a better understanding.
- EqIA authors are responsible to ensuring any actions in the action plan are implemented.

Please send to Diversity and Inclusion Officera

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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