

ID.endDate	Q1	Q2	Q3
Completion date of int	Your name	Are you responding on behalf of a organisation/group?	Address line 1
01/12/2020	Bob Sharples	Yes	Bisham Abbey

Q4

Q5

Q6

Q7

Q8

Address line 2

Town/City County

Postcode Email

Marlow Road

Bisham Brekshire

SL7 1RR bob.sharples@sportengland.org

Q17	Q19	Q20	Q21	Q23	Q24
Organisation/Group Name (if applicable)	Further modification reference number	Do you?	Comments	Further modification reference number	Do you?
Sport England	CIL 20-01	Support	This is a logical modification based on recent changes to planning legislation	CIL 20-02	Support

Q25

Q27  
Further  
modificati  
on  
reference  
number

Q28

Do you?

Q29

Comments

Q31

Further mc

This is a logical modification  
based on recent changes to  
planning legislation

CIL 20 -03 Support

This is a logical modification  
based on recent changes to  
planning legislation

CIL 20 - 04

Q32	Q33	Q35	Q36	Q37	Q38	Q39
Do you?	Comments	Further mc	Do you?	Comments	Name	Date
Support	Seems logical	CIL 20 - 06 & 07	Support	Seems logical	bob sharples	1st December 2020

15<sup>th</sup> January 2020

By Email

Dear Sir/Madam,

**PURBECK LOCAL PLAN AND CIL PROPOSED MODIFICATIONS CONSULTATION. VIABILITY EVIDENCE BASE**

This is a joint representation made on behalf of McCarthy and Stone and Churchill Retirement Living (referred to in the representations as “The Consortium”).

We are a group of independent and competing housebuilders specialising in sheltered housing for the elderly. Together as a group, we are responsible for delivering circa 90% of England’s specialist owner occupied retirement housing.

These representations are made in respect of the viability evidence base supporting the draft policies in respect of affordable housing and in particular the proposed application of these policies against specialist housing proposals for older people. The viability evidence base is also intended to support the proposed CIL Charging Schedule. Therefore this representation relates to both the Local Plan and the CIL Proposed Modifications.

The Consortium has previously engaged with officers and the council’s appointed viability consultant DSP. We are pleased to note that some amendments are proposed to the charging schedule in respect of extra care housing proposals.

However, we stand by our original submissions which highlighted what we still consider to be issues in the way viability is assessed for smaller brownfield sites which are typically the sites where specialist housing proposals for older people are brought forward by the Consortium. This is particularly relevant in respect of benchmark land value for which it is well known tends not to come forward at existing use value plus a small premium.

The retirement sector has been disproportionately impacted by the on-going pandemic and the series of national lockdowns which has resulted in many prospective purchasers shielding for long periods. This has had a dramatic impact on sales rates which have fallen across the companies by 60-70% over the last 12 months<sup>1</sup>.

We have one further observation in respect of ground rents. The Government announced on 7<sup>th</sup> January 2021 that they will bring forward legislation to ban the charging of ground rents for all new leasehold properties<sup>2</sup>. This ban is likely therefore to come into force by the end of 2022 with investor appetite in these funds likely to dwindle once the legislation advances given the other

---

<sup>1</sup> <https://www.housingtoday.co.uk/news/mccarthy-and-stone-sales-slump-as-second-wave-hits/5108916.article>

<sup>2</sup> <https://www.gov.uk/government/news/government-reforms-make-it-easier-and-cheaper-for-leaseholders-to-buy-their-homes>

proposed changes to leasehold properties including the drive to introduce commonhold and peppercorn rents. We note that the DSP viability testing includes significant income in many appraisals in respect of ground rents and we strongly suggest the testing be updated now to assess the impact of the loss of ground rents.

In summary we maintain the belief that viability evidence base underpinning the draft proposed policy in respect of affordable housing and specialist housing for older people is likely to severely restrict the supply of this important housing typology within the Local Plan area.

We would be happy to input further into revised viability testing undertaken.

Thank you for the opportunity to comment.

Yours sincerely,

**PART A**

	Your contact details	Agent's Details (if applicable)
Name		ALEX CHILD
Organisation / Group (if applicable)	THE RETIREMENT HOUSING CONSORTIUM	C/O THE PLANNING BUREAU
Address line 1		4 <sup>TH</sup> Floor
Address line 2		100 Holdehurst Rd
Town / City		Bournemouth
County		Dorset
Post Code		<del>BT11 1AA</del> <del>BT11 1AA</del> BH8 8AQ
E-mail address		planning.policy@theplanningbureau.ltd.uk

**Group Representations**

If your representation is on behalf of a group, ensure the lead representative completes the contact details box above. Also, please state here how many people support the representation





**Please note:**

- The consultation period starts on **Friday 13 November 2020** and will last for 9 weeks until 11.45pm on **Friday 15 January 2021**.
- Only representations made in this period will be referred to the Planning Inspector for consideration.
- Responses must be made using this form (sent in the post or attached to an e-mail) or online at this link [www.dorsetcouncil.gov.uk/plp-main-modifications](http://www.dorsetcouncil.gov.uk/plp-main-modifications).
- Respondents must complete Part A of this response form and separate Part B forms for each proposed Main Modification that they might wish to comment on.
- All respondents must provide their name and address and/or email address.
- All forms must be signed and dated.
- Responses cannot be treated as confidential. By making a response you agree to your name and comments being made available for public viewing.
- Information on the council's privacy policy is available on our website at: [www.dorsetcouncil.gov.uk/your-council/about-your-council/data-protection/dorset-council-general-privacy-notice.aspx](http://www.dorsetcouncil.gov.uk/your-council/about-your-council/data-protection/dorset-council-general-privacy-notice.aspx).
- The council will not accept any responsibility for the contents of comments submitted. We reserve the right to remove any comments containing defamatory, abusive or malicious allegations.
- If you are part of a group that shares a common view, please include a list of the contact details of each person (including names, addresses, emails, telephone numbers and signatures) along with a completed form providing details of the named lead representative.
- The proposed Main Modifications to the Purbeck Local Plan, proposed Purbeck Local Plan (2018-2034) policies map and the relevant background and evidence documents, are available to view on the Council's website at [www.dorsetcouncil.gov.uk/plp-main-modifications](http://www.dorsetcouncil.gov.uk/plp-main-modifications).
- Hard copies of the consultation documents are available to loan from libraries in Dorchester, Lytchett Matravers, Swanage, Upton, Wareham and Wool. Please contact the libraries separately to ascertain their opening times, availability of documents to loan and for full details of their procedures to restrict the spread of COVID-19. You must follow any procedures relating to the COVID-19 in the libraries.
- If you have questions relating to the consultation, or the process for making a response, please contact the Planning Policy team on **01929556561** or [planningpolicy@dorsetcouncil.gov.uk](mailto:planningpolicy@dorsetcouncil.gov.uk).
- Response forms returned in the post should reference the Purbeck Local Plan Proposed Main Modifications Consultation, Dorset Council, Spatial Planning Team and be sent to South Walks House, South Walks Road, Dorchester, DT1 1UZ.
- Please tick the box if you would like to be notified of the following:



Adoption of the Local Plan.

## PART B

### 1. Which proposed Main Modification does your representation relate to?

Separate Part B forms must be completed for each separate proposed Main Modification you wish to comment on.

Proposed Main Modifications reference number

### 2. Do you consider that the proposed Main Modification is:

- Legally compliant      Yes       No
- Sound                      Yes       No

### To be considered legally compliant the proposed Main Modifications must:

- comply with The Conservation of Habitats and Species Regulation 2017; and
- be appraised for their sustainability.

### To be considered sound the local plan as a whole must be:

- positively prepared - providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs;
- justified - an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
- effective - deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
- consistent with national policy - enabling the delivery of sustainable development in accordance with the policies in the Government's National Planning Policy Framework.

**Some or all of these considerations of soundness may be relevant to the proposed Main Modification[s] that you are seeking to make a representation on.**

3. Please give details of why you consider the proposed Main Modification is / is not legally compliant or sound. (Please be as precise as possible).

Please see accompanying  
Submission-

Please continue on a separate sheet if necessary.

4. Having regard to your comments in question 3, please set out what change(s) you consider necessary to make the proposed Main Modification legally compliant or sound. You will need to say why this change will make the proposed Main Modification legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording and where appropriate provide evidence necessary to support/justify the representation. (Please be as precise as possible)

The Local Plan Viability Assessment should be re-appraised as it relates to retirement housing and the affordable housing policy requirement should be amended accordingly.

Please continue on a separate sheet if necessary.

## Casey Read

---

**From:** Harfield, Rebecca <Rebecca.Harfield@HistoricEngland.org.uk>  
**Sent:** 15 December 2020 14:30  
**To:** Casey Read  
**Subject:** Purbeck Community Infrastructure Levy Draft Charging Schedule proposed further modifications - Historic England

Dear Casey

Thank you for consulting Historic England on the CIL further modifications. This email is to confirm that we do not wish to comment.

Kind regards

Rebecca

Rebecca Harfield MRTPI, IHBC, M.ICOMOS  
Historic Environment Planning Adviser (South West) | Project Lead for Tewkesbury High Street Heritage Action Zone  
Development Advice | Regions  
Historic England, 1<sup>st</sup> Floor Fermentation North, Hawkins Lane, Bristol, BS1 6JQ  
Direct Dial: [REDACTED] | Mobile: [REDACTED]



Historic E

We offer four, paid-for Enhanced Advisory Services in addition to our existing, free planning and listing services. We also provide tailored Service Level Agreements for longer and more complex projects, often involving combinations of individual Enhanced Advisory Services. Visit our website for more information: [HistoricEngland.org.uk/EAS](https://www.historicengland.org.uk/EAS).

---

### From

**From:** Casey Read [mailto:casey.c.read@dorsetcouncil.gov.uk]  
**Sent:** 14 December 2020 16:41  
**Subject:** Purbeck Community Infrastructure Levy Draft Charging Schedule proposed further modifications 15 January 2020-org

**THIS IS AN EXTERNAL EMAIL: do not click any links or open any attachments unless you trust the sender and were expecting the content to be sent to you**

### Sent on behalf of Spatial Planning

Dear Sir/Madam

I am writing to inform you that the consultation on the CIL further modifications has been extended until 15th January 2020. Evidence has been published around the viability of Extra Care housing. <https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning/community-infrastructure-levy/purbeck-community-infrastructure-levy/pdfs/reviews/dorset-council-cil-viability-extra-care-addendum-dsp19677-with-appraisals-v2.pdf>

The proposed further modifications to the Draft CIL Charging Schedule are now available for comment until 11.45pm on 15th January 2020.

Yours faithfully

**Casey Read  
Planning Assistant  
Spatial Planning**

**Dorset Council**

[dorsetcouncil.gov.uk](http://dorsetcouncil.gov.uk)

[Facebook.com/DorsetCouncilUK](https://www.facebook.com/DorsetCouncilUK)

[Twitter.com/DorsetCouncilUK](https://twitter.com/DorsetCouncilUK)

[Instagram.com/DorsetCouncilUK](https://www.instagram.com/DorsetCouncilUK)

To receive the latest news from Dorset Council by email, visit  
[dorsetcouncil.gov.uk/e-newsletter](http://dorsetcouncil.gov.uk/e-newsletter)

**In the time of COVID-19 -**

Please note the majority of Dorset Council's Planning staff have commenced working remotely in response to Government calls to stay at home, and our offices are closed to the public. Officers should be contactable via e-mail or telephone, although our ability to access files and post in the office will be limited. We may also experience some limitations in getting access to data files and emails on the Council's network. We would ask that you refrain from sending any documents or correspondence by post if at all possible and instead use electronic communication unless you have no alternative. Please accept our apologies in advance for any disruption to our service during this difficult time, which we are working hard to minimise as much as possible.

This e-mail and any files transmitted with it are intended solely for the use of the individual or entity to whom they are addressed. It may contain unclassified but sensitive or protectively marked material and should be handled accordingly. Unless you are the named addressee (or authorised to receive it for the addressee) you may not copy or use it, or disclose it to anyone else. If you have received this transmission in error please notify the sender immediately. All traffic may be subject to recording and/or monitoring in accordance with relevant legislation. Any views expressed in this message are those of the individual sender, except where the sender specifies and with authority, states them to be the views of Dorset Council. Dorset Council does not accept service of documents by fax or other electronic means. Virus checking: Whilst all reasonable steps have been taken to ensure that this electronic communication and its attachments whether encoded, encrypted or otherwise supplied are free from computer viruses, Dorset Council accepts no liability in respect of any loss, cost, damage or expense suffered as a result of accessing this message or any of its attachments. For information on how Dorset Council processes your information, please see [www.dorsetcouncil.gov.uk/416433](http://www.dorsetcouncil.gov.uk/416433)

Date: 15 January 2021  
Our ref: 333993  
Your ref: [Click here to enter text.](#)



[Click here to enter text.](#)

**BY EMAIL ONLY**

Customer Services  
Hornbeam House  
Crewe Business Park  
Electra Way  
Crewe  
Cheshire  
CW1 6GJ

T 0300 060 3900

Dear Mss Read

**Purbeck Community Infrastructure Levy Draft Charging Schedule proposed further modifications**

Thank you for your consultations on the above.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England note the proposed modifications to the CIL levy rates particularly with respect to developments of a scale where infrastructure such as Heathland Infrastructure Projects are required.

Natural England was not able to locate a clear statement in either the CIL Charging Schedule or Infrastructure Development Plan which details the Councils commitment to secure mitigation funding for specially designated sites (SPA, SAC and Ramsar) as a first priority. This position, first established by the Borough of Poole is perhaps set out elsewhere in the authorities proposed Purbeck Local Plan. Natural England acknowledge that the authority may consider that this is an established position, I advise that the Council should consider a textual modification to confirm this policy position in the CIL Schedule, if it is not explicit elsewhere .

Natural England advise the authority that work is progressing and identified in the new Local Plan relating to Air pollution mitigation. At present a draft report is available, the outcome of public consultation and adoption may lead to a need for some funding through CIL. This advice is simply raising the matter for your consideration.

In the light of the Councils Climate Change and Ecological Emergency position Natural England advise that the authority may wish to consider the identification of areas of infrastructure where innovative community led proposals would be welcomed. For example in the development of new safe cycle routes, community sustainable energy projects and new/upgraded infrastructure which reduces CO2 emissions. The present Schedule appears unclear if delivery of infrastructure may be facilitated through the local communities rather than solely the Council.

Natural England has no comment on the Extra Care Addendum.

Natural England has no objection in principle to the proposed CIL Charging Schedule modifications and Infrastructure Development Plan.

Yours sincerely

Nick Squirrell  
Conservation and Planning Lead Advisor  
Dorset Team  
Wessex Area Team  
Natural England  
Mob: [REDACTED]  
Email [nick.squirrell@naturalengland.org.uk](mailto:nick.squirrell@naturalengland.org.uk)





Chief Constable James Vaughan MSt (Cantab)  
[www.dorset.police.uk](http://www.dorset.police.uk)

Estates & Building Services  
Dorset Police  
Force Headquarters  
Winfrith  
Dorchester  
DT2 8DZ

Phone: [REDACTED]

Email: [sarah.varley@dorset.pnn.police.uk](mailto:sarah.varley@dorset.pnn.police.uk)

Date: 02/12/2020

Our ref: PUR/CIL/011220

Dear Sir/Madam,

**Re: Statement of Further Modifications to the Purbeck Community Infrastructure Levy Draft Charging Schedule Regulation 19 (1) (d)**

Thank you for consulting Dorset Police on the proposed modifications to the Purbeck CIL draft charging schedule. We support the main modifications including the addition of CIL 20-07 modification which states:

*Annual Infrastructure Statement*

*Expenditure of funds secured through CIL and Section 106 Agreements and infrastructure secured directly through Section 106 Agreements will be reported annually in the Infrastructure Funding Statement.*

Dorset Police recently provided of detailed response to the Dorset Council Infrastructure Delivery Plan highlighting the predicted impacts of development growth on the unitary area covered by our Force. This document completed in August 2020 outlined infrastructure in the region of £4m which would be required to support almost 19,000 new homes until 2040. This representation included detailed justification demonstrating the need for equipping additional police officers, purchasing additional vehicles, installing additional ANPR (Automatic Number Plate Recognition) camera sites, and making critical improvements to maximise capacity of our neighbourhood policing sites. This infrastructure is critical to ensure that Dorset Police can operate efficiently and effectively, delivering a high level of service to new and existing residents of the area.

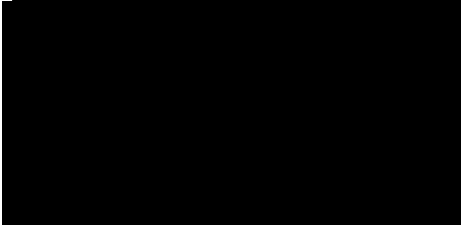
Moving forward, developer contributions will have a vital role to play in ensuring that the emergency services can provide the same level of service to the residents/occupiers of a new development as for existing residents, without compromising frontline services.

This is very important as development growth, particularly new housing development, has significant and permanent implications for the emergency services once delivered. Whether it takes place on green fields, urban centres or redundant factory sites, new schemes invariably result in an increased demand for 'blue light' services. This is not only due to the locations, but because of the introduction of an expanded population, which is the reason for the increase in housing stock.

We would welcome further discussions and opportunities to secure funding for critical policing infrastructure in Purbeck whether this be from sites specific S106 funding or funds collected from the Community Infrastructure Levy.

If you would like to discuss any aspects of this letter or the contents of our recent Infrastructure Delivery Plan schedule please do not hesitate to contact me.

Yours sincerely



Sarah Varley  
Head of Estates  
Estates & Building Services - Dorset Police



Chief Constable James Vaughan MSt (Cantab)  
www.dorset.police.uk

Estates & Building Services  
Dorset Police  
Force Headquarters  
Winfrith  
Dorchester  
DT2 8DZ

Phone: [REDACTED]

Email: [sarah.varley@dorset.pnn.police.uk](mailto:sarah.varley@dorset.pnn.police.uk)

Date: 15<sup>th</sup> September 2020  
Our ref: SV/hfs

Frances Summers  
Spatial Planning  
Dorset Council  
County Hall  
Colliton Prk  
Dorchester  
DT1 1XJ

Dear Frances,

**Re: Dorset Council Infrastructure Development Plan Update - August 2020**

Further to our previous correspondence, I write to update you on Dorset Police's Infrastructure Delivery requirements following our review of the list of sites shared by Dorset Council.

This representation is informed by the Dorset Police Asset Management Strategy 2020-2025, The Dorset Police & Crime Commissioners Medium Term Financial Strategy, The Dorset Police & Crime Plan (2017-2021) and Dorset Council's initial infrastructure consultation.

This representation will be structured as follows:

- 1) *Dorset Police's deployment in Dorset and background to the Dorset Police & Crime Plan (2017-2021);*
- 2) *Dorset Police's funding including National and local funding sources, savings and reserves;*
- 3) *Legal basis for developer contributions towards policing;*
- 4) *Implications of development growth on policing infrastructure in Dorset;*

**Dorset Police – Background Information**

Policing in Dorset is divided into East and West divisions. There are also a variety of neighbourhood teams within four different areas: Bournemouth & Christchurch; North & East Dorset; Poole & Purbeck; West Dorset.

Bournemouth & Christchurch

- *Bournemouth Campus Police*
- *Bournemouth East - East*

- *Bournemouth East - West*
- *Bournemouth North - East*
- *Bournemouth North - West*
- *Bournemouth South*
- *Christchurch East*
- *Christchurch West*

North & East Dorset

- *Blandford*
- *East Dorset Rural*
- *East Dorset Urban*
- *Gillingham and Shaftesbury*
- *North Dorset Rural*

Poole & Purbeck

- *Poole North*
- *Poole South*
- *Purbeck North*
- *Purbeck South*

West Dorset

- *Bridport*
- *Dorchester*
- *Portland*
- *Sherborne*
- *Weymouth*

Current statistics show that Dorset Police employ 1163 officers in active duty delivering policing to the residents of Dorset. These roles can be categorized into dedicated policing teams delivering neighbourhood policing and response roles; and force-wide policing teams delivering investigative services and specialist policing services across the county such as Firearms, Major crime and counter terrorism.

Specialist roles which include only 1 employee have not been included within Forcewide staff as these are not roles filled by multiple persons and not directly correlated to population growth and increased demand upon the Police force (i.e. Chief Constables, Deputy Chief Constable, specialist management functions etc). All of these functions are essential to the success of Dorset Police and will all be utilised in some capacity to deliver policing to the unitary authorities of Dorset.

Dorset Police also employ 1091 support staff in either dedicated or force-wide roles delivering policing to the county of Dorset.

<b>Type of employee</b>	<b>No. of employees</b>	<b>Departments</b>
Dedicated officers	422	Constable – Neighbourhood / Patrol / volume crime team / student officers, Investigations & Resolutions Team,
Forcewide officers	153	Safeguarding, major crime, Dog section, Intelligence, Surveillance, Public Order, Volume Crime, Forensics, Custody.
<b>Total number of officers</b>	<b>575</b>	

Dedicated support Staff	203	Police Enquiry officers, Facilities officers, Administrators, Vetting, Call Handling, Police Community Support Officers, Trainers.
Forcewide support Staff	309	Accounting, Evidential Property, Learning & Development, Coroner's Office, Crime Management, Driving School, Finance, Estates, Fraud, HR, ICT, Intelligence Analysts. Witness care.
<b>Total number of staff</b>	<b>512</b>	

Where additional development is proposed, the police service will seek to deploy additional staffing and additional infrastructure at the same level that is required to deliver services to the locality. It would be complacent not to do this because without additional support unacceptable pressure will be put on existing staff and capital infrastructures, which will seriously undermine their ability to meet the needs of the District and Dorset as a whole.

The impacts of the proposed quantum of development in Dorset is so significant that they cannot be met without additional staff deployed at a level consistent with the current policing of Dorset.

The following infrastructure is required for the police service in Dorset:

- Personal equipment for staff/officers – This includes workstations, radios, protective equipment, uniforms and bespoke training in the use of these. Dorset Police try to retain equipment when existing staff leave our service and are replaced. However, additional staff require additional equipment. There are also practical limits to the extent to which existing equipment can be re-used. e.g. with uniforms or where technology has moved on.
- Police vehicles of varying types and functions covering existing patterns of development and community demand. The fully equipped fleet of vehicles consists of 142 dedicated vehicles and 94 Force-wide vehicles. Vehicles are retained to meet the existing patterns of demand across the county, with reduction made wherever possible. Dedicated vehicles are required for our Neighbourhood Policing and Response Teams, Local Command and other fleet uses. Force-wide vehicles are used by SoC (Scene of Crime) teams, Crime Support Command, Forensics and Dogs Section.
- Premises sufficient to accommodate the staff delivering policing to the Dorset Council Unitary area. Dorset Police own and occupy a wide variety of estate across the unitary area which are as follows:

Site Name	Date opened	Ownership	Size	Description
Beaminster NPT site	1970	Leasehold	unknown	Shared use of Fire Station Site
Blandford Police Station Site, DT11 7HR	1968	Freehold	1,211sqm	Two storey building with extensive garaging at the rear situated off Salisbury Road. Originally constructed as divisional HQ and supports a variety of functions.

Bridport Police Station Site	Jan 2001	PFI	658sqm	Constructed in 2001 and forms part of the Western PFI estates.
Dorchester Police Station Site	Jan 2001	PFI	663sqm	Constructed in 2001 and forms part of the Western PFI estates.
Ferndown NPT Site	1980	Leasehold	21sqm	Small area of accommodation within business centre
Ferndown Police Site – Main Building	Jan 2000	Freehold	3,989sqm	Three storey main building within a site of other buildings providing property store, vehicle workshop, dog kennels and firearms.
Gillingham Police Station Site	1900	Freehold	264sqm	The site is situated in School Road and the buildings were externally re-built in 1984 alongside the magistrate's court.
Lyme Regis Police Station Site		Leasehold		Former DWFRS building now wholly occupied by Dorset Police
Portland NPT site	1980	Leasehold	45sqm	Single storey building with joint use including Dorset & Wiltshire Fire Authority with exclusive use of offices.
Shaftesbury Police Station Site	1965	Freehold	209sqm	This site is located in Angel Lane close to the town centre. The building is a self-contained two storey structure built in the post war era, originally as a Police house with adjoining Police office
Sherborne Police Station Site	1969	Freehold	631sqm	This site is located in Digby Road and provides accommodation on two levels. It was built in 1969 and was refurbished throughout in 2006/7.
Sturminster Newton Police Station Site	1967	Freehold	172sqm	This station consists of a small single storey building in Brinsley Close, adjoining the Dorset Council public Library. It was built in 1967
Verwood Police Station Site	1994	Freehold	524sqm	The station is located off Station Road and consists of a modern two storey building constructed in 1994
Swanage SNT Site	Dec 2012	1800	128sqm	Accommodation across three floors in shared Town Council building
Wareham Police Station Site	1960	Freehold	481sqm	The building consists of a single storey, off Worgret Road, adjoined to the Magistrates Court building.
Weymouth Police Station Site	Jan 2001	PFI	2,726sqm	Three storey PFI building built in 2001.
Wimborne Police Station Site	1977	Leasehold	185sqm	The site is situated on Hanham Road and is held on a long lease from Dorset County Council as part of a mixed use site. The current Police station was built in 1977 and consists of a single storey building with an extensive yard at the rear
Winfrith HQ Site	1961	Freehold	3,216sqm	

- Automatic Number Plate Recognition (ANPR) and Closed Circuit Television cameras are used by Dorset Police to identify and apprehend criminals. CCTV cameras are owned and operated in partnership with the local authority and private businesses. New development will require investment in these infrastructure to identify criminals and can act as a preventative measure against crime.
- Other capital infrastructures such as control room telephony, specialist equipment in the use by forensics, support teams such as firearms and dog unit, prisoner detention, transportation and processing at custody suites in core locations.

## **Police Funding and Development Growth**

A primary issue for Dorset Police is to ensure that new development, like that proposed in Dorset Council draft site allocations document, makes adequate provision for the future policing needs that it will generate. Like other public services, Dorset Police's primary funding is insufficient to be able to add capital infrastructures to support new development when and wherever this occurs. Furthermore there are no bespoke capital funding regimes e.g. the Health LIFT programme to provide capital either. The police therefore fund capital infrastructure by borrowing. However, in a service where most of the budget is staffing related, the Dorset Police capital programme can only be used to overcome pressing issues with existing facilities, or to re-provide essential facilities like vehicles once these can no longer be used.

Dorset Police endeavour to use our existing funds as far as they stretch to meet the demands of an expanding population and overwhelmingly for revenue purposes. However, it is the limit of these funds which necessitates the need to seek additional contributions via Section 106 requests and the Community Infrastructure Levy (CIL). This situation also prevails in other public services seeking contributions and there is nothing different here as far as policing is concerned. What is different is that the police do not enjoy capital income from the usual taxation sources. This evidences that the police do not make requests where other funds are available to meet their needs.

The reality of this financial situation is a major factor in our Force planning and alignment with plans for growth in that whilst Dorset Police can plan using their revenue resources to meet their on-going, and to a limited extent, additional revenue costs these do not stretch to fund necessary additional investment in their infrastructures.

Dorset Police will continue to engage with Local Planning Authorities to ensure crime prevention is referenced within new local plan documents and provide crime prevention design advice to minimise the opportunities for crime within new development. Ensuring new development takes full consideration of crime prevention and the provision of adequate infrastructure to support policing is clearly outlined within the new NPPF. Ensuring that crime and the fear of crime is addressed through the planning process runs through the revised NPPF (2018);

Paragraph 20 (b) retains reference to 'security infrastructure' and advises that strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:

*b) Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat).*

Paragraph 91 advises that planning policies should aim to achieve healthy, inclusive and safe places which:

*"are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.*

Paragraph 95 outlines the importance of engaging with the security services to inform planning policy decision and promote public safety and defence requirements. This will be achieved by:

- a) *Anticipating and addressing possible malicious threats and natural hazards, especially in locations where large numbers of people are expected to congregate. Policies for relevant area (such as town centre and regeneration frameworks), and the layout and design of developments, should be informed by the most up-to-date information available from the police and other agencies about the nature of potential threats and their implications. This includes appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security; and*
- b) *Recognising and supporting development required for operational defence and security purposes, and ensuring that operational sites are not affected adversely by the impact of other development proposed in the area.*

The Glossary to the new NPPF includes an entry entitled 'Essential Local Worker'. It states '*these are public sector employees who provide frontline services in areas including health, education and community safety – such as NHS Staff, teachers, police, firefighters and military personnel, social care and childcare workers*'. This recognises the emergency services as essential for the public, alongside education and health.

## **National funding**

Dorset Police receives 49.7% of its funding from central government and 50.3% from local taxation. Central government funding comprises of the Home Office Core Funding Settlement, the Department for Communities and Local Government (DCLG) Formula Funding, (together these are referred to as central government grant or CGG for the purposes of this submission) and legacy Council Tax Grants (LCTG). LCTG are fixed and some elements of this are time limited, therefore, LCTG are not affected by variations in the funding formula.

The distribution of central government grant is calculated by the Police Relative Needs Formula. This Police Funding Formula divides up how much money each police force receives from the overall central government funds. It takes into account a number of factors to assess demand in each area.

The first stage of the formula is to divide funds between the different activities that the police undertake. These activities, or workloads, can be broken down into five key areas (Crime, Incidents, Traffic, Fear of Crime, and Special Events).

A portion of total funding is also distributed according to population sparsity, to address the specific pressure created by the need to police rural areas.

The second stage is to divide funding for each of these workloads between the 43 local policing bodies of England and Wales. In order to do this, "workload indicators" are calculated to estimate how much work each police force is expected to have in each of the key area compared to other forces. These estimates are calculated by socio-economic and demographic indicators that are correlated with each workload. Indicators of workload are used rather than data recorded crime levels to account for known variations in recording practices, and the funding model has been designed to avoid creating any incentives for forces to manipulate figures.

The formula consists of a basic amount per resident and a basic amount for special events, and top ups for the five key areas, sparsity and area costs (which takes account for regional differences in costs).

The top-ups etc. are weighted and use specific categories of population, rather than a straight forward population figure, to determine grant allocations, for examples specific categories includes the population of various benefits, long-term unemployed, over crowded households, hard pressed households, residents in terraced accommodation etc.

Whilst the funding formula is influenced through allocation of a basic amount per resident, this does not necessarily lead to an increase in Central Government Grant to Dorset Police. Putting aside the time delays between recognising population growth and this being fed in to the funding formula, the overall pot available to all forces the CGG is limited and in fact has declined over the last few years as part of the Government's fiscal policy. Therefore, changes in general population or the specific population do not increase the overall funding made available through CGG, rather they would affect the relative distribution of grant between forces. Due to Dorset's distinctly rural



population the formula funding received by central government is recorded as the lowest in England and Wales (HMIC Value for money profiles).

For the 2018/19 year there was small change to the CGG equivalent to 2.1% with the legacy council tax grants frozen at 2017/18 value. This funding has been fully utilised to contribute towards additional salary, revenue and maintenance costs (i.e. not capital items and not what is claimed here). This funding, therefore, would not be available to fund the infrastructure costs that are essential to support the proposed development growth. It should be noted that the central funding received by Dorset Police is the 8<sup>th</sup> lowest in England and Wales (HMIC Value for money profiles).

During the last year, the Home Office and police partners engaged on potential changes to the police funding formula. However, in the context of changing demand, the former Minister for Policing and the Fire Service Nick Hurd has said that providing funding certainty over the next two years to enable the police to plan in an efficient way is his priority. Therefore, proposed changes to the funding formula will be revisited at the next Spending Review. Due to the uncertainty and range of possible outcomes, we have made no assumptions regarding a change to the funding formula in our current financial forecasts. This adds to the level of uncertainty over future government funding.

The key elements of the national settlement are:

- A 2.1% grant settlement increase for 2019/20 - this settlement provided additional core grant resources required to cover most but not all of the additional police pension scheme employer contributions;
- Increased employer contributions of 31.0% for the police officer pension schemes (previously 24.2%);
- This settlement has enabled all PCCs to raise additional funds from local taxation;
- From 2019/20 all PCCs will be allowed to increase BandD precept by as much as £24;
- The Home Office require PCCs and police to continue to make progress on efficiency, productivity and effectiveness.
- Efficiency savings are expected to continue in 2019/20 through collective procurement and shared services;
- Forces will have to continue improving productivity, including through smarter use of data, and digital capabilities including mobile working, with an ambition to deliver £50m of productivity gains expected in 2019/20 across all forces.
- The police funding formula review will be revisited within the next spending review.
- For Dorset, implications of the settlement are as follows:
- Police core revenue and formula funding grants increased by 2.1% with legacy council tax grants frozen at the 2017/18 value;
- Option to increase precept by up to £24;
- Capital grant will remain at the same level as received in 2020/21 - £110k.

### **Local funding**

Dorset Police (precepting body) places a demand or precept on the two unitary and town councils in its area (billing authorities) for a sum of money to be raised through the council tax. The amount to be raised is divided by the Council Tax Base (CTB) or number of households to arrive at an average Band D council tax, from which all other bands of council tax are determined. The growth in the council tax or the amount each household pays is decided by the Police and Crime Commissioner (PCC), having regard to the DCLG rules concerning the need to hold a local referendum where the proposed spending increase in the precept is above a prescribed threshold, currently £12 per Band D property to maintain real terms funding. The cap on precept uplift was raised to £12 for all forces for the 2018/19 year. Following public consultation the Police and Crime Commissioner proposed an increase in the 2018/19 precept of £12. This was raised to £24 per

year from the start of the 2019/20 financial year which was carried forward into the 2019/20 budget. For the 2020/21 year the precept has been raised by only £10 following extensive public consultation. The HMIC value for money profiles indicated that in 2019/20 Dorset Police received the 9th highest precept in England and Wales.

There remains potential for the council tax yield to increase simply through a growth in the CTB. However, it should be noted that the CTB is reduced for discounts and exemptions provided under the Local Council Tax Benefit Scheme (LCTBS) and may also be affected by collection rates. Therefore, a growth in households might not lead to a growth in council tax yield where those households benefit under the LCTBS.

The additional funding generated by council tax in 2020/21 will reduce the severity of the Force's previous savings target. The savings target represents a funding gap between our existing budget requirements and current funding sources.

Most importantly, the higher council tax precept will allow our PCC to retain and invest in our workforce. Key considerations driving the precept increase decision included:

- Public demand on police services is increasing exponentially;
- Criminal investigations are becoming increasingly complicated, with huge amounts of digital material to identify, secure and analyse, against an exacting threshold for prosecution;
- The public want to see investment in more visible, local policing, focusing on crimes like burglary and anti-social behaviour and they rightly want to feel safe on the roads, in public spaces and at night-time;
- The public also want to see improvements in the force's approach to public contact and more support to the 101 service;
- HMICFRS (Her Majesty's Inspectorate of Constabulary, Fire and Rescue Services) has recently acknowledged the public's concerns about changes to neighbourhood policing, and stressed the importance of community intelligence;
- And, the PCC's consultations and correspondence with the public show that a majority of Dorset residents are prepared to support their police service through increased precept contributions.

## **Capital Funding**

Central Government funding for investment in capital infrastructure takes the form of a Home Office Grant. This grant makes up a small part of the overall funding for the Capital Programme and was shown as £0.11m for the 2020/21 financial year. Our capital and investment program is funded firstly by our capital grant and capital receipts (building sales) and is then supported by reserves or revenue contributions.

Home Office capital grant is cash limited and has been reduced in recent years due to austerity measures and the requirement to fund national projects such as the new National Police Air Support (NPAS) service and Police Live Services for digital data and technology capabilities. The grant is not affected by movement in the local population of CTB, therefore, any local capital investment creates an additional financial burden on Dorset Police which will be funded through reserves or borrowing. With diminishing reserves and the implications of borrowing both situations both alternative funding mechanisms are inadvisable.

The latest MTFs capital and investment programme funding sources are shown on the table below:

## CAPITAL PROGRAMME

	19/20 Revised £000's	20/21 £000's	21/22 £000's	22/23 £000's	23/24 £000's
<b><u>Expenditure</u></b>					
Vehicles	1,174	1,448	1,580	1,680	1,809
Minor Building Works	128	1,310	680	1,090	1,190
Major Building Works	1,016	4,200	5,000	9,000	2,000
 <b><u>ICT</u></b>					
PRISM	3,109	2,533	957	252	0
Other ICT	1,939	2,926	2,097	1,365	2,160
National Projects	0	227	140	140	0
ESN	0	0	1,037	2,064	829
Equipment	1,170	365	565	165	65
Savings/Slippage		(900)			
<b>Total Capital Expenditure</b>	<b>8,536</b>	<b>12,109</b>	<b>12,056</b>	<b>15,756</b>	<b>8,053</b>
 <b><u>Funding</u></b>					
Home Office Grant	421	110	110	110	110
Capital Financing Reserve	665	0	0	0	0
Capital Receipts & Asset Disposal	1,631	0	0	0	0
Revenue Funding	1,100	2,111	2,611	3,111	3,611
Borrowing	4,519	9,888	9,335	12,535	4,332
To be identified	200				
<b>Total Funding</b>	<b>8,536</b>	<b>12,109</b>	<b>12,056</b>	<b>15,756</b>	<b>8,053</b>

*(MTFS – page 13 – Capital financing)*

### **Conclusions on funding**

Like many other public sector organisations, Dorset Police have seen a real terms reduction in grant funding in recent years, which has necessitated changes to the policing model. At the same time the demands placed on the police service increase, whilst the service has to deal with the changing nature of crime at both the national and local level, for example, cybercrime, child sexual exploitation and terrorism are areas of particular concern. Additional funding granted towards policing will support and sustain local policing services to Dorset residents.

In conclusion it is considered necessary to secure Section 106 contributions or direct CIL funding for policing infrastructure, due to the direct link between the demand for policing services and the changes in the operational environment beyond Dorset Polices control i.e. housing growth and the subsequent and permanent impact it has upon policing.

Securing modest contributions means that the same level of service can be provided to residents of new development as it is to existing residents and without compromising frontline services. The consequence of no funding is that existing infrastructure will eventually become stretch to breaking point, and none of the communities we serve will received adequate policing.

Whilst national and local funding must continue to cover salary and maintenance costs, there would be insufficient funding to provide the infrastructure required for officers to carry out their jobs effectively, Dorset Police consider that these infrastructure costs arising directly as a result of the development proposed and that funding for the police under S106 or CIL is both necessary and justified.

## Legal basis for developer contributions towards policing;

Nationally, the Police Force ensure that we take regular legal advice and guidance from industry professionals on the applicability of NPPF tests relating to the application of Regulation 122 on our funding requests for S106 agreements and Infrastructure Development Plans. This included advice as to what is infrastructure which can be summarised as follows:

- The first point to note is that “*infrastructure*” is not a narrowly defined term. Section 216 of the Planning Act 2008 provides a list of “*infrastructure*” but is clear that that list is non-exhaustive. That fact is demonstrated by the use of the word “*includes*” prior to the list being set out.
- There is no difficulty in the proposition that contributions towards Police infrastructure can be within the definition of infrastructure for the purposes of the 2008 Act. In policy terms this is reinforced by the reference to security infrastructure in paragraph 156 of the National Planning Policy Framework.
- Infrastructure is not limited to buildings and could include equipment such as vehicles, communications technology, and surveillance infrastructure such as CCTV.

Support for the views of Dorset Police exist within the National Planning Policy Framework (NPPF). The requirement to ensure that crime and the fear of crime is addressed through the planning process runs through the NPPF. Paragraph 17 sets out the core planning principles and states that planning should “*take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs*”. Planning is to deliver facilities and services that communities need (paragraph 70). Paragraph 156 states that local planning authorities should set out strategic priorities in the Local Plan to deliver “*the provision of health, security, community and cultural infrastructure and other local facilities...*”. Plan policy should be seamless (para 186) and infrastructure planning should accompany development planning by Local Planning Authorities (para 177) who should work collaboratively with infrastructure providers (para 162). The NPPF seeks environment where crime and disorder and the fear of crime do not undermine quality of life, the health of communities and community cohesion (para 58 and 59) and planning policies should deliver this.

The principle of developer contributions towards policing has been tested and vindicated in numerous planning inquiries. A summary of these cases is enclosed in **Appendix 1**. We firstly draw attention to paragraph 292 of the appeal case of Land off Melton Road, Barrow upon Soar (APP/X2410/A/12/2173673):

*'Adequate policing is so fundamental to the concept of sustainable communities that I can see no reason, in principle, why it should be excluded from the purview of S106 financial contributions, subject to the relevant tests applicable to other public services. There is no reason, it seems to me why police equipment and other items of capital expenditure necessitated by additional development should not be so funded, alongside, for example, additional classrooms and stock and equipment for libraries.'*

The importance of policing contributions is importantly recognised in recent court judgments and considered an essential core principle of the NPPF. The judgment of Mr Justice Green 01/11/2016 (**Appendix 2**) with regard to the High Court challenge of Jelson Limited vs Secretary of State for Community and Local Government (1) Hinkley and Bosworth District Council stated:

*"The gist of the Inspectors reasons are adequately set out in paragraphs [44]-[47] (see above). She records that LP has adequately demonstrated that the sums would be spent on equipment and services which arose ". Directly from the new households occupying the proposed development". Accordingly she concluded, in terms of causality, that there was a proper nexus between the expenditure and the new development. She also records that the proposed spending was properly attributed between individual projects and procurement such as property adaption and contributions towards a vehicle in order to prevent a need for pooling contributions".*

*"Mr Lambert cited empirical data based upon existing crime patterns and policing demand and deployment from nearby residential areas which established the direct and additional impacts of the development upon local policing. That data established that there would be an incremental demand in relation to such matters as calls and responses per year via the police control centre;*

*an increase in annual emergency events within the proposed development; additional local non-emergency events which trigger follow-up with the public; additional recorded crimes in the locality based upon beat crime and household data and a proportionate increase in anti-social behaviour incidents an increase in demand of patrol cover; and, an increase in the use of vehicles equating to 12% of an additional vehicle over a six year period."*

Moreover, the wider principles of sustainable development within the NPPF also require consideration of all necessary infrastructure requirements, as observed by Foskett J in *R. (Police and Crime Commissioner for Leicestershire) v Blaby DC and others*. This judgment stated:

*11. It is obvious that a development of the nature described would place additional burdens on local health, education and other services including the police force. The focus in this case is upon the effect upon the local police force. If it sought to shoulder those additional and increased burdens without necessary equipment (including vehicles and radio transmitters/receivers for emergency communications) and premises, it would plainly not be in the public interest and would not be consistent with a policy that encourages "sustainable development": see for example, paragraphs 17 of 79 of the National Planning Policy Framework (NPPF). It is that that leads to the Claimants interest in the matters".*

Appeal decision APP/C3240/W/16/314445 (**Appendix 1**) issued on the 21<sup>st</sup> March 2017 provides further support for developer contributions towards the capital costs of additional policing infrastructure arising from new development. The Planning Inspector stated:

*165: There is no doubt that the proposed development would generate a need for policing and that need would require additional resources which have been calculated on a pro-rata dwelling basis. The Framework identifies a need for safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion. In addition, an extensive array of appeal decision supports the principle of police contributions. Overall, the balance of the evidence before me points to the obligation (based on the underlying pro-rata calculation) being necessary and proportionate mitigation for the development.*

We would also bring to attention the High Court judgment by Mr Justice Foskett in *Police and Crime Commissioner for Leicestershire vs Blaby Council*. Paragraph 61 and 62 of the judgment state:

*61. I do not, with respect, agree that the challenge mounted by the Claimant in this case can be characterised as a quibble of a minor factor. Those who, in due course, purchase properties on this development, who bring up children there and who wish to go about their daily life in a safe environment, will want to know that the police service can operate efficiently and effectively in the area. That would want to know that the police service can operate efficiently and effectively in the area. That would plainly be "consumer view" of the issue. The providers of the service (namely, the Claimant) have statutory responsibilities to carry out and, as the witness statement of the Chief Constable makes clear, that itself can be a difficult objective to achieve in these financially difficult times. Although the sums at stake for the police contributions will be small in comparison to the huge sums that will be required to complete the development, the sums are large from the point of view of the police.*

*62. I am inclined to the view that if a survey of local opinion was taken, concerns would be expressed if it were thought that the developers were not going to provide police with sufficient contribution to its funding requirements to meet the demands of policing the new area: lawlessness in one area can have effects in another nearby area. Miss Wigley, in my judgment, makes some entirely fair points about the actual terms of the section 106 Agreement so far as they affect the Claimant.*

In respect of the methodology used for this request the same Planning Inspector stated "47 – I consider this to be a no less realistic and robust method of demonstrating the criminal incidents likely to arise in a specific area than the analysis of population data which is normally used to calculate the future demand for school places. The evidence gives credence to the additional calls and demands on the police service predicted by LP".

In relation to appeal decisions in favour of developer contributions toward Sussex & Surrey Police, the Secretary of State decision (**Appendix 1**) has issued three decisions since July 2017 in support of contributions Sussex & Surrey Police.

## Implications of development growth on policing infrastructure in the Dorset Council Unitary Authority

Policing is a population based service and therefore the County's fast growing population would inevitably place significant additional demands on existing policing services.

Provision of new infrastructure to meet the additional demand generated as a direct result of this projected increase in population and planned developments within the Dorset area is key the efficient and effective delivery of policing in Dorset.

### Current Policing requirements in the Dorset Council Unitary Authority

Dorset Police recorded 69,245 incidents between 01/04/19 – 31/03/20 and 19,998 crimes within the Dorset Council Unitary area. The number of incidents recorded in the unitary area accounted for 40.5% of incidents in the entire county; and 35.4% of recorded crimes.

To determine the current policing requirements per household or individual person an approximate estimation of the number of households and population in the unitary area is required.

<b>Facts for Dorset</b>	
<b>Key Facts</b>	<b>Key figure</b>
Latest population of Dorset Council area	376,480 persons
Total number of dwellings in Dorset Council area - 2018 council tax figure	177,934 households
Average household size	2.11 persons

*<https://www.dorsetcouncil.gov.uk/your-community/statistics-and-census.aspx>*

Taking into account the number of recorded incidents and current number of households this results in 0.389 incidents per household (69,245 / 177,934) and 0.184 incidents per person (69,245 / 376,480) that require police attendance in the Dorset each year.

The Council has also identified a capacity assumption of 18,881 residential units within the . This figure comprises a windfall allowance, extant planning permissions (existing commitments) and Strategic Housing Land Availability Assessment (SHLAA) sites. This amounts to approximately 944 units per year from 2020-2040.

- Beaminster- 262 dwellings
- Blandford- 1,300 dwellings
- Bridport- 1,147 dwellings
- Crossways- 1,604 dwellings
- Dorchester- 5,087 dwellings
- Gillingham- 2,730 dwellings
- Lyme Regis- 40 dwellings
- Portland- 539 dwellings
- Shaftesbury- 686 dwellings
- Sherborne- 1,448 dwellings
- Stalbridge- 610 dwellings
- Sturminster North- 308 dwellings
- Weymouth North- 2,300 dwellings
- Weymouth South- 820 dwellings

Overall supply- 18,881

## Overall infrastructure requirements – Dorset Council Unitary Authority

Using the existing staffing data shown on Page 2 we can calculate that the ratio of officers (dedicated, force-wide) to households in Dorset is therefore 1:309 (575 : 177,934).

Dorset Council have identified a housing supply of approximately 18,881 dwellings through identified sites, windfall sites, and sites with planning permissions.

The additional number of officers required to provide efficient policing to 18,881 new households would be (18,881 / 309) 61.1 officers. The same rational can be also be applied to support staff.

### Additional officers/staff required as a result 18,881 additional homes

Total Additional Officers Required	61 (61.1)	18,881 (new homes) / 309 (current ratio officers to existing households)
Total Additional Support Staff (Local/Central)	54 (54.4)	18,881 (new homes) / 347 (current ratio support staff to existing households)

(Note: This calculation utilises the existing ratio of officers: staff)

### Equipping Staff

The basic set-up costs of equipping, recruiting and training staff are listed below. It should be noted that these are necessary start-up capital costs incurred by Dorset Police to officers and staff to undertaking their role.

<b>OFFICER</b>			
Start-up equipment (radio, workstation, body worn camera, IT equipment)	£4,307.33	61	£262,747.13
Start-up recruitment and training cost	£5,460	61	£333,060.00
<b>TOTAL COST</b>	<b>£9767.33</b>	<b>61</b>	<b>£595,807.13</b>

<b>SUPPORT STAFF</b>			
Start-up equipment (workstation, IT equipment)	£2,086	54	£112,644.00
Start-up recruitment cost	£1,060	54	£57,240
<b>TOTAL COST</b>	<b>£3,146</b>	<b>54</b>	<b>£169,664.00</b>

## **VEHICLES**

A vital part of providing effective policing to the residents of Dorset is maintaining the large fleet of vehicles. These vehicles range from General Response Vehicle (GRVs or patrol cars), unmarked general support vehicles, Public Service Unit vans and minibuses, scientific (e.g Scene of Crime Officers) vehicles, pursuit vehicles – 4 x 4 and high speed, motorcycles. Current fleet deployment in Dorset Council Unitary area (serving 177,934 households) currently consists of 142 active dedicated vehicles and 94 force-wide vehicles. Maintaining our forcewide fleet is essential to the success of Dorset Police and important to enable the force to efficiently combat cross border crime. There is currently no capacity to provide additional vehicles in line with development growth at present and our budget is required to replace and maintain vehicles at their end of life.

Contributions towards additional police vehicles have commonly been sought via developer contributions to meet the increased demands on our service as a result of development growth.

In total there are 142 dedicated vehicles and 94 force-wide vehicles delivering policing to the Dorset Unitary Authority.

	<b>Department</b>	<b>Number of vehicles</b>
<b>Divisional</b>	Crime management, Local command, Local investigations, Neighbourhood Policing Teams, Neighbourhood Response Teams, Response investigations	142
<b>Forcewide</b>	Crime support command, Dogs section, Firearms, Intel, Licensing, Major investigations, Public protection, Traffic, Training.	94

The average capital cost of a new vehicle is £17,000 (not including fuel and maintenance). Our guideline for the majority of marked vehicles is to replace every four years or £125,000 miles. The condition of vehicles at the end of their police life varies however Dorset Police forecast that they will redeem, on average 5% of a vehicles value on disposal.

The development will require fleet investment far exceeding 4 years therefore Dorset Police would require at least an 8 year life of provision. This contribution is justified because there is insufficient funding within the police's revenue income to take on the capital cost after just four years, without diverting money from elsewhere. Dorset Police estimate that the 4 year lifetime cost per vehicle is approximately £42,240 including running costs and capital charges.

236 vehicles at net value of £4,012,000

Existing number of households in Dorset (177,934) = £22.55 per Household (£4,012,000 / 177,934) x 18,881 Households x 2 = **£851,533.10** to give 8-year life of provision.

### **Dorset Police would utilise the contribution in the following manner;**

- **£850,000** towards the full cost of 25 additional vehicles to deliver policing to the Dorset Unitary Authority area. This would include replacement after 4 years at a cost of £17,000 per vehicle.
- **£1,533.10** towards the full cost of one additional vehicles to deliver policing to the Dorset Unitary Authority area.

The same methodology has been used to calculate our fleet requirement as the Warwickshire police representation which has been supported in the most recent appeal decision concerned contributions towards policing (**Appendix 5** - APP/R1845/W/17/3173741) issued on the 18<sup>th</sup> March 2018. Dorset Police consider this would be the most appropriate methodology to use in this and all future section 106 requests.



## **PREMISES**

At present policing in Dorset is delivered from a variety of site across the joint districts. Neighbourhood policing is delivered from the following sites:

- Beaminster NPT site;
- Blandford NPT site;
- Bridport Police Station;
- Dorchester Police Station;
- Ferndown NPT site;
- Ferndown Police site main building;
- Gillingham Police Station site;
- Lyme Regis Police Station;
- Portland NPT site;
- Shaftesbury Police Station site;
- Sherborne Police Station site;
- Sturminster Newton Police Station site;
- Verwood Police Station site;
- Swanage NPT site;
- Wareham Police Station site;
- Weymouth Police Station site;

The major areas of housing growth would impact the following sites across the Dorset Unitary Authority:

- Beaminster Police station- 262 dwellings
- Blandford Police station- 1,300 dwellings
- Bridport Police Station- 1,147 dwellings
- Dorchester Police station- 6,691 dwellings (including growth in Crossways)
- Gillingham Police Station- 2,730 dwellings
- Lyme Regis Police Station- 40 dwellings
- Portland Police Station- 539 dwellings
- Shaftesbury Police Station- 686 dwellings
- Sherborne Police Station- 1,448 dwellings
- Sturminster Newton Police Station- 918 dwellings (including 610 dwellings in Stalbridge)
- Weymouth Police Station- 3,120 dwellings

Dorset Police are required to maintain a high capacity of accommodation for staff and officers, with any additional capacity delivered via new works to provide floor space. Taking an average of the floor space provision over our sites in Dorset which deliver neighbourhood policing we have determined that each new officer/member of staff should be allocated approximately 7.93sqm of office floor space. We are also required to provide a minimum of 1sqm for officers/staff for storage (locker room etc). This bring the total space requirement to 8.93sqm which can be rounded up to 9sqm.

The 01/08/2020 issue of the RICS BICS costs (**Appendix 5**) which lists the median cost for adaptations to existing police stations at £1,945 (Median) which would be considered the minimum cost appropriate to support the additional officers/staff at the various site across Dorset as outlined below.

The cost of supporting the existing 61 additional officers would therefore be  $£1,945 \times 61 \times 8.93 =$  **£1,059,500.**

<b>Site</b>	<b>Officers</b>	<b>Cost of re-development per site (£17,368.85 per officer)</b>
Beaminster	1 additional officer	£17,368.85
Blandford	4 additional officers	£69,475.40
Bridport	4 additional officers	£69,475.40
Dorchester	21 additional officers	£354,745.90
Gillingham	9 additional officers	£156,319.70
Lyme Regis	Limited impact	-
Portland	2 additional officers	£34,737.70
Shaftesbury	2 additional officers	£34,737.70
Sherborne	5 additional officers	£86,844.25
Sturminster	3 additional officers	£52,106.55
Weymouth	10 additional officers	£173,688.50
<b>Total</b>	<b>61 additional officers</b>	<b>£1,059,500</b>

At present policing in Corporate and support services are delivered from a variety of site across the joint districts.

- Blandford Police Station Site- 1,300 dwellings
- Bridport Police Station Site- 1,147 dwellings
- Dorchester Police Station- 6,691 dwellings
- Gillingham Police Station Site- 2,730 dwellings
- Sherborne Police Station Site- 1,448 dwellings
- Sturminster Newton Police Station- 918 dwellings (including 610 dwellings in Stalbridge)
- Weymouth Police Site -Custody suite & main site- 3,120 dwellings
- Winfrith HQ site- 1,487 dwellings (accommodating growth in Beaminster, Portland and Shaftesbury).

<b>Site</b>	<b>Officers</b>	<b>Cost of re-development per site (£17,368.85 per staff member)</b>
Blandford	4 additional staff	£69,475.40
Bridport	4 additional staff	£69,475.40
Dorchester	19 additional staff	£330,008.15
Gillingham	7 additional staff	£121,581.95
Sherborne	4 additional staff	£69,475.40
Sturminster	3 additional staff	£52,106.55
Weymouth	9 additional staff	£156,319.65
Winfrith HQ site	4 additional staff	£69,475.40
<b>Total</b>	<b>54 additional staff members</b>	<b>£937,917.90</b>

## **ANPR CAMERAS**

Dorset Police are currently promoting a roll out of Automatic Number Plate Recognition (ANPR) Cameras throughout Dorset. The number and location of cameras is driven by the scale and location of new development and the road network in the area. Cross border crime is a growing issue in Dorset with criminals travelling from neighboring counties to commit offences.

An assessment based on the significant planned growth within the Dorset division has been undertaken. Our ANPR manager actively monitors new development and existing ANPR camera coverage to mitigate the impacts of development growth. Each camera is costed below, and requirements are assessed on the basis of the scale, location, and proximity to the road network of the housing growth proposed over the development plan period. We have identified approximate locations which require additional ANPR coverage which can be confidentially shared with the Local Authority in due course.

ANPR Cameras are used in three key ways by police forces: 1) to identify vehicles known to be used by criminals and disrupt their activity; 2) to gather intelligence and 3) to investigate crime. There are many benefits of ANPR cameras which can be used overtly or covertly and are regulated by the Regulation of Investigatory Powers Act 2000 (RIPA). Using cameras at either fixed locations or portable locations, images are captured and recorded along with the vehicle registration mark (VRM) or number plate, time and location of the vehicle, which can then be instantly checked against database records of vehicle of interest. The instant search of database records of vehicles of interest can confirm whether a vehicle associates with a known criminal has been in the area at the time of a crime. Importantly, ANPR can be used in real time. This means that police officers can intercept and stop the vehicle, check it for evidence and make arrests if necessary. The use of ANPR in this way has proved important in the detection and prosecution of many cases of major crime.

Three principal benefits of using ANPR are: 1) Increase the information and intelligence available to identify criminals; 2) Enable the police to deploy resources to respond to criminals of interest in real time; 3) Improve investigations after crimes have been committed. In addition to the benefits of ANPR coverage for the residents of this development the camera would also serve to identify any crimes occurring on the development site during the build process such as the theft of machinery or building materials. ANPR also serves as an effective preventative security measure for the development. The cost of a fixed ANPR camera is shown below:

- Beaminster Development Sites - The A3066 at the tunnel on the way into Beaminster, this is a busy road to and from the A30 with a lot of motorcycle traffic with its associated problems.  
Dual lane camera- **£10k including installation**
- Weymouth South Development Sites- The B3157 near Chickerell camp as this is the coast road into Weymouth from Bridport and a main road into the Town and near the development sites.  
Dual lane camera- **£10k including installation**
- Weymouth North Development Sites- The A3454 Weymouth Way bypass near the Spa Road overbridge, this is the busy link road in and out of Weymouth near to the development sites.  
Dual lane camera- **£10k including installation**
- Sturminster Newton Development Sites- The B3092 Bath Road near Station Road in Sturminster Newton, this is a busy road into the area and near to the development sites, it is a popular motorcycle route with associated problems.  
Dual lane camera- **£10k including installation**
- Stalbridge Development Sites- On the A357 at Henstridge near the A30 junction for Stalbridge, this is a main route from the A30 towards Stalbridge.  
Dual lane camera- **£10k including installation**
- Sherborne Development Sites- The A30 along Coldharbour and the B3145 in Sherborne as this is the main route cutting through the town and a back road out.  
Dual lane camera- **£10k including installation**

- Shaftesbury Development Sites- The A350 near Station Road which is the main way in and out north of Shaftesbury and is the main road from the A303 through Shaftesbury to Poole. Dual lane camera- **£10k including installation**
- Portland Development Sites- Portland already has cameras on the way in and out but a camera along Weston Road could be useful for traffic traveling North and South. Single lane camera- **£7k including installation**
- Gillingham Development Sites- B3081 near Longbury Hill Lane as this is a busy route in and out the Town from the A303. B3081 near Orchard Park is a busy route in and out the Town and is the main road to Shaftesbury. B3092 near the junction with Bay Road is a busy route in and out the North of the Town. Single lane camera- **£7k including installation**
- Dorchester Development Sites- A35 approach to Stinsford Hill Roundabout from Puddletown for traffic in and out. A35 near McDonalds approaching Monkeys Jump roundabout at Poundsgate for traffic in and out. B3143 near Piddlehinton Enterprise Park, this road will be going through some of the developed area and is a cut through. Dual lane camera- **£10k including installation**
- Crossways Development Sites- B3390 Crossways near Warmwell Caravan Park, the main road through Crossways down from the A35. Single lane camera- **£7k including installation**
- Bridport Development Sites- A35 Morecomelake the main road from Devon heading into Bridport. A35 east of Greens Roundabout near the A3066 which is the main road into Bridport from Dorchester. Dual lane camera- **£10k including installation**
- Blandford Development Sites- A354 Pimperne the main road into Blandford from Salisbury. Single lane camera- **£7k including installation**

**£118,000** – Installation of thirteen permanent ANPR sites to accommodate new housing development in Dorset.

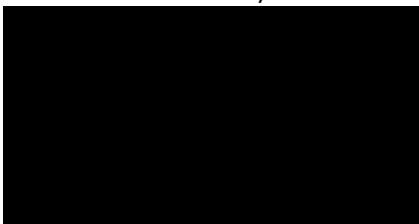
#### Mobile ANPR (£250,000)

£10,000 per vehicle for hardware £500 per year 3/4G costs. The mobile systems are permanently fitted to the vehicles, the life cycle of the systems is approximately the life span of two vehicle fits. Mobile ANPR fitted into new vehicles at 1:1 ratio (25 vehicles) = mobile ANPR kits tbc = **£250,000**

Overall we trust this response is of assistance to update Dorset Councils Infrastructure Delivery Plan and outlines a number of the capital infrastructure requirements incurred by Dorset Police over Dorset Councils updated Development Plan period.

If any additional information is required we would be happy to support with any further evidence if considered necessary.

Yours sincerely



**Sarah Varley BSc Hons DMS MRICS**  
 Head of Estates  
 Dorset Police

## Part A – Infrastructure required to meet the needs of Dorset 2020-2040

‘What’, ‘where’ and ‘when’ of infrastructure requirements in Dorset to 2040

TOPIC	INFRASTRUCTURE REQUIREMENT	COST PER ITEM	QTY	TOTAL COST	FUNDING SECURED	RESIDUAL REQUIREMENT
Policing	Officer start-up costs	£9,767	61	£595,807.13	£0	£595,807.13
Policing	Staff start-up costs	£3,146	54	£169,664	£0	£169,664
Policing	Officer premises costs (as outlined on page 16)	(£17,368.85 per officer)	61	£1,059,500	£0	£1,059,500
Policing	Staff premises costs (as outlined on page 16)	(£17,368.85 per staff member)	54	£937,917.90	£0	£937,917.90
Policing	25 additional vehicles (replaced after 4 years)	£34,000 per vehicle	25	£851,533.10	£0	£851,533.10
Policing	Permanent ANPR sites	Various sites across District	13	£118,000	£0	£118,000
Policing	Mobile ANPR cameras (vehicle fitted)		25	£250,000	£0	£250,000
<b>Total</b>				<b>£3,982,422.13</b>	<b>£0</b>	<b>£3,982,422.13</b>

Enc.

**Appendix 1** – Jelson Ltd vs Secretary of State and Local Government (1) Hinkley and Bowsorth District Council (2) – 22/11/2016 (paragraphs 71-81)

**Appendix 2** – Examples of appeal decisions supporting police contributions

- APP/R3705/W/19/3234056 - Land East of Islington Farm, Tamworth Road, Wood End, Warwickshire
- APP/R3705/W/18/3196890 - Land to the south of Tamworth Road and to the west of the M42, Tamworth, B78 1HU
- APP/C3810/W/17/3187601 – Land west of Church Lane and south of Horsemere Green Lane, Climping, West Sussex, BN17 5RY
- APP/R3650/V/17/3171287 – Dunsfold Park, Stovolds Hill, Cranleigh, Surrey, GU6 8TB
- APP/R1845/W/17/3173741 – Land off The Lakes Road, Bewley, Worcestershire, DY12 2 BP
- APP/C3105/W/17/3172731 – White Post Road, Banbury.
- APP/C3105/W/16/3163551 – Land off Howes Lane and Middleton Stoney Road, Bicester, Oxfordshire
- APP/C3810/V/16/3143095 – Land east of Fontwell Avenue, Fontwell, West Sussex, BN18 0SB
- APP/E3715/W/16/3147448 – Land at Ashlawn Road West, Rugby, Warwickshire
- APP/C3240/W/16/314445 – Land east of Kestrel Close / Beechfields Way, Newport, Shropshire
- APP/K2420/W/15/30004910 – Land off Sherbourne Road, Burbage, Leicestershire
- APP/G2435/A/14/2228806 – Money Hill, Land North of Wood Street, Ashby-de-la-Zouch, Leicestershire
- APP/X241-/W/15/3007980 – Land rear of 62 Iveshead Road, Shepshed, LE12 9ER
- APP/T3725/A/14/2221613 – Land at the Asps, bound by Europa Way (A452) to the east and Banbury Road (A425) to the west
- APP/T3725/A/14/2229398 – Land South of Gallows Hill / West of Europa Way, Heathcote, Warwick
- APP/G2435/W/15/3005052 – Land South of Greenhill Road, Coalville, Leicestershire
- APP/Q3115/A/14/2222595 – Land north of Littleworth Road, Benson
- APP/A2470/A/14/2222210 – Greetham Garden Centre, Oakham Road, Greetham, Oakham
- APP/A2470/A/14/2227672 – Land to the rear of North Brrok Close, Greetham, Rutland
- APP/L2440/A/14/2216085 – Land at Cootage Farm, Glen Road, Oadby, Leicestershire
- APP/Y2430/A/14/2224790 - Land to the east of Nottingham Road, Melton Mowbray, Leicestershire
- APP/2460/A/14/2213689 – Land rear of 44-78 Ashby Road, Hinkley, Leicestershire
- APP/K2420/A/13/2208318 – Land surrounding Sketchley House, Watling Street, Burbage, Leicestershire
- APP/F2415/A/14/2217536 – Land off Fairway Meadows, Ullesthorpe, Leicestershire
- APP/K2420/A/13/2202658 & APP/A/13/2210904 – Land off (to the south of Spinney Drive and land off (to the east of) Brookside, Barlestone, Leicestershire
- APP/H1840/A/13/2199085 & APP/H1840/A/13/2199426 – Land off Pulley Lane, Newland Road and Primsland Way, Droitwich Spa
- APP/F2415/A/12/2183653 – Land South of Hallbrook Primary School, Crowfoot Way, Broughton Astley, Leicestershire

**Appendix 3** – The Queen (on the application of The Police and Crime Commissioner for Leicestershire) vs Blaby Council and Hallam Land (and other developers).

**Appendix 4** - North-west Leicester District Council vs Money Hill Consortium – Money Hill, Land North of Wood Street, Ashby-De-La-Zouch (paragraphs 61-63)

**Appendix 5** - BCIS Index AveragePricesResults\_21360986

**Appendix 6** - APR1845W173173741 - LAND OF LAKES ROAD – Worcestershire