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Town Clerk

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Town Management and Highways Committee

Core Membership: Cllr J. Broom (chairman), Cllr J. Scowen (vice-chairman), Cllr R. Doney, Cllr Mrs M. Ellis, Cllr D. Hallett, Cllr P. Hicks, Cllr S. Miller, Cllr B. Larcombe, Cllr Mrs C. Reynolds, Cllr G. Turner, Cllr S. Williams

Notice is hereby given of a meeting of the Town Management and Highways Committee to be held in the Guildhall, Bridge Street, Lyme Regis, on Wednesday 14 November 2018 commencing at 7pm when the following business is proposed to be transacted:

John Wright
Town Clerk
09.11.18

AGENDA

1. Public Forum

Twenty minutes will be made available for public comment and response in relation to items on this agenda

Individuals will be permitted a maximum of three minutes each to address the committee

2. Apologies

To receive and record any apologies and reasons for absence

3. Minutes

To confirm the accuracy of the minutes of the Town Management and Highways Committee meeting held on 3 October 2018 (attached)

4. Disclosable Pecuniary Interests

Members are reminded that if they have a disclosable pecuniary interest on their register of interests relating to any item on the agenda they are prevented from participating in any discussion or voting on that matter at the meeting and to do so would amount to a criminal offence. Similarly if you are or become aware of a disclosable pecuniary interest in a matter under consideration at this meeting which is not on your register of interests or is in the process of being added to your register you must disclose such interest at this meeting and register it within 28 days.

5. Dispensations

To note the grant of dispensations made by the town clerk in relation to the business of this meeting

6. Matters arising from the minutes of the Town Management and Highways Committee meeting held on 3 October 2018

To update members on matters arising from the previous meeting that are not dealt with elsewhere on this agenda and to allow members to seek further information on issues raised within the minutes of the previous meeting

7. Update Report

To inform members about progress on significant works and issues

8. Dorset Police Community Safety Accreditation Scheme

To allow members to consider the Dorset Police Community Safety Accreditation Scheme (CSAS)

9. Winter Boat Storage

To inform members of a retrospective request from West Dorset District Council, on behalf of the harbourmaster, to store boats on the western section of Monmouth Beach car park from 1 October 2018 until 1 April 2019

10. Marine Theatre Sign

To allow members to consider a request by the Marine Theatre for further signage on Guildhall Cottage

11. Gardens' Ground Monitoring

To allow members to consider a proposal by the council's geotechnical engineer that the council invests in a topographical survey of the gardens and a ground movement monitoring survey

12. Memorial Benches

To allow members to consider further provision of memorial benches on Marine Parade

13. Water Points on the Seafront

To allow members to consider a proposal by Cllr J. Scowen to install water points on the seafront for public use

14. Seagull Control

To allow members to consider falconry as a method of seagull control during peak periods

15. Langmoor/Lister Woodland Walk Nature Trail

To allow members to consider a proposal by the operations supervisor to create a nature trail in the woodland above the woodland walk in the Langmoor/Lister Gardens

16. Spittles Lane Landfill Site

To allow members to consider a report on ^{- 2 -} the former landfill site at Spittles Lane and to

inform members of other issues which need further consideration

17. 9 Monmouth Beach and 42a Western Beach

To allow members to consider requests to replace a static caravan at 9 Monmouth Beach and to extend a decking area at 42a Western Beach

18. Emergency Procedure Review

To allow members to review the Emergency Procedure

19. Complaints and Incidents

20. Play Parks

To allow members to decide which contractor to use to resurface Henry's Way playground

To update members on Anning Road play park surface and equipment condition

That in view of the confidential nature of the business about to be transacted, it is advisable in the public interest that the press and public be temporarily excluded while members consider this item in accordance with the Public Bodies (Admission to Meetings) Act 1960

21. Unit 1a, St Michael's Business Centre

To advise members about the lease and management agreements in respect of Unit 1a, St Michael's Business Centre

That in view of the confidential nature of the business about to be transacted, it is advisable in the public interest that the press and public be temporarily excluded while members consider this item in accordance with the Public Bodies (Admission to Meetings) Act 1960

22. CCTV Project

To allow members to consider quotes for a CCTV system

That in view of the confidential nature of the business about to be transacted, it is advisable in the public interest that the press and public be temporarily excluded while members consider this item in accordance with the Public Bodies (Admission to Meetings) Act 1960

23. Cart Road Beach Huts

To allow members to consider the quotes for replacing the Cart Road beach huts

That in view of the confidential nature of the business about to be transacted, it is advisable in the public interest that the press and public be temporarily excluded while members consider this item in accordance with the Public Bodies (Admission to Meetings) Act 1960

24. Parking Enforcement Administration System

To allow members to consider upgrading the current parking enforcement system

That in view of the confidential nature of the business about to be transacted, it is advisable in the public interest that the press and public be temporarily excluded while members consider this item in accordance with the Public Bodies (Admission to Meetings) Act 1960

25. Parking Restrictions, South Avenue and Haye Lane

To allow members to consider requests for new/additional parking controls in South Avenue and Haye Lane

26. Exempt Business

To move that under Section 1, Paragraph 2 of The Public Bodies (Admission to Meetings) Act 1960, the press and public be excluded from the meeting for this item of business in view of the likely disclosure of confidential matters about information relating to an individual, and information relating to the financial or business affairs of any particular person, within the meaning of paragraphs 1 and 8 of schedule 12A to the Local Government Act 1972 (see Section 1 and Part 1 of Schedule 1 to the Local Government (Access to Information) Act 1985), as amended by the Local Government (Access to Information) (Variation) Order 2006.

- a) **Agenda item 20 – Play Parks**
- b) **Agenda item 21 – Unit 1a, St Michael’s Business Centre**
- c) **Agenda item 22 – CCTV Project**
- d) **Agenda item 23 – Cart Road Beach Huts**
- e) **Agenda item 24 – Parking Enforcement Administration System**

LYME REGIS TOWN COUNCIL

TOWN MANAGEMENT AND HIGHWAYS COMMITTEE

MINUTES OF THE MEETING HELD ON WEDNESDAY 3 OCTOBER 2018

Present

Chairman: Cllr J. Broom

Members: Cllr R. Doney, Cllr Mrs M. Ellis, Cllr Mrs C. Reynolds, Cllr J. Scowen, Cllr G. Turner, Cllr S. Williams

Officers: Mr M. Adamson-Drage (operations manager), Mr M. Green (deputy town clerk), Mrs A. Mullins (administrative officer)

18/29/TMH Public Forum

No members of the public wished to speak.

18/30/TMH Apologies

Cllr Mrs M. Ellis arrived at 7.01pm.

Cllr P. Hicks – holiday
Cllr D. Hallett
Cllr S. Miller – holiday
Cllr B. Larcombe – holiday

18/31/TMH Minutes

Proposed by Cllr Mrs C. Reynolds and seconded by Cllr R. Doney, the minutes of the previous meeting held on 25 July 2018 were **ADOPTED**.

18/32/TMH Disclosable Pecuniary Interests

There were none.

18/33/TMH Dispensations

There was no grant of dispensations made by the town clerk in relation to the business of this meeting.

18/34/TMH Matters arising from the minutes of the Town Management Committee meeting held on 13 June 2018

Beach replenishment

Cllr J. Broom said he was awaiting the technical drawings to be able to check the beach profile and would report back to members at the next meeting.

Teen shelter at Anning Road Playing Field

Cllr J. Scowen asked if the teen shelter had been removed. He also asked if members might have a different view about removing the shelter if there was CCTV in the area.

Cllr Mrs C. Reynolds said she had submitted a rescission motion to the town clerk regarding the decision to remove the teen shelter, which would be considered by the Full Council on 31 October 2018.

18/35/TMH Update Report

View Road access

In response to a member question, the deputy town clerk said the council's solicitor had been able to establish ownerships in the area from the Land Registry plans, but the solicitor would need to refer to the deeds for the properties to establish boundaries.

Hydrock traffic survey

The deputy town clerk said the work had now been analysed but Hydrock was awaiting car parking information from West Dorset District Council (WDDC).

Unit 1A

Cllr Mrs M. Ellis asked if Unit 1A would be locked and hired out by the council, only. She said the unit should also be handed back to the council in the same condition, specifically without the partitions.

The deputy town clerk said he understood the handing back of the rooms from Lyme Regis Development Trust (LRDT) to the council would include all aspects of managing the unit, including letting and cleaning. He added that LRDT had made improvements to the unit.

Cllr S. Williams said the allocated parking space for unit 1A had been removed from the business centre car park, which the council was entitled to.

It was agreed a report would be brought back to the committee addressing all these issues, including the wider use of the room by community groups.

Coombe Street traffic control

Cllr S. Williams said he believed the council should pursue making the street one-way.

The deputy town clerk said the biggest problem was traffic going the wrong way from the top of the street, but better signage would seek to prevent this. He said the plan was to try better signage first as it wouldn't require a traffic regulation order.

Chalet site planning permission

The deputy town clerk said as of 2 October 2018, the planning application had not been determined.

Roof of Swim, amusement arcade and antiques centre

The operations manager said the repairs had been completed.

ATM

The operations manager said CashZone had indicated they would not be able to install a cash machine; however, he was pursuing this with the company as it had committed to the installation some time ago.

18/36/TMH CCTV Operational Requirement

Cllr Mrs C. Reynolds supported the recommendations in the CCTV operational requirement report and said the council could add to the system as and when required.

Cllr R. Doney said he was still concerned the council hadn't decided exactly what it wanted to achieve by having CCTV. He said there was no mention in the report of CCTV as a means of protecting council property. He suggested members talked through the recommendations and were clear about what they wanted to achieve.

Cllr J. Scowen said deterring people from committing crimes was the main purpose of CCTV and if people knew they were being filmed, they were less likely to cause trouble.

Cllr Mrs C. Reynolds said CCTV at Anning Road playing field would help deter anti-social behaviour around the teen shelter.

Cllr J. Broom said if members agreed with the recommendations in the operational requirement report, it would be necessary to obtain three quotes on the recommended specification.

Proposed by Cllr J. Scowen and seconded by Cllr Mrs C. Reynolds, members agreed to **RECOMMEND TO FULL COUNCIL** to proceed with the recommendations in the CCTV operational requirement report and to obtain three quotes for the purchase and installation of new and upgraded CCTV systems.

18/37/TMH Jubilee Pavilion Glass Eye

Proposed by Cllr J. Broom and seconded by Cllr J. Scowen, members agreed to **RECOMMEND TO FULL COUNCIL** to infill the Jubilee Pavilion glass eye with concrete or similar.

18/38/TMH Chalet 18 Monmouth Beach

The deputy town clerk said the plans approved by WDDC were not in line with the council's stipulation that any new chalet should not increase the ridge height.

Proposed by Cllr J. Broom and seconded by Cllr G. Turner, members agreed to **RECOMMEND TO FULL COUNCIL** to inform the architect that plans approved by West Dorset District Council for the replacement of chalet 18 Monmouth Beach are not acceptable due to the increased ridge height, which must be reduced by 450mm.

18/39/TMH Lyme in Bloom

Members were generally in favour of re-introducing Lyme in Bloom Awards in 2019. However, there was some concern about the work involved in entering the South West in Bloom Awards.

Cllr Mrs M. Ellis said the council needed to understand how much it would cost to bring the displays up to competition standard.

Cllr R. Doney agreed and said more information was required about how it would be resourced.

The operations manager said he had discussed this further with the gardeners and they believed it would take longer than three years to bring the displays up to competition standard.

The deputy town clerk said members were being asked at this stage to support the idea in principle, and further details about the budget and resources required would need to be approved at a later date.

Cllr Mrs M. Ellis said Wimborne entered the competition and she would put officers in touch with Wimborne Town Council.

Proposed by Cllr J. Scowen and seconded by Cllr S. Williams, members agreed to **RECOMMEND TO FULL COUNCIL** to support the idea of re-introducing Lyme in Bloom Awards in 2019, and to support, in principle, a three-year programme of gardening/planting in the Langmoor and Lister Gardens and across the town to bring them to competition standard with a view to entering the South West in Bloom Awards in three years, subject to approval of an appropriate budget.

18/40/TMH A Request for Double Yellow Lines in Roman Road

Members were not sure if double yellow lines would resolve the parking issues in the area but agreed something needed to be done to try and address the issue.

Proposed by Cllr R. Doney and seconded by Cllr Mrs M. Ellis, members agreed to **RECOMMEND TO FULL COUNCIL** to support, in principle, the request to Dorset County Council to introduce double yellow lines in Roman Road and the corner of Springhill Gardens, subject to there being sufficient support from other properties in the area following consultation.

18/41/TMH Cover Charges

Proposed by Cllr Mrs M. Ellis and seconded by Cllr Mrs C. Reynolds, members **RESOLVED** that under Section 1, Paragraph 2 of The Public Bodies (Admission to Meetings) Act 1960, the press and public be excluded from the meeting for this item of business as it included confidential information relating to the financial or business affairs of a particular person within the meaning of paragraphs 1 and 8 of schedule 12A to the Local Government Act 1972 (see Section 1 and Part 1 of Schedule 1 to the Local Government (Access to Information) Act 1985), as amended by the Local Government (Access to Information) (Variation) Order 2006.

18/42/TMH Complaints and Incidents

Members were concerned about reports of giant hogweed and ragwort and also raised concerns about increasing amounts of Japanese knotweed and Himalayan balsam.

Members agreed the public should be encouraged to report sightings to the council.

Cllr Mrs M. Ellis said the public should also be encouraged to report relevant incidents on the Dorset For You website.

18/43/TMH Exempt Business

a) Cover Charges

The deputy town clerk said he had met with the council's solicitor on 28 September 2018 to discuss this issue and he had produced some advice and a draft letter to be sent to Steele Raymond, the solicitors acting on behalf of the four traders.

The deputy town clerk updated members on the council's position and discussions with Dorset County Council as the highways authority.

The deputy town clerk said the solicitor had advised the council to obtain counsel's opinion on this matter, and officers supported this position.

Proposed by Cllr Mrs M. Ellis and seconded by Cllr G. Turner, members agreed to **RECOMMEND TO FULL COUNCIL** to obtain counsel's opinion on the dispute with The Old Boathouse, The Alcove, Largigi Thai Restaurant and Ocean View over cover charges.

The meeting closed at 8.17pm.

Committee: Town Management and Highways

Date: 14 November 2018

Title: Matters arising from the minutes of the Town Management and Highways Committee meeting held on 3 October 2018

Purpose: To update members on matters arising from the previous meeting that are not dealt with elsewhere on this agenda and to allow members to seek further information on issues raised within the minutes of the previous meeting.

Recommendation

Members note the report and raise any other issues on the minutes of the previous meeting that they require further information on.

Report

18/34/TMH – Matters arising from the minutes of the Town Management and Highways Committee meeting held on 13 June 2018

Beach replenishment

The technical drawings have been received from West Dorset District Council and passed on to Cllr J. Broom. As he will not be attending the meeting, Cllr J. Broom will report any findings to the next meeting on 16 January 2019/

Teen shelter at Anning Road playing field

The rescission motion regarding the decision to remove the teen shelter was withdrawn on 22 October 2018. As such, the shelter was removed on 30 October 2018, as originally instructed.

18/35/TMH – Update Report

View Road access

The legal boundaries and ownerships have been established via historic deeds supplied by the council's solicitors. Although measurements are included in some of the documents, reference points are difficult to establish and relate to the current configuration of the land.

New works in the area have commenced and are being monitored to ensure no obvious encroachment takes place.

Hydrock traffic survey

All on-site surveys have now been completed and analysis of the data continues. Further information has been obtained via Metric 'back office' (the suppliers of the town council's and WDDC's car park ticket machines) and draft reports should be produced shortly.

Any further update will be reported verbally at the meeting.

Chalet site planning permission

Planning permission was granted for a further five years on 25 October 2018, without any conditions restricting the occupation period.

18/37/TMH – Jubilee Pavilion Glass Eye

The town council's geotechnical engineer PCRM is surveying the area to see how the infilling can best be achieved. Once a report is produced, quotes will be obtained to carry out the work.

18/38/TMH – Chalet 18 Monmouth Beach

A verbal update will be provided at the meeting

18/41/TMH – Cover Charges

Counsel's opinion was sought on 17 October as instructed by members. No response had been received as at 8 November 2018.

In addition, there has been various correspondence between the council's solicitor and the solicitor acting for the 'complainants'. The council has robustly maintained its position.

Any verbal update will be provided at the meeting.

Mark Green
Deputy town clerk
November 2018

Matt Adamson-Drage
Operations manager

Committee: Town Management and Highways

Date: 14 November 2018

Title: Update Report

Purpose of the Report

To inform members about progress on significant works and issues

Report

Clappentail roundabout

Officers are continuing to pursue the possibility of the highway authority introducing a 'bus stop order' as a means of controlling parking in the vicinity of the bus stop adjacent to the Clappentail roundabout.

A verbal update will be provided at the meeting.

Pedlar

A meeting recently took place with officers from West Dorset District Council (WDDC) about various issues, including the possible introduction of a consent street regime of street trading controls in Lyme Regis under the Local Government (Miscellaneous Provisions) Act 1982. This matter will be the subject of a separate report to members.

Chalets evacuation/flood plan

Peter Chapman of PCRM Ltd has been asked to prepare the necessary plan on the council's behalf. Peter dealt with the submission of the recently approved planning application. The preparation and agreement of the evacuation/flood plan is a condition of that permission, so it makes sense for Peter to continue with this work.

Cemetery buildings repair

The operations manager has sourced quotes from three roofers and has employed H Leaf & Sons to repair the chapel roof at a cost of £1,523.33 +VAT. Work will commence the week of 10 December 2018. In addition, quotes are being sought for specialist lime plaster repair to the cracks inside the building. It is expected that this work will cost c.£1,700 +VAT. Once that work is complete, a conservation specialist will be employed to return the internal decoration to its original state over the lime plaster repair and a general specialist clean of the walls may be undertaken.

The non-conformist chapel, currently used as the pantomime store requires some minor stained-glass window repair where some of the glass and lead work had failed. Quotes are being organised by the operations supervisor.

Seafront 11 chalets' 'consent'

The permission for the 11 new chalets on Monmouth Beach expires next year. Uniquely, among the chalets, caravans and day huts in the Monmouth Beach area, they are the subject of a planning condition limiting the annual occupancy period to 1 March to 7 November each year. Because of this and informal advice received from WDDC planners and engineers, it was decided not to include the 11 in the recently applied for renewal of permission for the rest of the site to avoid the possibility of the condition being applied more widely.

An application to renew the permission for the '11' only will be submitted early summer next year.

Bay Hotel boundary

The boundary agreement has been signed and sealed.

Puffin crossing

Dorset County Council has advised that the matter will be considered by the Regulatory Committee on 6 December. No indication about the officer recommendation is currently available. Any recommendations of the committee are likely to be referred to the next available Cabinet meeting, probably in late December or early January next year.

Charmouth Road park and ride

The final numbers, both in terms of passengers carried and income and expenditure are still awaited from First Bus, the bus operator. Reminders have been sent. Once received, a more detailed report will be submitted to members and will also be factored into the work being undertaken by Hydrock.

Roof of Swim, amusement arcade and antiques centre

The plans for the permanent replacement of the roof surface continue to be developed and the work itself is now expected to commence in late-summer 2019. The permanent works were the subject of a more detailed report to the last meeting of the Strategy and Finance Committee.

Work to the rear of 19a Broad Street

Work has commenced and everything is proceeding satisfactorily to date.

ATM

The operations manager is still pursuing this matter with CashZone as they have indicated they would not be able to install a cash machine, despite the company's previous commitment to installation.

Marine Parade Toilets

There are some defects outstanding, such as faulty cubicle locking mechanisms. A project sign-off meeting will be held on 7 January 2019, by which time, officers would expect all the defects to have been dealt with.

Mark Green
Deputy town clerk
November 2018

Matt Adamson-Drage
Operations manager

Committee: Town Management and Highways

Date: 14 November 2018

Title: Dorset Police Community Safety Accreditation Scheme

Purpose

To allow members to consider the Dorset Police Community Safety Accreditation Scheme (CSAS)

Recommendation

Members instruct officers to hold further discussions with Dorset Police regarding community policing

Background

1. There is a general impression in Lyme Regis that the police have withdrawn to Bridport and that there are very few patrols conducted in the local area. Our police community support officer (PCSO) has assured officers that patrols have not reduced and they are in Lyme Regis regularly. Further meetings with the police will be organised.

Report

2. The operations manager has been in touch with the community safety officer at Bournemouth police station. They have suggested we may like to look at the Community Safety Accreditation Scheme (CSAS) scheme as a possible solution.
3. The CSAS scheme contributes towards community safety by aiming to combat crime, disorder, public nuisance and other forms of anti-social behaviour in cooperation with the police. **Appendix 8A** has more details.
4. The council could choose to accredit its existing enforcement officers and/or employ an enforcement officer(s) dedicated to the CSAS role. In any case, further discussions with the police would be advantageous.
5. Any recommendations from this committee will be considered by the Full Council on 12 December 2018.

Matt Adamson-Drage
Operations manager
November 2018

Community Safety Accreditation Scheme (CSAS) Information Pack

Devon & Cornwall Police and Dorset Police



1. Introduction

Welcome to the Devon & Cornwall Police and Dorset Police Community Safety Accredited Scheme (CSAS).

This information pack provides an outline of the Community Safety Accreditation Scheme, how organisations can become involved, and what we as a police service hope to achieve through the scheme.

Devon & Cornwall Police and Dorset Police are two of many police forces nationwide that recognise the significant contributions made by both the public and private sector who undertake a community safety role and assist in tackling anti-social behaviour, disorder and low level crime.

Our scheme underpins our commitment to work in partnership with local organisations to provide a safer community and improve the quality of life for all in the area. We are committed to delivering a proactive and exceptional service in relation to our Community Safety Accreditation Schemes.

2. What is the Community Safety Accreditation Scheme (CSAS)?

Introduced by the Police Reform Act 2002, CSAS serves two purposes;

1. To contribute towards community safety
2. To combat crime and disorder, public nuisance and other forms of anti-social behaviour in cooperation with the police.

CSAS enables both private and public organisations to support community safety, tackle low level crime and disorder, and anti-social behaviour in partnership with the Police.

Organisations who undertake a role which contributes towards the above can enter into a formal agreement with the Chief Constable. This agreement allows individual employees to gain accreditation with limited powers to enable them to carry out their role more effectively.

CSAS facilitates these organisations to become part of the extended police family, working in partnership with Devon & Cornwall Police and Dorset Police to create safer communities.

3. Benefits of the scheme

✓ Training Standardisation

Enabling Accredited Persons to have the confidence and ability to undertake their role more effectively and efficiently.

✓ National Vetting Standard

A national minimum standard of vetting for all CSAS Accredited Persons who undertake community safety and security patrols.

✓ Public Reassurance & Recognition

Recognition of the professionalism of those Accredited Persons patrolling the streets and working in the community.

✓ Legislative Protection

Automatic legislative protection for all Accredited Persons.

✓ Information Sharing

The ability to share relevant information with the police for community safety and safeguarding purposes only.

✓ Targeted Powers

Limited, but target powers for an Accredited Person to make them more effective and efficient in the role they undertake.

4. Who can be accredited?

An organisation, regardless of whether they are private or public, whose staff perform community safety or security roles, can apply for accreditation.

There are a wide range of roles that may seek accreditation such as the examples below;

- Local Authority staff and street wardens
- Housing association and countryside officers
- Security guards
- Park Rangers
- Hospital and/or University Security Staff
- Fire and Rescue service personnel
- Housing Association employees
- Environmental Health Officers
- Parking Attendants
- Stewards at Sports stadiums
- Traffic Management



5. Requirements to becoming accredited

In order for an organisation to become accredited under the scheme, they must meet a number of requirements which include;

- The ability to be 'fit and proper' to supervise the work of an accredited person.
- must have a satisfactory policies and procedures such as complaint procedures, Equality and Diversity policies and more
- Other checks of key individuals within the organisation and the organisation itself to ensure it demonstrates high values and a positive ethos.

In addition to requirements upon organisations, each employee of the organisation seeking accreditation must meet additional criteria;

1. Must be a 'fit and proper' person
2. Must be appropriately trained
3. Must wear a recognised uniform
4. Must be employed in a community safety role
5. Must successfully pass police vetting

6. What powers can be awarded to an Accredited Persons?

Once accredited an Accredited Person will be authorised to exercise powers appropriate to their role, accreditation and training.

These could include;

- ♦ Access to and share information and intelligence with the police
- ♦ Request name and address of a person committing a relevant offence or an individual who commits a road traffic offence; failure or refusal to comply is an offence.
- ♦ Power to request name and address of a person engaged in anti-social behaviour
- ♦ Power to seize alcohol or tobacco from under age persons
- ♦ Power to direct and control traffic
- ♦ Other community safety powers

A full list of available powers can be found by searching 'CSAS Powers' on Gov.uk or entering the below URL into a browser:

<https://www.gov.uk/government/publications/community-safety-accreditation-scheme-powers/community-safety-accreditation-scheme-powers>

7. Applying for accreditation

Public organisations

Please make contact with the CSAS Manager to discuss the application process at CSAS@devonandcornwall.pnn.police.uk

Private companies– fees associated

Applications for private companies must in the first instance be made to Police Crime Prevention Initiatives Limited (Police CPI).

Application packs can be downloaded from Police CPI website (www.securedbydesign.com/safety-accreditation-schemes) or by contacting enquiries@police.cpi.co.uk

Police CPI fees*

Initial approval of private company nationally by Police CPI (lasts up to 1 year)	£1400 + VAT
Approval renewal of private company nationally by Police CPI (lasts up to 3 years)	£900+ VAT
Processing fee for each Director and Authorised Signatory	£32.70 (No VAT)

Other fees

Devon & Cornwall and Dorset Police*

Accreditation or re-accreditation of private sector organisation (initial accreditation lasts for 1 year, re-accreditation lasts up to 2 years and lasts 3 years thereafter)	Free of charge
Accreditation or re-accreditation of individual employee without current vetting in another force area (initial accreditation lasts up to 1 year, re-accreditation lasts up to 2 years in line with the organisation's accreditation and lasts 3 years thereafter)	£110 per person + VAT[†]
Accreditation or re-accreditation of individual employee with current vetting in another force area, which can be verified by the force you are applying to work in (initial accreditation lasts for up to 1 year, re-accreditation lasts for up to 2 years in line with the organisation's accreditation and lasts 3 years thereafter)	£60 per person + VAT[†]
Accreditation for a single event <ul style="list-style-type: none">• Accreditation must already be held in another force area which can be verified with the force which you wish to work in• Applicable to traffic management companies only• Can only be used for a maximum of 3 times in a rolling 12 month period	£50 administration fee plus £10 per accredited person

*All fees are correct at time of publishing | [†] Cost covers both initial 1 year, and 2 year re-accreditation

8. CSAS training

In order to become accredited, appropriate training must be sought and undertaken. Devon and Cornwall Police offers three different courses, which cover a wide range of topics and are tailored to suit the work that your organisation is engaged in.

Course	Details	Cost
CSAS Traffic Management	2 days, 0930-1600	£1,179.02*
CSAS Community Patrol	2 days, 0930-1600	£1,179.02*
CSAS Combined Traffic Management and Community Patrol	3 days, 0930-1600	£1,317.04*

*** All prices are exclusive of VAT and are based on a maximum capacity of 12 students.**

Email CSAS@devonandcornwall.pnn.police.uk for more information. Details of other external approved trainers who are able deliver CSAS training, can be provided upon request or by contacting Police CPI (contact details overleaf).

There is no training charge for public organisations.

9. South West Region traffic management

An organisation that is looking to become accredited for Traffic Management powers can now operate across the entire South West Region, without applying individually to each force. For private companies, this greatly reduces the cost and administration.

To apply for this accreditation you will need to make contact with the geographical force where your 'headquarters' or permanent base is located.



10. Single event accreditation for traffic management organisations

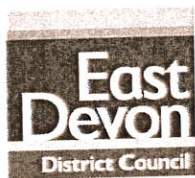
Traffic Management organisations that are not accredited in either the Devon and Cornwall or Dorset force areas, but which hold CSAS accreditation elsewhere in the UK, can apply for single event accreditation. Organisations must be Police CPI accredited and have accredited employees working in another force area. This will be verified with that force.

Applications for Single Event Accreditation must be received four weeks in advance of the event date. This option can only be used up to a maximum of 3 times in a 12 month rolling period.

Single Event accreditation fees can be found under the section 7.

11. Who have we already accredited?*

Devon and Cornwall Police



Left to Right:

(Top row) Cornwall Council, East Devon District Council, St. Ives Town Council, Axien Security Ltd.

(Second row) JPS Event Consultancy Ltd., Dartmoor National Park Authority (DNPA), Plymouth University Security Services, Torridge District Council

(Third row) Falmouth Town Council, Helston Town Council, Newquay Town Council

Dorset Police



Left to Right:

(Top row) Bournemouth Borough Council, Topher Limited, Weymouth and Portland Borough Council

(Second row) Event Traffic Control Ltd.

*All companies above are correct at time of printing. Up to date organisations accredited can be found on the Devon & Cornwall Police and Dorset Police websites by searching 'CSAS'.

12. The Strategic Alliance

Devon & Cornwall Police and Dorset Police work together under a Strategic Alliance. This means that CSAS is managed jointly by both forces and therefore application forms and other documentation is relevant for both forces.

However, when applying for accreditation, you can only be accredited within one force area per application unless you are a Traffic Management company as stated overleaf.

How to get started and find out more

To find out more about the Community Safety Accreditation Scheme (CSAS) or to start your application please contact the CSAS Manager using the details below:

E: CSAS@devonandcornwall.pnn.police.uk

T: 01392 226653

M: 07525 989002

Devon & Cornwall Police website: dc.police.uk/csas

Dorset Police website: dorset.police.uk/csas



Committee: Town Management and Highways

Date: 14 November 2018

Title: Winter Boat Storage

Purpose

To inform members of a retrospective request from West Dorset District Council, on behalf of the harbourmaster, to store boats on the western section of Monmouth Beach car park from 1 October 2018 until 1 April 2019

Recommendation

- a) Members consider a request from the West Dorset District Council, on behalf of the harbourmaster, to store boats on the western section of Monmouth Beach car park from 1 October 2018 until 1 April 2018
- b) Members instruct officers to charge West Dorset District Council the same as 2017/18, plus RPI at 3.3%; a total of £3,615.50 including VAT.

Background

1. Until 31 March 2015, West Dorset District Council (WDDC) leased Monmouth Beach car park from the town council: ownership and management of the car park returned to the town council on 1 April 2015.
2. On 7 October 2015, the Full Council resolved: 'to enter into a licence agreement with West Dorset District Council to allow the harbourmaster to use the far-end of Monmouth Beach car park for boat storage between 1 October 2015 and 24 March 2016 (Maundy Thursday), and for the costs for the licence agreement to be met by West Dorset District Council.'
3. The town council did not levy a rental charge for the licence agreement.
4. The rationale for not charging WDDC was:
 - the town council needed to undertake further work to determine the use of assets on land it owns on-and-around Monmouth Beach car park
 - the council is committed to a working harbour in the town and a winter boat storage facility supports this commitment
 - this facility does not generate a significant sum of money for WDDC
 - it wouldn't be cost effective for the town council to manage winter boat storage and the expertise lies with the harbourmaster
 - the far-end of Monmouth Beach car park is not heavily used between 1 October and 1 April each year so any income loss to the council is minimal
 - the council was considering its relationship with WDDC across a range of services and assets and the future of this facility can be incorporated in any wider negotiations.

AGENDA ITEM 9

5. On 7 September 2016, this committee discussed WDDC's request for winter boat storage and the charge which should be set was considered. On 21 September 2016, Full Council to:
 - 'approve the request from the harbourmaster to store boats on the western section of Monmouth Beach car park from 15 October 2016 until 1 April 2017'.
 - 'charge West Dorset District Council £3,500 including VAT to store boats on the western section of Monmouth Beach car park from 15 October 2016 to 1 April 2017.'
6. WDDC was invoiced but in early-2017 began to query the legitimacy of the town council's charge and refused to pay. Discussions took place with WDDC officers and ultimately, the £3,500 charge was paid.
7. This committee last discussed winter boat storage on 26 July 2017. There was some concern over late payment from the previous season of boat storage but members agreed to provide storage for the 2017/18 season at the same price of £3,500 +VAT provided it was paid within 30 days of invoice.

Report

8. In 2017/18 the harbourmaster estimated approximately 20 boats would be stored on the car park, from which WDDC was estimated to derive an income of around £4,000; each boat was charged at £47.50 per metre. The current 2018/19 charge is £57.50 per metre, an increase of 21% from last year. As of 6 November 2018, there were around 20 boats in the car park representing well over 100 metres, equivalent to, conservatively, £5,750 of income for WDDC.
9. Inevitably, some car parking would occur during these months on the western section of Monmouth Beach car park. This can't be quantified exactly but using assumptions of usage provided to members on 7 September 2016 and more recent cash box reports from our ticket machines, the approximate income expected would be in excess of £5,000, inclusive of VAT.
10. Any agreement entered into between the town council and WDDC will be covered by a licence agreement.
11. In setting any price, members should be mindful of the future relationship with other councils.
12. Any recommendations from this committee will be considered by the Full Council on 12 December 2018.

Matt Adamson-Drage
Operations manager
November 2018

Committee: Town Management and Highways

Date: 14 November 2018

Title: Marine Theatre Sign

Purpose

To allow members to consider a request by the Marine Theatre for further signage on Guildhall Cottage

Report

1. The Marine Theatre approached the operations manager to ask for further signage to direct people to the theatre. They would like a sign above the current stained glass 'Theatre' sign on the archway of Guildhall Cottage.
2. Appendix 10A shows the artist's impression of the new sign and location.
3. Officers suggested to the theatre removing the stained-glass sign and replacing it on the archway with the proposed new sign. However, the theatre declined and asked for the request to be brought to committee.
4. Any recommendations from this committee will be considered by the Full Council on 12 December 2018.

Matt Adamson-Drage
Operations manager
November 2018



Committee: Town Management and Highways

Date: 14 November 2018

Title: Gardens' Ground Monitoring

Purpose

To allow members to consider a proposal by the council's geotechnical engineer that the council invests in a topographical survey of the gardens and a ground movement monitoring survey

Recommendation

Members instruct officers to obtain quotations for the topographical and ground movement monitoring surveys

Background

1. On 11 September 2017, this committee considered a report on cracks in the paths in Langmoor and Lister Gardens. Members were informed of the opinion of the council's geotechnical engineers PCRM these cracks were caused by clay shrinkage. Members agreed to wait for West Dorset District Council's (WDDC) latest set of ground monitoring readings before considering if action was required.
2. It was reported to the last meeting of this committee on 3 October 2018 that ground monitoring information was still awaited from WDDC.
3. After officer research and meetings with PCRM, no overall topographical or land survey appears to exist of the gardens. Furthermore, the deep ground movement monitoring of the gardens, organised by WDDC, may have been infrequent and therefore inadequate in recent years. PCRM is still attempting to get hold of the latest results from WDDC.

Report

4. The gardens would benefit from a topographical survey as a baseline for any following ground movement survey. It will provide an accurate representation of the gardens, showing all natural and manmade features, with levels, in the form of a scaled survey drawing.
5. A ground movement survey of the gardens over a set period of time would allow the council to understand if there is any movement of natural features and earthworks and inform how to best repair the tarmac path cracks to prevent reoccurrence.
6. Any recommendations from this committee will be considered by the Full Council on 12 December 2018.

Matt Adamson-Drage
Operations manager
November 2018

Committee: Town Management and Highways

Date: 14 November 2018

Title: Memorial Benches

Purpose

To allow members to consider further provision of memorial benches on Marine Parade

Recommendation

To consider adding 14 memorial benches to Marine Parade as the provision for 2019

Background

1. Memorial benches were discussed at this committee on 28 February 2018. Seven benches for Marine Parade were ordered in late-2017 and a further 11 benches were delivered in 2018.

Report

2. To complete the allocation of benches on Marine Parade, from the slope in front of Ocean View restaurant to the Marine Parade toilets, a further 14 benches would be required.
3. There are currently 16 people on the waiting list. All those currently waiting were added to the list in 2018.
4. If members agree further provision of 14 benches, it is intended to order them after 12 December 2018 for delivery in 2019. A Glasdon Stanford seat bench costs approximately £1,300+VAT. Costs are recovered from those on the waiting list when they purchase a memorial bench from the council, which makes this cost neutral.
5. Any recommendations from this committee will be considered by the Full Council on 12 December 2018.

Matt Adamson-Drage
Operations manager
November 2018

Committee: Town Management and Highways

Date: 14 November 2018

Title: Water Points on the Seafront

Purpose

To allow members to consider a proposal by Cllr J. Scowen to install water points on the seafront for public use

Recommendation

Members consider whether to install a water point on Marine Parade, and if so, the number of points and their locations

Report

1. Cllr J. Scowen has requested consideration is given to installing water points on the seafront to free access for the public to fill water bottles.
2. The 'Refill campaign began in Bristol in 2015 with the aim of reducing plastic pollution at source by making it easier for people to reuse and refill their bottle with free tap water, rather than buying a new one. There are over 13,000 Refill stations in the UK and over 70 community-based Refill schemes. Many businesses and local communities are involved in the scheme and there are already 19 refill stations in Lyme Regis, including SWIM, Baboo Gelato, The Good Food Store, Costa Coffee, The Galley Café, The Cornish Bakery, Frank and Beans, The Fudge Pantry and more.
3. Dorset County Council is involved in the Refill scheme for Dorset county. See www.refill.org.uk for more information.
4. To install a water point on the seafront, both drainage and a water source would be required. This limits locations on the seafront to the following: Outside the Marine Parade toilets, in the performance area, in the market area, on the beach and by the amenities' hut in the gardens. This could be achieved for the price of some piping and a percussion tap (approximately £60 each). The council may wish to install at one, two or all these locations but equally the council could decide there are enough businesses offering this service in Lyme Regis already.
5. Any recommendations from this committee will be considered by the Full Council on 12 December 2018.

Matt Adamson-Drage
Operations manager
November 2018

Committee: Town Management and Highways

Date: 14 November 2018

Title: Seagull Control

Purpose

To allow members to consider falconry as a method of seagull control during peak periods

Recommendation

Members agree to a bird control trial with a falconer during a day in the 2019 Easter holidays between 12pm and 4pm

Background

1. Cllr Richard Doney and the operations manager met with Xtreme Falconry on the seafront on 13 September 2018 to discuss if falconry could help with the seagull problem.
2. Seagulls regularly attack people on the seafront for food and ice cream. Complaints from members of the public indicate that this problem is getting worse and the gull population appears to have grown this year.

Report

3. The solution to the seagull problem will ultimately be a combination of measures, of which falconry is just one, due to its impermanence. The intention being to only use falconry during peak periods and for specified times to keep the costs as low as possible while gaining the most benefit for those visiting the seafront.
4. The falconer demonstrated the effectiveness of his craft as he brought an American eagle out of his vehicle. The seagulls began to circle overhead and call warnings to other seagulls who, in turn, came over to circle; at all times they remained above the threat. He explained that with birds of prey perched along the roof above SWIM and with a further bird on a gauntlet towards the eastern end of the seafront, it should be possible to keep seagulls airborne and focused on their own security rather than feeding.
5. The additional benefit of the introduction of birds of prey to the seafront is as a tourist attraction; a crowd of interested passers-by formed quickly to ask the falconer about the eagle during our meeting.
6. The intention is to book the falconer for one trial day during the 2019 Easter holidays. Costs are £95 per hour and they would not charge for agreed days that are wet or have very low visitor numbers. They are fully insured, will provide risk assessments and can be flexible in terms of times and duration but recommend at least two hours over lunchtime, preferably longer. The falconer will remain on site with the bird(s) at all times. Following that trial

AGENDA ITEM 14

day a report will be brought back to this committee to discuss the findings and discuss the implementation of a programme of falconry across the six weeks of summer.

7. Officers will also investigate additional solutions to the gull problem that will complement the current Public Space Protection Order and 'no feeding' signage.
8. Any recommendations from this committee will be considered by the Full Council on 12 December 2018.

Matt Adamson-Drage
Operations manager
November 2018

Committee: Town Management and Highways

Date: 14 November 2018

Title: Langmoor/Lister Woodland Walk Nature Trail

Purpose

To allow members to consider a proposal by the operations supervisor to create a nature trail in the woodland above the woodland walk in the Langmoor/Lister Gardens

Recommendation

Members agree to creating a nature trail in the woodland above the woodland walk in the Langmoor/Lister Gardens

Background

1. The external team recently placed several bird feeders in the woodland in the Langmoor/Lister Gardens and have received praise from local residents about the initiative.

Report

2. The operations supervisor would now like to create a nature trail in the woodland above the woodland walk. A nature trail would require the creation of a bark chip path and edging through the woodland. Also, the installation of up to three nature trail noticeboards displaying what the public can expect to see.
3. This will go some way to add interest to an underused area of the gardens and provide a further reason to walk the woodland bridge route.
4. Approximate costs are £1,500, with the noticeboards being the majority of that cost.
5. Any recommendations from this committee will be considered by the Full Council on 12 December 2018.

Matt Adamson-Drage
Operations manager
November 2018

Committee: Town Management and Highways

Date: 14 November 2018

Title: Spittles Lane Landfill Site

Purpose of Report

To allow members to consider a report on the former landfill site at Spittles Lane and to inform members of other issues which need further consideration

Recommendation

Members note the report

Background

1. In spring 2018, Rachael Pope, a Lyme Regis resident, approached the town clerk about the former landfill site at Spittles Lane; Rachael was concerned about risks posed by the site.
2. Around the same time, Eve Dawson, a sixth form student at Beaminster School, approached the town clerk about undertaking a geography related project.
3. Eve agreed to undertake research into the site and completed her report in August 2018, **appendix 16A**.
4. Three outstanding issues remain: land ownership, liability and toxicity.

Land ownership

5. This remains unclear, i.e. did the site remain in town council ownership or was it transferred to West Dorset District Council (WDDC) under local government reorganisation in 1974? Kitson and Trotman, the council's solicitors, are investigating this.

Liability

6. Irrespective of land ownership is the issue of liability; debris from the site is still falling on to the beach. As far as can be ascertained, WDDC did operate this site post-local government reorganisation in 1974
7. WDDC employs a contractor to periodically remove debris from the beach.
8. The town clerk has also arranged for the operations supervisor to undertake monthly inspections of the beach below the former landfill site to record and report any debris to WDDC.

Toxicity

9. The level, if any, of toxic waste dumped on the site is unknown. From a discussion with WDDC environmental health, it transpires that a toxicity report was last commissioned five years' ago and that report didn't raise any material concerns. The town clerk has asked for a copy of that report. The town clerk also understands a further toxicity survey will be commissioned by WDDC shortly.
10. When further information becomes available, it will be reported to this committee.
11. Any recommendations from this committee will be reported to the Full Council on 12 December 2018.

John Wright
Town clerk
November 2018

Lyme Regis Historic Landfill Site Report

Introduction

The Lyme Regis landfill site located at the end of Spittles Lane has had more of an impact in recent years on the area around it. After 2 landslides, one in 1908 and one in 2008, much of the contents of the tip have become exposed and can be seen from the beach. This report will review the potentially hazardous nature of the debris from the landfill site in relation to marine life and humans. It will provide information into the history of the tip; the impact of coastal erosion on the tip, 50 years previous and 50 years ahead; comment on deposits found on the beach from the tip and discuss the impact of coastal erosion in the area below the tip on marine life.

Methodology

Information in this report has been gathered through interviews with Ken Gollop, a local historian, and Alan Legg, a town council employee. We went up to the site of Spittles Lane and took a look at where some of the old buildings were and where the original gate and entrance to the tip was. It was clear to see where people had thrown rubbish over the sides of the gates as it spread back a fair amount. They explained how the site ran during its time of operation and gave first hand knowledge of what went on there.



Old gateway into the tip site

A paper from the University of Plymouth has also been used as a source to find details about the effect the tip has had on marine life. The main points from the paper have been summarised to give an overview on whether there has been an overall impact on marine life.

An interview with Peter Chapman, a geotechnical advisor from PCRM, took place where he showed maps and details of the coastal erosion that has taken place and the change that has occurred over the last 75 plus years. Aerial photographs show the change that has occurred and the outline of the area of the tip that has eroded away in the landslips. By using Google Earth Pro, the change in the shape of the coastline can be clearly seen and distance of erosion/ deposition can be worked out per year.

Information has been taken from a report written by R.W. Gallois including details about the type of rock in the cliff and the two landslides that took place in 1908 and 2009.

The history of the disused landfill site¹

The 1875 Public Health Act charged local authorities with the removal and disposal of waste. After this time, refuse collection was regulated in various different ways. Prior to consumerism, many household items such as bottles and containers were re-used; food waste was fed to pigs and chickens; the rag and bone man paid good money for wood; paper was re-used or used on fires.

In 1912, the council made the decision that rubbish could be disposed of in the sea at Cobb Gate, with the conditions that the rubbish was not hazardous to public health and that it was outside of bathing season.

A tip was also started along East Cliff and the fires used to burn the rubbish would burn for long periods of time. The Admiralty raised concerns that enemy shipping could be using the fire as a means of navigation so in 1918, the fire was allowed to go out. Two years later a new rubbish tip was started at the end of Spittles Lane. Horses and carts were primarily used to transport the rubbish. However, by 1929 they were auctioned off and a refuse lorry was bought as a better alternative. Information about what was being collected was collated via a survey which was carried out in 1935. It was found that they were collecting from licensed hotels, a spirit vault, boarding houses, clubs, shops, cafes, banks, offices, amusement parks, garages, bakeries and more. The waste from these places often contained tea chests, oil drums, barrels, tins, baths and baskets.

Although these measures were in place, people living near the river deposited their waste straight into the river, creating problems of rubbish building up at the sluices in Mill Green. This practice was disallowed in the 1950s.

The tip that was opened in the 1920s at the end of Spittles Lane was positioned in that area due to it being part of a vast wasteland and where many crevices in the land were thought to be beneficial. There were no strict regulations about what was and wasn't allowed in the tip however, if builders wanted to dump a load of bricks or building materials, they had to pay about 1 shilling each time. As a result of this, people often went up and looked for certain objects and materials rather than going out to buy them. Other materials such as drums of oil and at least 2 cars are known to have been dumped there. Metallic waste, pottery and household batteries are some of the items that have also been discovered after the 2008 landslide.

Fires were fairly common at the tip and in 1936, 2000 gallons of water were used to put out an arson fire. In 1939, the council considered buying a refuse destructor, which would have prevented the burning of the rubbish and would instead pulverise it. However, one was not bought. Throughout this time period, refuse collection would cost £500 a year so in order to reduce these costs they decided collections would be made only once a week instead of twice and then the bins would be put out on the road.



Building situated on the tip site

During wartime, 2 or 3 buildings were situated on the site and used to hold a generator for search lights placed further back from the site, and another was used as a rest room for crew.

In 1956, the "Bowler Lyme Regis dustmen" started. A man named Mr Norman Carling had a number of bowler hats and dress coats which he thought were too nice to throw

¹ Information given by Ken Gollop and Alan Legg

away when he moved house, so he decided to give them to the dustmen for them to decide how to dispose of them. The refuse collectors decided to wear them, and this story was followed by a journalist, David Cozens, who helped their story spread worldwide through Australia and the USA.

The tip is believed to have closed in 1974 as a result of the effects of the continual burning and the accumulation of rats that were attracted to the site. An alternative site ran in Bridport which became more frequently used. At this time, the District Council took over the Borough Council, becoming the Town Council.

After the landslide in 2008, the deposits of rubbish were uncovered on the beach. However, they were unable to be cleared, or the site removed, because the area was too unstable. The rubbish had to be left to be disposed of naturally by erosion from the sea.

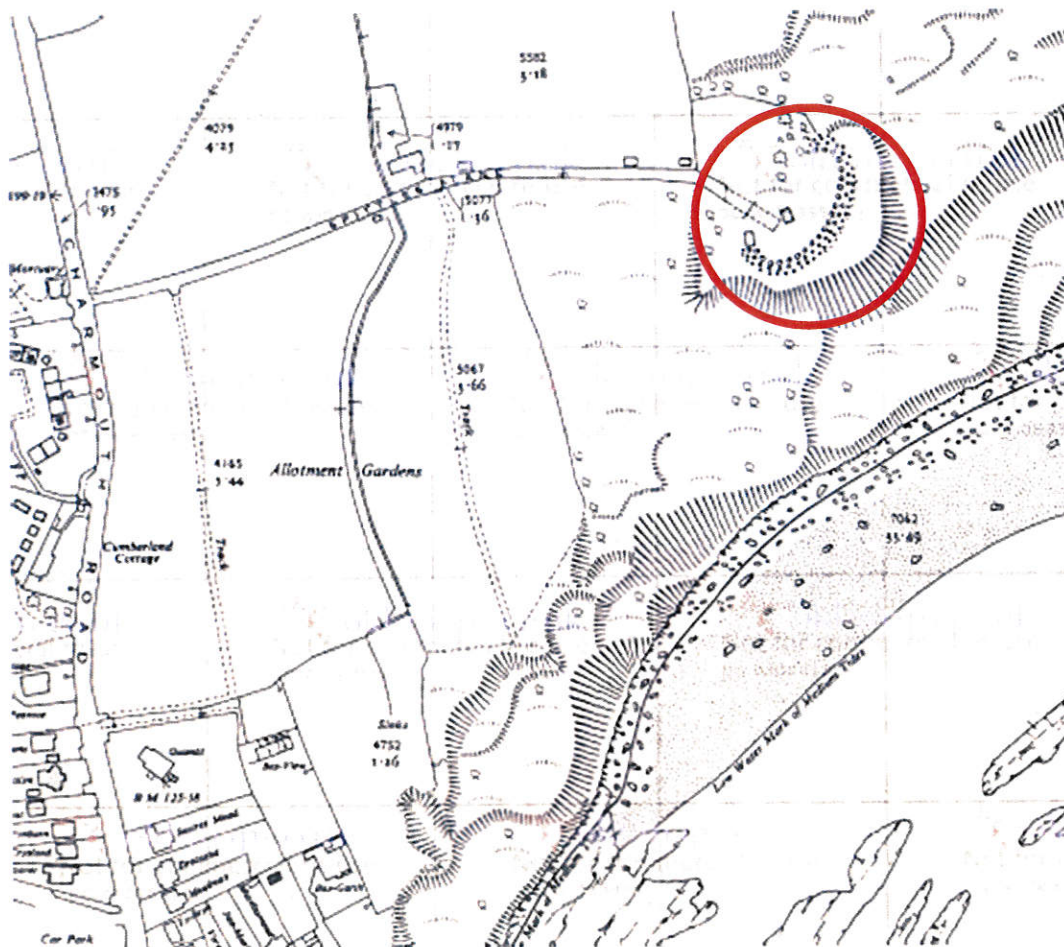
The area circled below shows where the site of the tip was. In the 1962/1970 image, the site shows a fairly large area and is fully accessible. In the 1981 image, Spittle's Lane cuts off where the gates to the tip used to be. This helps show the general time when the tip closed.



Job Title: Town Dump, Lyme Regis
Information: 1962/70

Desk Study Information

Job No. : 2411
Post Code: DT7 3





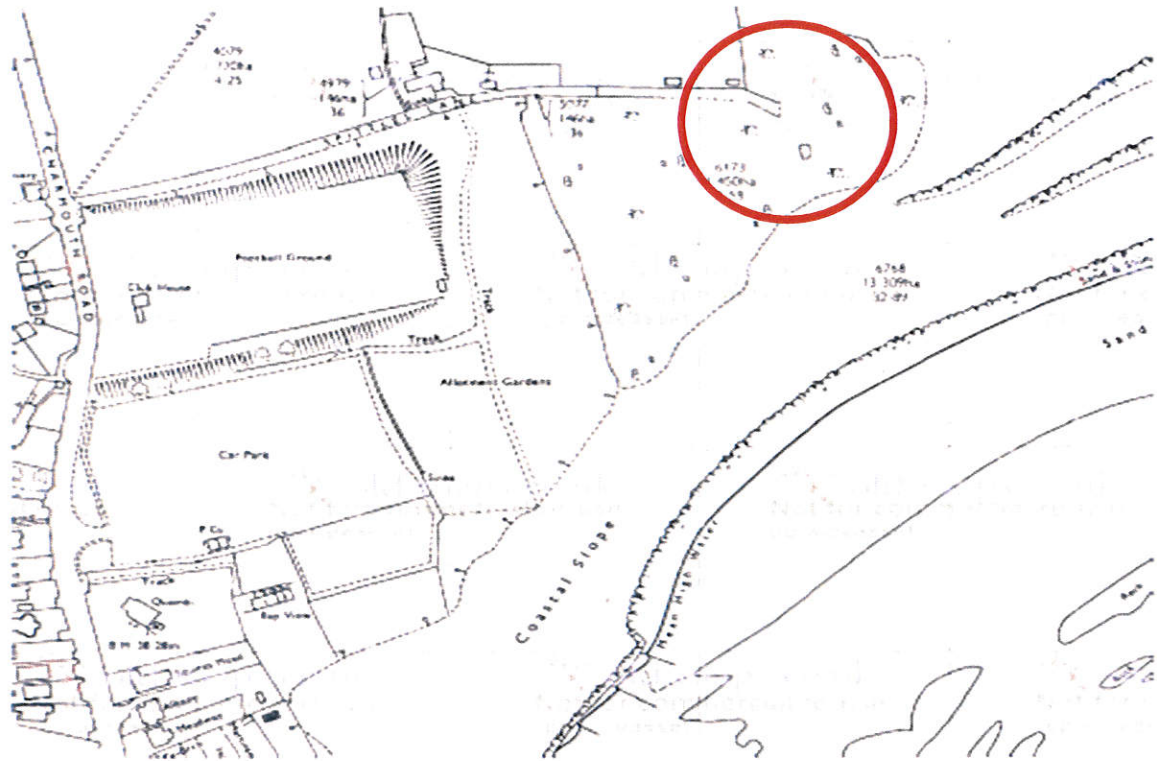
Desk Study Information

Job Title: Town Dump, Lyme Regis

Job No. : 2411

Information: 1981

Post Code: DT7 3



Impact of coastal erosion in the area below the tip on marine life²

The landslide in 2008 uncovered rubbish from the landfill site including burnt debris, metal and glass. There are reports of consistent burning for periods as long as 6 months, causing reactions such as exothermic oxidation. The products from these reactions may have been the cause of the smell that people noticed from released gases when the landslide occurred. Alongside coastal erosion, the conditions and processes that took place within the waste have helped cause change in the chemical composition and availability of materials, and the nature of emissions. The composition of the original waste cannot be confirmed as it was an unlicensed tip and regulations were not strict. This therefore compromises Hazardous household waste.

The landslide caused an accumulation of fine sediment immediately in front of the main landslide due to erosion and redistribution. A number of methods were carried out throughout the investigation in order to determine whether there were any effects on marine life as a direct result of the rubbish contained in the landslide. This included using sediment samples to find the amount of metal in each sample, biological samples also to find the percentage of metals in the samples, and TOSC Biomarker measurements to measure oxidative stress caused by a range of organic and inorganic chemicals. Across the transect, the proportions of bioavailable sediment metals showed some systematic differences.

The level of different metals was compared at different sites to see whether any correlation showed. There were only a few correlations between sediment metal levels and metal accumulation in limpets. Although no major correlations showed, the total concentration of the metals all exceeded Threshold Effects levels when samples were compared with Interim Sediment Quality Guidelines. In the impacted sites, the guideline concentrations were also exceeded in some species. Despite this, human consumption through these species is seen as an unlikely risk. The toxic effects from the sediments at the site are unlikely but there is a potential for chronic and sublethal effects originating from the landfill debris. The bioavailability of the metals found seemed to be increased within the area of the debris, suggesting some toxic impact but not to an alarming level.

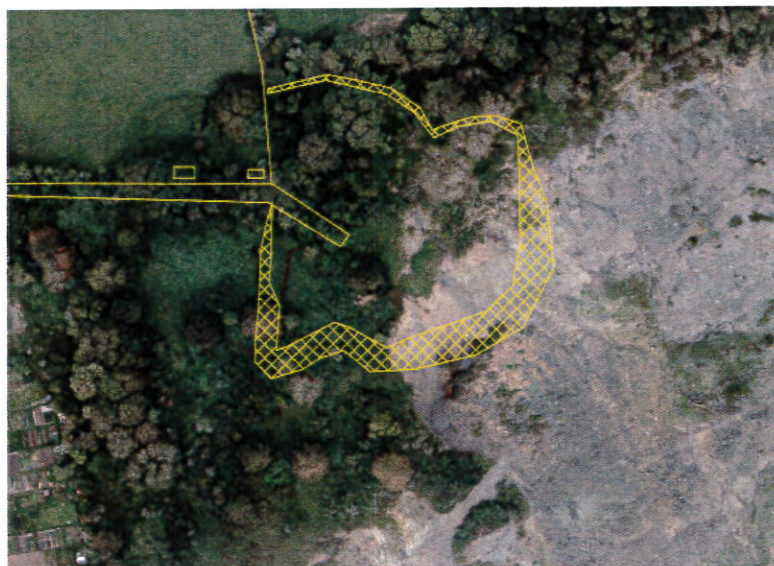
Another area to consider is the effects caused on the landfill site through climate change. High tides and more frequent storm events could potentially increase levels of inundation and hydraulic erosion. More erosion from increased storms for example could mean a quicker rate. The resulting impact for the area in Lyme Regis would be dependent on the management measures taken with flood defences.

Plymouth University are planning on carrying out another study to follow up.

² Sourced from the Plymouth university paper- 'Influence of a collapsed coastal landfill on metal levels in sediments and biota- a portent for the future?'

The impact of coastal erosion on the tip over the last hundred years and extrapolated further erosion over the next 50 years³

This aerial picture outlines Spittles Lane, the tip site, the couple of outhouses and some other main features, giving an indication of what has changed. As is shown, at least a third to a half of the initial site has been removed by the landslide.



2012 Aerial image from Channel Coastal Observatory



2012 Aerial image from Channel Coastal Observatory

Although a yearly rate of erosion can be determined, it is more of an episodic process and so occurs over a longer period of time. The landslides can come in large bursts and then infrequently. The

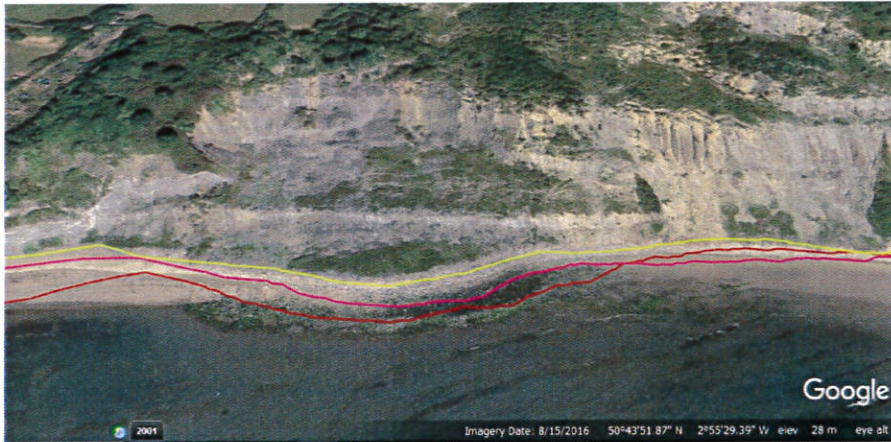
sea weakens the cliff throughout the year which can then cause a larger impact through a big landslide, as can excessive rainfall.

This shows the movement from 2001, 2005 and 2010. The red line represents the cliffs in 2010 after the 2008 landslide. This, as shown, caused major transportation of material. The landslide caused material to be moved by 76.81 metres. Theoretically this has occurred over 9 years however, it is episodic, and the majority of this distance moved is a result of the 2008 slip.



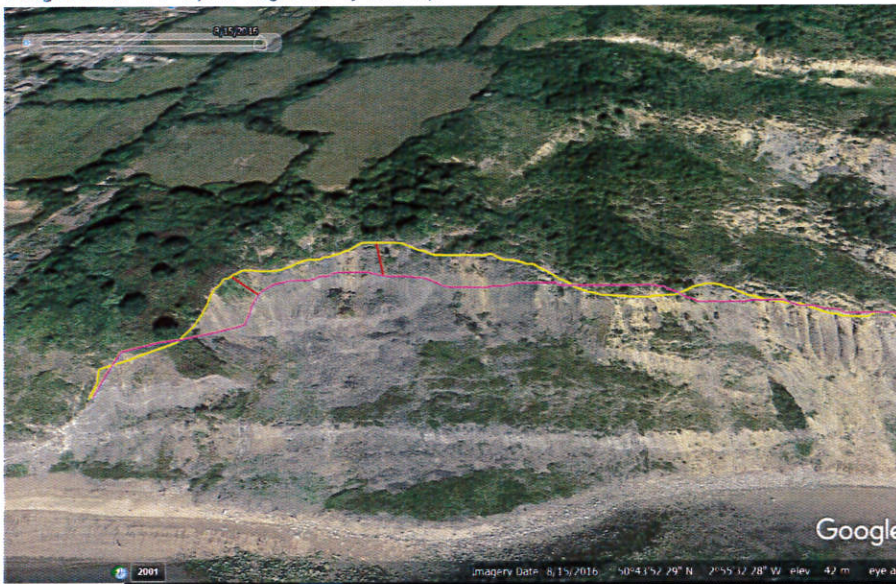
Picture 1 - Google Earth Pro - Lyme Regis site of landslide

³ Peter Chapman



Google Earth Pro - Lyme Regis site of landslide

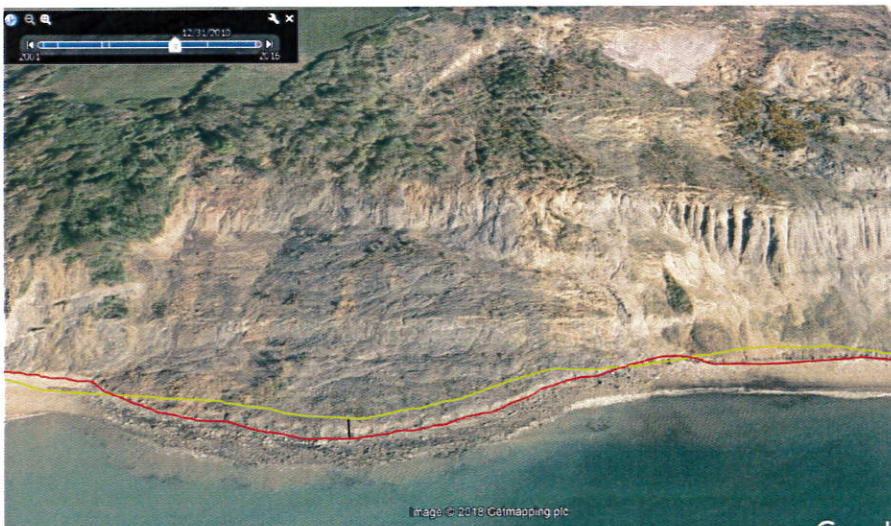
This shows the movement and erosion of material after the 2008 landslide. The yellow line represents the base cliff line from 2016 and the red line the 2010 base cliff line. This has eroded and transported 24.21 metres of material over 6 years.



Google Earth Pro - Lyme Regis site of landslide

There has been movement at the top of the cliffs, at the back force of these landslides. This is where the contents from the tip first get dislodged and start to make their way down to the beach and sea. This shows the movement of the top cliff line after the 2008 slip. The yellow line represents the cliff in

2016 and as shown, there is a significant difference between its position in 2010 (the pink line) to now. If it continues in this way, it would be expected to erode further into the tip site and to the surrounding area. However, it does not seem a consistent process, so it would be less likely to occur as most impact occurs when a landslide occurs episodically.



Google Earth Pro - Lyme Regis site of landslide

This shows the distance of erosion between 2008 and 2016 that has taken place after the landslide. The sediment line has eroded just over 10 metres since it has occurred, 1.32 metres a year. If it continues at this rate, we would expect to see it 66 metres back by 50 years on. This is improbable to occur to

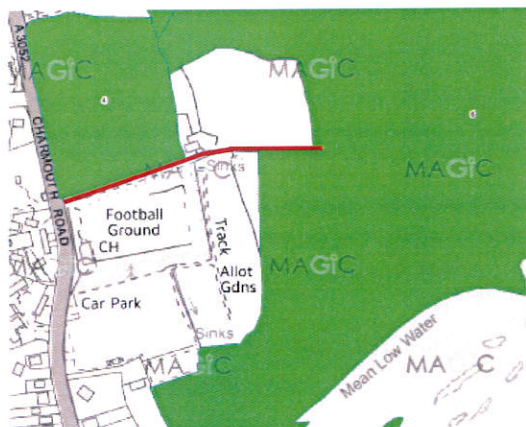
this extent as these things are more episodic and dependent on the state of the sea, with erosion occurring at a faster rate for a shorter time after storms for example.

Google earth only dates back to 2001 in Lyme Regis, so it is hard to predict the rate of erosion over the next 50 years without knowing how long the recent period of erosion has been going for. It is therefore worked out as a larger distance per year at about 2.99 metres. This has not been occurring each year consistently. It is more as an average after the large landslide in 2008.

Further along the coastline, on the other side of the Black Ven cliffs, is another continual area of erosion. This area in Charmouth is a good comparison as it has a similar height of cliff and is just on the other side of Black Ven. At the point of the fastest erosion, the cliff has retreated by about 32 metres in 116 years. This works out as 0.275 metres a year however, as said, this is not a steady continual process but occurs periodically, mostly in big landslides.

Is anything being done to try to prevent this erosion?

A sea wall was built throughout 2013 and 2014 however, the wall does not run as far as the land below and beyond the landfill site. They were unable to construct the sea wall as far as the landfill site due to the protection and preservation of wildlife within that area of the cliffs. The area is a Site of Special Scientific Interest so cannot be impacted in a direct human way. The sea wall was mainly built to protect property and to stop unravelling from occurring from beyond the Black Venn cliff.



Site of Special Scientific Interest

The green shading shows the location of the SSSI. It completely covers the area of the tip and the cliffs below. The sea wall does slightly go over the SSSI as it is overruled by the significance of protecting property.

— = Spittle's lane

Information on the 2008 landslide and type of rock in the cliffs in question

The landslides at Black Ven-Spittles are a complex of interacting coastal landslides that are in the process of being reactivated as a result of a combination of man-made works and marine erosion. In the 2008 landslide, about 500,000 tonnes of material came down onto the beach and into the sea including glass, metal, other waste and pollutants. The landslides, both the 1908 and 2008 ones, were caused by small rock-block collapses in a fracture zone, associated with a minor fault in the land. It has been determined that in 2008 there was a large rock fall and then a succession of further rockfalls over the next 30 minutes. It has been described as avalanche flows of Shales-with-Beef mudstones mixed with waste materials from the town tip.

The next major landslide is likely to involve the town tip, bringing down the western edge of the active landslide complex, within 130m of the urban area.⁴

⁴ A recent large landslide at The Spittles, Lyme Regis, Dorset and its implications for the stability of the adjacent urban area. R.W. Gallois

Deposits on the beach from the tip

The Lyme Regis Museum has found:

- ◆ Glass bottles with ridges in them - poison bottles.
- ◆ Crested crockery from Lyme's hotels.
- ◆ A grenade made into a money jar.

General things found:

- ◆ Metal parts of cars.
- ◆ Oil drums.
- ◆ Glass eye.
- ◆ Coins.
- ◆ War medals.
- ◆ Pieces of glass eroded down to rounded smooth pieces.

There may also be a problem with asbestos in the tip - a building material widely used which is now deemed dangerous to use as a building material. The material is not accepted in tips anymore unless it is arranged prior. 'An Environment Agency inspection of the site has highlighted the discovery of asbestos tiles - but Simon Parker said as long as they stay in one piece they should not pose a problem.'⁵ The asbestos fibres will not be released if this advice is taken.

These are some of the things I found whilst down on the beach below the tip:



Vehicle parts



electrical insulator



fire grate



sparkplug



glass, brick and pottery

⁵ <http://news.bbc.co.uk/1/hi/england/dorset/7414815.stm>

Conclusion of report

The 2008 landslide has been the driving force behind the issues associated with the town tip. Almost half of the contents of the tip have been released from the original site due to the landslides. Much of this material can be found on the beach below. The materials on the beach are not too dangerous as any pieces of metal or glass are now rounded and smooth due to the attrition from the sea. The only potentially hazardous waste within the tip may be asbestos. This dangerous building material is most likely to be in the tip as it was unregulated, so anything could have been dumped there. As it usually takes continual exposure for substantial harm to occur, the risk is low to human life. The effects of the tip have not caused a direct impact on human life or marine life in a significant way. Almost no correlations between sediment metal levels and metal accumulation in limpets were found and there is a very unlikely risk for human consumption of that. However, the concentrations of metals did exceed the Threshold Effects levels in comparison to Interim Sediment Quality Guidelines. As stated earlier there is a possible increase in cliff erosion due to more frequent and stronger storms therefore meaning a possible faster migration of the tip material to the beach.

Overall, I do not think there is an immediate problem. The risk to human life seems low and the possibility of another landslide, although potentially damaging, is unlikely. Another landslide from the same point would release more contents of the tip however, these contents do not appear hazardous. The only possible issue with the materials in the tip comes from the asbestos. There haven't been any reports of any asbestos tiles in recent years however if found it shouldn't become dangerous as long as it is left alone.

The beach and cliffs underneath the landfill site will continue to erode as no protection or defences can be used because it is an SSSI area. The predictions for erosion cannot be fully accurate as I could not find out how long a certain period of erosion was going on for before 2001. The predictions therefore, only come from the time period of 2001 to 2016. The comparison made with the area on the other side of Black Ven, to the left of Charmouth, is a good indicator of what is more likely to occur.

Bibliography

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- Plymouth university paper- 'Influence of a collapsed coastal landfill on metal levels in sediments and biota- a portent for the future?'
- Images from the Channel Coastal Observatory.
- Google Earth Pro.
- 'A recent large landslide at The Spittles, Lyme Regis, Dorset and its implications for the stability of the adjacent urban area.' R.W. Gallois.
- 'Report on the geology of Church cliffs and adjacent area.' May 2005. R.W. Gallois.
- <https://www.old-maps.co.uk/#/Map/334500/92500> -(maps need to be bought if wanted in official report).
- PCRM Consultancy – maps.

Committee: Town Management and Highways

Date: 14 November 2018

Title: 9 Monmouth Beach and 42a Western Beach

Purpose

To allow members to consider requests to replace a static caravan at 9 Monmouth Beach and to extend a decking area at 42a Western Beach.

Recommendation

Members approve the requests to replace a static caravan at 9 Monmouth Beach and to extend a decking area at 42a Western Beach

Report

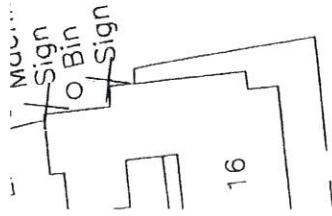
1. The owner of the static caravan at 9 Monmouth Beach has requested permission to replace it with a virtually identical but newer model. The intention is to position it in the same location as the existing caravan and to carry out the work 'out of season'. The site is indicated on the plan attached as **appendix 17A**.
2. The owner of the day hut at 42a Western Beach has requested permission for a very modest extension to the decking area outside their property. 42a Western Beach is at the western end of the beach on a raised embankment, a location it shares with four other huts. All five huts have existing 'outside' space, which is paid for within their licence fee.
3. Number 42a is the easternmost of the grouped huts and the request is to extend the decking to the east of the property by no more than about 2m at the widest point. The proposal will not affect the amenity of any neighbouring properties and will produce a modest additional income to the council. The site is indicated on the plan attached as **appendix 17B**.
4. Both proposals are considered to be acceptable and it is recommended that they be approved.
5. Any recommendations from this committee will be considered by the Full Council on 12 December 2018.

Mark Green
Deputy town clerk
November 2018

APPENDIX 17A



Car Park



16

+ 6.59

MH

THE LYME REGIS
POWER BOAT CL

P/C

+ 6.88

4

P/R

+ 6.79

Fire Point

5

P/R

+ 6.86

6

P/R

+ 6.91

7

P/R

+ 6.96

Harbour
Lights 8

P/R

8

P/R

P/R

P/R

P/R

P/R

P/R

P/R

P/R

P/R

P/R

P/R

P/R

+ 6.32

P/S
O/S

SEA

+ 6.23

9 Monmouth
Beach

+ 6.75

Fire Point

+ 6.96

9

P/R

APPENDIX 17B

+ 4.80

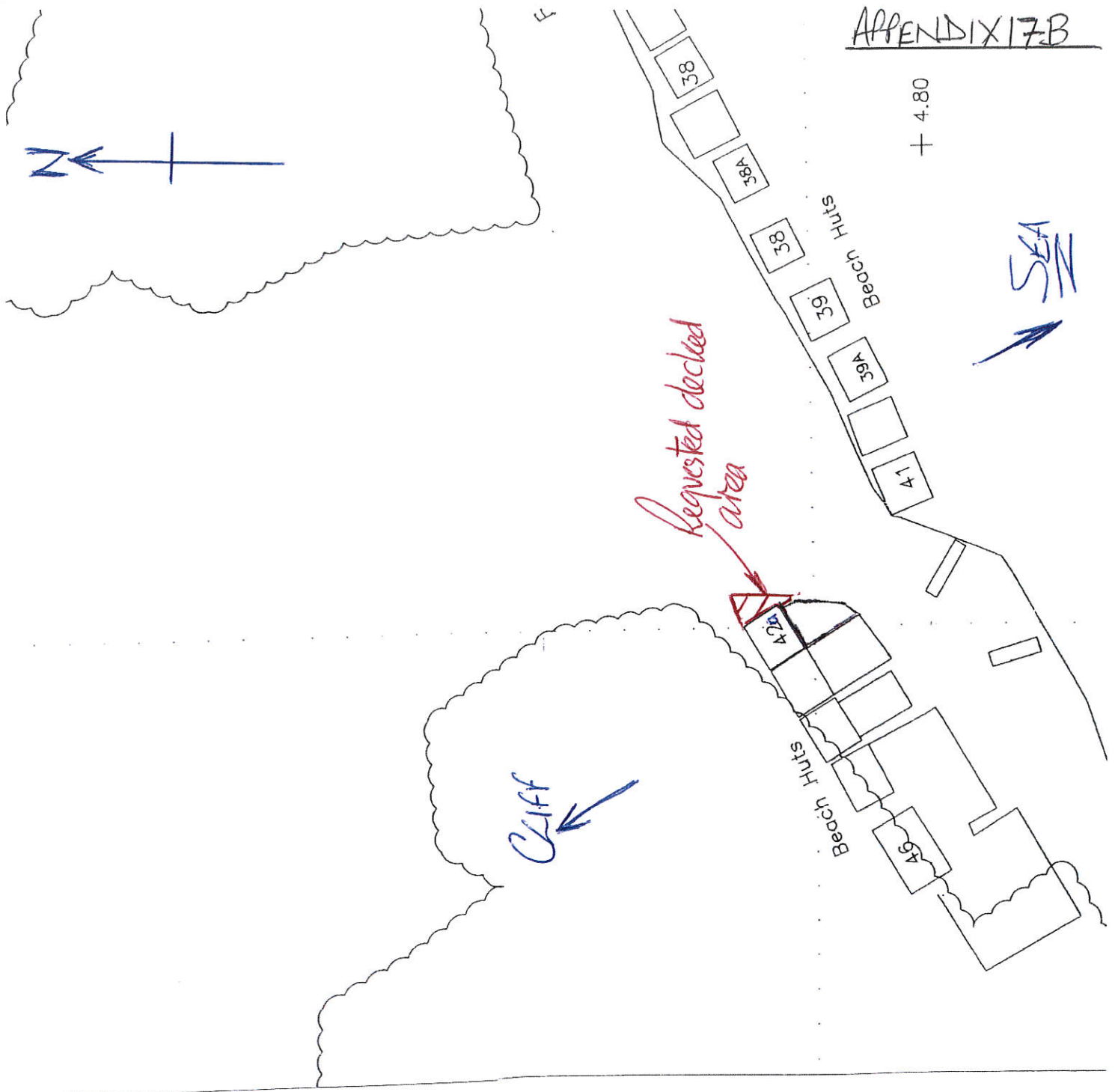
SEA



Requested decked
area



CLIFF



Committee: Town Management and Highways

Date: 14 November 2018

Title: Emergency Procedure Review

Purpose

To allow members to review the Emergency Procedure

Recommendation

Members approve the updated Emergency Procedure

Report

1. The council's emergency procedure was last reviewed in 2015. Some minor amendments have been made since then as employees have changed and contact details have been updated.
2. Members are now asked to review the emergency procedure, **appendix 18A**.
3. Some amendments have been suggested by officers and are shown as tracked changes. Members are invited to make any further amendments.
4. Any recommendations from this committee will be considered by the Full Council on 12 December 2018.

Matt Adamson-Drage
Operations manager
November 2018

Lyme Regis Town Council Emergency Planning Procedure

Contents

Introduction3

Who does what in Dorset4

The role of the town council7

Town council emergency contacts9

Organisations that can assist in emergencies10

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Locations that could be used as places of safety12

~~Gritting route and g~~Grit bin locations13

Introduction

This procedure takes a practical approach towards what the town council can realistically do in the event of an emergency.

It starts off by giving a pen portrait of who does what in the county, along with their contact details. This is followed by details of how the town council will organise itself and the resources it has at its disposal in the event of an emergency.

It goes on to identify contact details for the relevant council employees, the voluntary organisations who may be able to assist in the event of an emergency, and the care and residential homes in the town.

John Wright
Town Clerk
November 2018~~5~~

Who does what in Dorset?

The Strategic Co-ordinating Group

This consists of the county's police, fire and rescue, health and ambulance services, along with the Coastguard, Environment Agency, and the chief executives of the county council, unitary, borough and district councils.

The Strategic Co-ordinating Group (also known as Gold) is chaired by a senior police officer, normally an Assistant Chief Constable.

As indicated by its name, this group co-ordinates a strategic approach across services. The group is called together in the event of a significant emergency.

The Tactical Co-ordinating Group

Representation is as above. The Tactical Co-ordinating Group is also known as 'Silver'. This group implements the decisions made by the Strategic Co-ordinating Group.

Dorset County Council (DCC)

Dorset County Council's emergency planning officer is Simon Parker - 01305 224510. There is a duty emergency planning officer available at all times on 07623 544346.

In the event of an emergency, Dorset County Council will endeavour to provide the latest information on the front page of the dorsetforyou website.

The county council is responsible for highways, they have a Vulnerable People Plan, and will transport evacuees to rest and reception centres. The principal rest and reception centre for Lyme Regis is Woodmead Halls, 01297 443942. The purpose of the rest and reception centre is to provide a venue for people to be directed to, and from where other organisations will provide help and support. They are responsible for flooding, except for coastal and main river flooding, which is the responsibility of the Environment Agency.

The county council also has a supply of sand bags at the Charminster depot in Dorchester.

West Dorset District Council (WDDC)

WDDC's emergency planning officer is Grant Armfield. The emergency contact number for WDDC is 01305 251010 (the main switchboard number) and is available at all times. Out-of-hours calls received on this number are diverted to the relevant officer or the emergency planning officer.

WDDC assists with the rest and reception service provided by DCC and emergency housing. It also has a supply of sand bags at Poundbury, Dorchester.

The Highways Agency

The Highways Agency is responsible for motorways and major trunk roads. The A35 and the A303 are designated major trunk roads. The Highways Agency can be contacted on 0300 123 5000. Their website is kept up-to-date with the latest information, ha_info@highways.gsi.gov.uk

The Environment Agency

The Environment Agency is responsible for coastal flooding and main rivers. There are two national contact numbers: Floodline, 08459 881188 and the Incident Hotline, 0800 807060. The regional team is based at Blandford, 01258 483326.

The regional team's advice is that if there is an emergency or up-to-date information is required, we should dial a national contact number and ask to be put through to the Blandford flood warning duty officer.

The town council is registered with the Environment Agency for coastal and river flood alerts.

South West Water

South West Water can be contacted on 0800 169 1144.

The Emergency Services

The police, fire and rescue, and ambulance services can be contacted on 999. The Maritime Coastguard Agency and the Royal National Lifeboat Institution can also be contacted on 999. In a non-emergency the police can be contacted on 101.

The Maritime Coastguard Agency (MCA)

The MCA has highly trained Maritime Rescue Coordination Centre personnel who are ready to respond to emergency calls on a 24-hour, 365-days-a-year basis for the UK coast and surrounding waters. Their primary aim is to reduce incidents through prevention activity, education and improved regulations while maintaining effective enforcement. Their main emergency response is Search and Rescue, Counter Pollution & Response, Receiver of Wreck. They can be contacted on 999.

The Royal National Lifeboat Institution (RNLI)

The RNLI is a charity that saves lives at sea. They provide, on call, a 24-hour, 365-days-a-year lifeboat search and rescue service and a seasonal lifeguard service. The RNLI also has a Flood Rescue Team available on a 24-hour, 365-days-a-year basis ready to deploy to flooding events in the UK, Ireland and abroad to perform search and rescue.

Western Power Distribution

Western Power Distribution is the electricity distribution network operator for the Midlands, South Wales and the South West. They can be called in the event of a power cut and are available 24 hours-a-day, 365 days-a-year. They have special arrangements in place for

vulnerable people and customers who depend on electricity. In the event of an emergency they can be contacted on 0800 365900.

Southern Gas Networks (SGN)

Southern Gas Networks (SGN) provide a safe and secure supply of gas to 5.8 million customers and are the second largest gas distributors in the UK. In the event of a suspected gas leak call 0800 111 999. They are available 24 hours-a-day, 365 days-a-year.

The role of the town council

In the event of an emergency, the town council will suspend the normal duties of its employees and direct them to assist its residents and other agencies working in the town. In doing so, the town council will pay proper regard to the health and safety of its employees.

The town council's first point of contact in an emergency is the town clerk. The second point of contact is the deputy town clerk.

The town council's third point of contact is the operations manager. ~~The operations manager must only be contacted if the town clerk or deputy town clerk cannot be contacted.~~

If an emergency event occurs, the town clerk or deputy town clerk should work with a lead councillor, normally the Mayor or chairman of the Strategy and Policy Committee or, in their absence, one of their deputies. Their contact details, along with those of other employees are attached. Further details are as follows:

- The town clerk/deputy town clerk/operations manager should consider advice from the lead ~~councillor~~councillor, but retain responsibility for operational decision-making.
- The town clerk, or in his absence the deputy town clerk or operations manager, should take whatever measures are necessary to protect public health and council property.
- As soon as an emergency has been contained or resolved, the member and the town clerk/deputy town clerk and operations manager should decide what information needs to be communicated to whom and when this should be done. This includes an assessment of whether a press release should be issued.
- If any actions taken subsequently need to be stood-down, e.g., the removal of a cordon, the town clerk/deputy town clerk/operations manager must propose how this should be done.
- The town clerk/deputy town clerk/operations manager must complete a report on the emergency. This report must detail any further actions required and must be reported to the next appropriate council meeting.
- A log of key events and actions will be maintained for the duration of the emergency.

In the event of an emergency, the town council will aim to keep its office open to:

- provide information and assistance to the public
- update its website
- liaise with other statutory and voluntary agencies working in the town
- co-ordinate the activities of its employees.



Other employees will be directed to such duties that are appropriate. Typically, these could include establishing that vulnerable residents are safe and secure, escorting residents to rest and recovery centres, clearing snow, gritting, deploying sandbags, clearing blocked areas and assisting other organisations who are responding to the emergency.

The resources of the town council are limited. However, they could be of assistance as a first response or to deal with isolated incidents.

To this effect, the town council has:

- ~~50420~~ x 20 kg salt bags in the cemetery store and 850kg of loose salt at the cadet hut. Keys are held by the external works' team and at the town council's office
- a hand and towable gritter located in the works store. Keys are held by the external works' team and at the town council's office
- 100 sandbags stored at the cadet hut. Keys are held by the external works' team and in the town council's office
- ~~100 sandbags at Ware Cliff, adjacent to the reservoir overflow pipe. These are stored externally. If, and when, the town council acquires the land at the rear of Jordan Flats, a sandbag store will be established there to assist those residents in this area whose homes are susceptible to flooding~~72 hydrosnakes are stored at the amenities hut in the gardens.

Town council emergency contacts

	Name: John Wright
	Title: Town Clerk
	24hr telephone contact: (m) 07912 387886 (w) 01297 445175 (h) 01308 427874
	Email: townclerk@lymeregistowncouncil.gov.uk
	Address: Guildhall Cottage, Church Street, Lyme Regis, Dorset, DT7 3BS
	Name: Mark Green
	Title: Deputy Town Clerk
	24hr telephone contact: (m) 07843 378995 (w) 01297 445175
	Email: deputytc@lymeregistowncouncil.gov.uk
	Address: Guildhall Cottage, Church Street, Lyme Regis, Dorset, DT7 3BS
	Name: Matt Adamson-Drage
	Title: Operations Manager
	24hr telephone contact: (m) 07787 520214 (w) 01297 445175
	Email: operationsmanager@lymeregistowncouncil.gov.uk
	Address: Guildhall Cottage, Church Street, Lyme Regis, Dorset, DT7 3BS

Staff Telephone Numbers

<u>Peter Williams</u>	<u>07912 387888</u>	<u>Operations Supervisor</u>
Barry Trott	07977 937684	<u>Head Groundsman</u>
Alan Legg	07912 387884	<u>Gardener</u>
Jamie Grant	07557 515615	<u>Gardener</u>
<u>Steve Turner</u>	<u>07851 222134</u>	<u>Gardener</u>
<u>Callum Taylor</u>	<u>07784 622557</u>	<u>Gardener</u>
<u>Steve Hossack</u>	<u>07912 387889</u>	<u>Maintenance</u>
Kyle Knight	07912 387885	<u>Maintenance</u>

Alan Jefferies	07912 387883	Enforcement
Jenni West	07421 731580	Enforcement
Darren Cheney	07912 387887	Cleansing
Karl Sheldon	07759 997765	Cleansing
Mark Bujniewicz	07397 189676	Lengthsman
Amenities hut	07584 176133	

Organisations that can assist in emergencies

Skill/Resource	Who?	Contact details	Location	When available
St. John Ambulance (Dorset)		01305 751169 0769976844 (out of hours) 07659126927 (call-back)	John House Bridport Road Dorchester Dorset DT1 2NH	24hrs support
RNLI		0845 0456999	West Quay Road Poole	24hrs support
Bridport Community Hospital		01308 422371	Hospital Lane Bridport Dorset	Minor Injuries Unit opening times November - March 09.00-18.00 7 days a week April –October 09.00-20.00 7 days a week
Lyme Regis Medical Centre		01297 445777	Uplyme Road Lyme Regis Dorset DT7 3LS	Minor Injuries Unit Opening Times Monday – Friday 8.00am – 8.00pm Saturday & Sunday 8.00am – 1.00pm
Lyme Regis Harbour Master	Grahame Forshaw MNI MBE	01297 442137	The Cobb Lyme Regis	7.00am – 7.00pm
British Red Cross		07734734342 (call-back)	Bradbury House, Apple Lane, Sowton, Exeter EX2 7HA	24hrs support

Care and Residential Homes in Lyme Regis

Organisation	Address	Phone number
Tree Tops Residential Care Home	Overton Timber Hill Lyme Regis Dorset DT7 3HQ	01297 443821
Fairfield House Residential Care Home	Charmouth Road Lyme Regis Dorset DT7 3HH	01297 443513
Shire House Care Home	Sidmouth Road Lyme Regis Dorset DT7 3ES	01297 442483
Lyme Regis Nursing Home	14 Pound Road Lyme Regis Dorset DT7 3HX	01297 442322
Pinhay House Residential Care Home	Lyme Regis Dorset DT7 3RQ	01297 445626

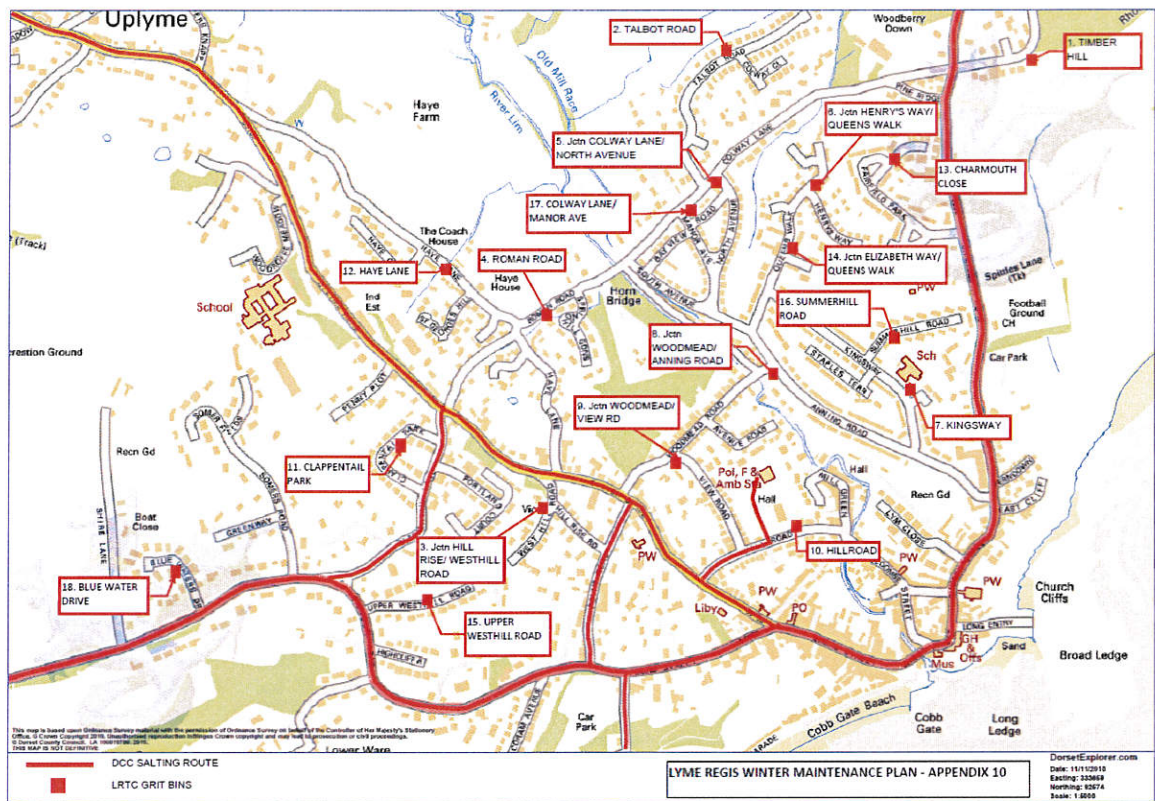
Locations that could be used as places of safety

Building	Location	Potential use in an emergency	Contact details of key holder
Woodmead Halls*	Hill Road	Rest and reception centre	01297 443942 01297 443138 01297 442548
Baptist Church	Silver Street		01297 442302
St Michael's Primary School	King's Way		01297 442623
**The Woodroffe School	Uplyme Road		01297 442232
St Michael's Parish Church	Church Street		01297 442033
The Hub	Church Street		07967 567132
Marine Theatre	Church Street		01297 442394
Masonic Hall	Broad Street		01297 442746

* Woodmead Halls is designated as a rest and reception centre by DCC

** Ideally outside of school hours

Gritting route and grit bin locations



INCIDENT No.	DATE RECEIVED	INCIDENT	LOCATION OF INCIDENT	DATE OF INCIDENT	REFERENCE	REPORTED TO
1697	11/10/2018	Overgrown Brambles, Drains overflowing - Slipery	Roman Road	w/c 20/7/18	emailed to Cllr D Turner	DCC
1698	31/10/2018	Bollard missing in Broad Street- Hole in ground	Broad Street outside Fatface	31/10/2018	1112537	DCC
1699	31/10/2018	Lamp no. LRT02, not working	Langmoor Gardens	31/10/2018	Pete Williams	LRTC

Committee: Town Management and Highways

Date: 14 November 2018

Title: Parking Restrictions, South Avenue and Haye Lane

Purpose

To allow members to consider requests for new/additional parking controls in South Avenue and Haye Lane

Recommendation

Members request that Dorset County Council (DCC) considers introducing new/additional parking restrictions in South Avenue and Haye Lane

Report

1. Residents of South Avenue have unanimously requested that the permit parking arrangements currently operating in Anning Road be extended to include South Avenue. The permit system operating in Anning Road allows both residents and visitors to park in permitted zones provided they have 'booked' a permit, which can be done only online. For residents, permits can be 'booked' for either six or 12 months at a current cost of £40 and £70, respectively. No physical ticket is issued, the electronic system registers the details of permitted vehicles, which are then downloaded to the inspectors' hand-held devices.
2. A member has requested that consideration be given to introducing waiting restrictions in Haye Lane at the 'top' section closest to its junction with the A3165 Uplyme Road, where at least one car regularly parks in a dangerous location.
3. DCC is the highway authority and, as such, is ultimately responsible for considering such requests. DCC will not do so unless the request is supported by the local town or parish council.
4. Even in those cases where there is local political support, this does not guarantee that the request will be actioned. Each request will be considered on its merits and prioritised against various criteria. Resources are only available to implement a relatively small number of requests each year. That situation is unlikely to change with the introduction of the new Dorset Council next year.
5. Any recommendations from this committee will be considered by the Full Council on 12 December 2018.

Mark Green
Deputy town clerk
November 2018