

# Poole Site Specific Allocations and Development Management Policies



Development Plan Document

*Striving for Excellence*



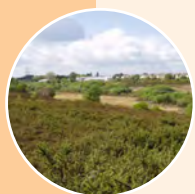
# Contents

<b>1</b>	<b>Executive Summary</b>	<b>1</b>
<b>2</b>	<b>Introduction</b>	<b>4</b>
<b>3</b>	<b>Locally Distinctive and Self-Reliant Places</b>	<b>8</b>
<b>4</b>	<b>Realising Poole's Economic Potential</b>	<b>23</b>
<b>5</b>	<b>Revitalising the Town Centre</b>	<b>37</b>
<b>6</b>	<b>Meeting Poole's Housing Needs</b>	<b>51</b>
<b>7</b>	<b>Accessibility and the Prime Transport Corridors</b>	<b>63</b>
<b>8</b>	<b>Priority Areas in Need of Investment and Improvement</b>	<b>71</b>
<b>9</b>	<b>Areas Where Change will be Carefully Managed</b>	<b>80</b>
<b>10</b>	<b>Monitoring and Implementation</b>	<b>90</b>
<b>11</b>	<b>Glossary of Terms</b>	<b>118</b>
<b>12</b>	<b>Appendix 1</b>	<b>121</b>
	<b>Development Management Policies</b>	
DM 1:	Design	9
DM 2:	Heritage Assets	11
DM 3:	Shopping	14
DM 4:	Coastal Zone	17
DM 5:	Tourism and the Evening Economy	24
DM 6:	Accommodation for an Ageing Population	51
DM 7:	Accessibility and Safety	65
DM 8:	Demand Management	67
DM 9:	Green Infrastructure and Biodiversity	82



## Site Specific Policies

SSA 1:	Ashley Cross Local Centre	18
SSA 2:	Bournemouth and Poole College Playing Field, North Road	20
SSA 3:	Fleets Corner and Sopers Lane	30
SSA 4:	Crown Closures Ltd., Lake Road	32
SSA 5:	Land at Sembcorp Bournemouth Water Ltd., Water Treatment Works, Francis Avenue	34
SSA 6:	Land at Sterte Avenue West, Sterte	36
SSA 7:	The Regeneration Area - Urban Design The Regeneration Area - Urban Design	38
SSA 8:	The Regeneration Area - Infrastructure	39
SSA 9:	The Regeneration Area – Land between Poole Bridge and Twin Sails Bridge	39
SSA 10:	The Regeneration Area – Land on the Hamworthy side of Back Water Channel	40
SSA 11:	Lagland Street	42
SSA 12:	The Goods Yard	45
SSA 13:	Land at Lifeboat Quay	46
SSA 14:	Former East Quay Depot and Quay Thistle Hotel	48
SSA 15:	Land at Park Lake Road	50
SSA 16:	Talbot Village - Houses in Multiple Occupation	54
SSA 17:	Bournemouth and Poole College Site, Constitution Hill Road	56
SSA 18:	St. Mary's Maternity Hospital, St. Mary's Road	58
SSA 19:	Bourne House, Langside Avenue	60
SSA 20:	Land south of Wallisdown Road, Talbot Village	62
SSA 21:	Facilities for Park & Ride	70
SSA 22:	Local Centres - Priorities for Investment	75
SSA 23:	Hamworthy - Redevelopment Site	77
SSA 24:	Ashley Road Local Centre	79
SSA 25:	Upton Country Park	87
SSA 26:	Major Developed Sites in the Green Belt	89



# I Executive Summary

## The Role of the Plan

The role of the Plan is twofold:

- i. To allocate sites to meet the development needs of Poole
- ii. To provide a set of policies to manage change which ultimately will be used by decision makers to determine planning applications and these are known as Development Management (DM) Policies.

In producing this document a review has taken place of those remaining policies in Poole Local Plan First Alteration 2004. Under the previous planning system a single local plan was produced and tended to contain many development control style policies. The Local Development Framework moves away from this approach and Poole's Site Specific Allocations and Development Management Policies DPD contains 9 DM policies as well as site specific allocations.

This Plan updates the Proposals Map for Poole for the first time since the Local Plan First Alteration in 2004.

## How does it fit within Poole's LDF?

The Local Development Framework (LDF) is the collective name for an area's planning documents. The most important document within the LDF is the Core Strategy. This sets out the vision, objectives and spatial distribution of future development (the 'what, where and how much'). Other plans are then produced that help to achieve the ambitions for the town set out in the Core Strategy.

Poole has an adopted Core Strategy (February 2009), the first document to be completed within Poole's LDF. The Site Specific Allocations and Development Management Policies Plan together with the Delivering Poole's Infrastructure Plan are the next two documents that will become part of the LDF when they are adopted.

## Chapter 3: Locally Distinctive and Self Reliant Places

**DM1 Design:** builds upon Core Strategy policy PCS23 setting key aspects to be considered in the design process. This includes the role of community engagement, landscape and topography, trees, layout and connectivity, protecting residential amenity, building for life standard and public art.

**DM2 Heritage Assets:** sets out the approach to development relating to Heritage Assets including Listed Buildings, Conservation Areas, archaeology, registered parks and gardens, historic landscapes and locally listed buildings.

**DM3 Shopping:** sets out the key principles for determining applications, identification of approach to primary and secondary retail frontage in the Town Centre and Ashley Road, development in local centres and in edge and out of centre locations.

**DM4 Coastal Zone:** identifies the approach to development in the coastal zone, in particular, with regard to coastal character, the role of beach huts and specific controls in respect of Sandbanks.

**SSA1 Ashley Cross Local Centre:** a Local Area Design statement will be produced that will provide an overall design vision to guide development in this area.

**SSA2 Bournemouth and Poole College Playing Fields, North Road:** identifies the site for Public Open Space.



## Chapter 4: Realising Poole's Economic Potential

**DM5 Tourism and the Evening Economy:** seeks to promote tourism in Poole by setting out criteria for considering hotels, protecting the loss of hotels and small scale tourist accommodation, identifying key tourist attractions and how they will be treated and criteria for promoting the evening economy.

**SSA3 Fleets Corner and Sopers Lane:** builds upon Core Strategy policy PCS1 by clarifying the role of the sites and key site specific issues to be taken on board.

**SSA4 Crown Closures Ltd:** builds upon Core Strategy policy PCS4 by setting out appropriate uses for the site which include small scale starter units, nursing/care facility and residential development.

**SSA5 Land at Sembcorp Bournemouth Water Ltd:** identifies the site as suitable for a health/medical facility or B1 and/or B8 employment.

**SSA6 Land at Sterte Avenue West:** allocates the site for employment use.

## Chapter 5: Revitalising the Town Centre

**SSA7 The Regeneration Area – Urban Design:** additional design criteria to apply across the Regeneration Area.

**SSA8 The Regeneration Area – Infrastructure:** identifies approach to critical components of flood defence, strategic road network and affordable housing.

**SSA9 The Regeneration Area – Land Between Poole Bridge and Twin Sails Bridge:** additional site specific design criteria.

**SSA10 The Regeneration Area – Land on the Hamworthy side of Back Water Channel:** additional area specific design criteria.

**SSA11 Lagland Street:** identifies the area as able to accommodate small scale infill development.

**SSA12 The Goods Yard:** allocates the site for a mix of development to include residential, office and a new transport interchange.

**SSA13 Land at Lifeboat Quay:** identifies the remainder of the former Asda site as appropriate for mix of hotel and office development.

**SSA14 Former East Quay Depot and Quay Thistle Hotel:** identifies the site for replacement hotel and residential development.

**SSA15 Land at Park Lake Road:** allocates the site for a leisure based facility that reinforces the status of Poole Park.

## Chapter 6: Meeting Poole's Housing Needs

**DM6 Accommodation for an Ageing Population:** location and design criteria for considering and determining proposals for accommodation for elderly persons.

**SSA16 Talbot Village – Houses in Multiple Occupation:** area specific policy to address the issue of HMOs and to enable introduction of an Article 4 direction removing permitted development rights for proposed change of use.

**SSA17 Bournemouth and Poole College, Constitution Hill:** identifies the site for one or more of the following uses: residential incorporating extra care accommodation, care/nursing home or community facility.

**SSA18 St Mary's Maternity Hospital:** identifies the site for one or a mix of care/nursing home, health or medical facility, community facility and residential scheme incorporating extra care accommodation.



**SSA19 Bourne House:** allocates the site for a care home.

**SSA20 Land south of Wallisdown Road:** allocates the site for a mix of housing, academic floorspace, student accommodation, sheltered accommodation, public open space and buffer strip. Given that this site is subject to a call in public inquiry it also sets out an alternative position should the appeal be dismissed.



## Chapter 7: Accessibility and the Prime Transport Corridors

**DM7 Accessibility and Safety:** sets out consideration for development in respect of connectivity. Further, sets out cycle route/footpath considerations for development, highway junction and improvement schemes, advice for rear servicing, the safeguarding of rail facilities and the cumulative impact of development on the highway network.

**DM8 Demand Management:** provides advice on parking and layout and travel plans.

**SSA21 Facilities for Park and Ride:** allocates two sites at Yarrow Road and Marshes End with the former also potentially accommodating the relocation of the town centre bus depot.



## Chapter 8: Priority Areas in Need of Investment and Improvement

**SSA22 Local Centres – Priorities for Investment:** explains that the four priority local centres identified in Core Strategy Policy PCS22 will be subject to the preparation of design briefs.

**SSA23 Hamworthy – Redevelopment Site:** allocates the site for comprehensive redevelopment for a mix of uses to reinforce the role of the local centre.

**SSA24 Ashley Road Local Centre:** provides context for improvement based on the production of a design brief that addresses priorities of improvements to the public realm, reducing severance between the two sides of the road, and opportunities to improve rear servicing.



## Chapter 9: Areas Where Change will be Carefully Managed

**DM9 Green Infrastructure and Biodiversity:** sets out the approach to Public open/greenspace including open space standards for development, green corridors, allotments/community gardens, renewable energy and open space and the importance of managing and improving biodiversity.

**SSA 25 Upton Country Park:** sets out the framework within which investment and enhanced recreational facilities and opportunities will be delivered at Upton Country Park and Upton Park Farm.

**SSA 26 Major Developed Sites in the Green Belt:** identifies three sites in the Green Belt where limited infilling or redevelopment will be permitted.



## Chapter 10: Monitoring and Implementation

Sets out a framework for monitoring the Plan by identifying the key outcomes sought by each policy, how they will be delivered, who is responsible for their delivery, indicators of achievement and appropriate target.



## 2 Introduction

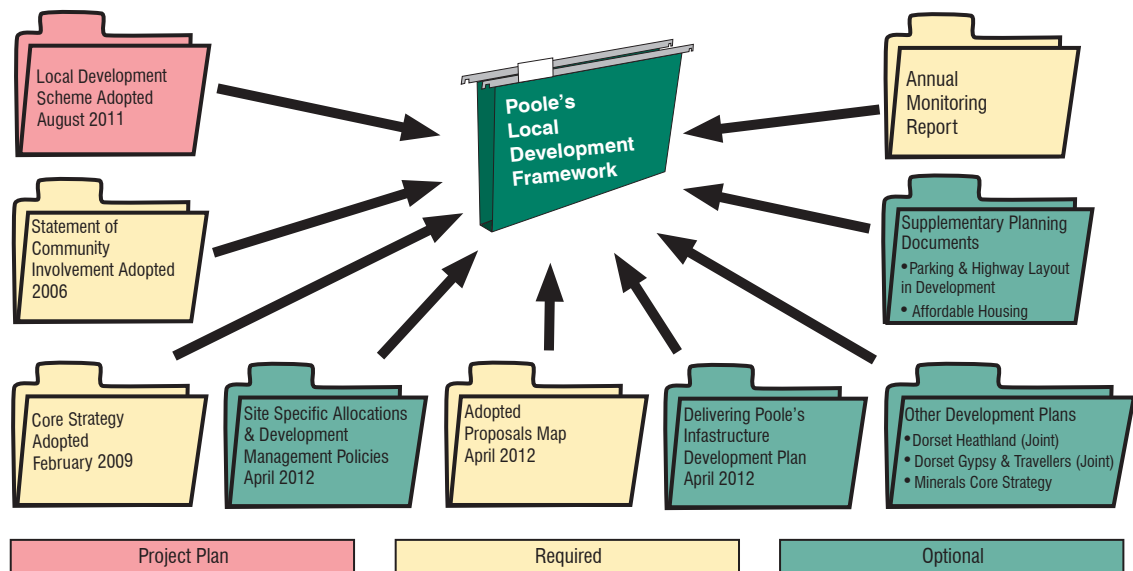
### The Role of the Site Specific Allocations and Development Management Policies Development Plan Document (DPD)

2.1 The role of the Site Specific Allocations and Development Management Policies DPD is to allocate sites and provide detailed policies for places, areas and issues, to guide development and manage change in Poole in conformity with the adopted Core Strategy over the Plan period to 2026.

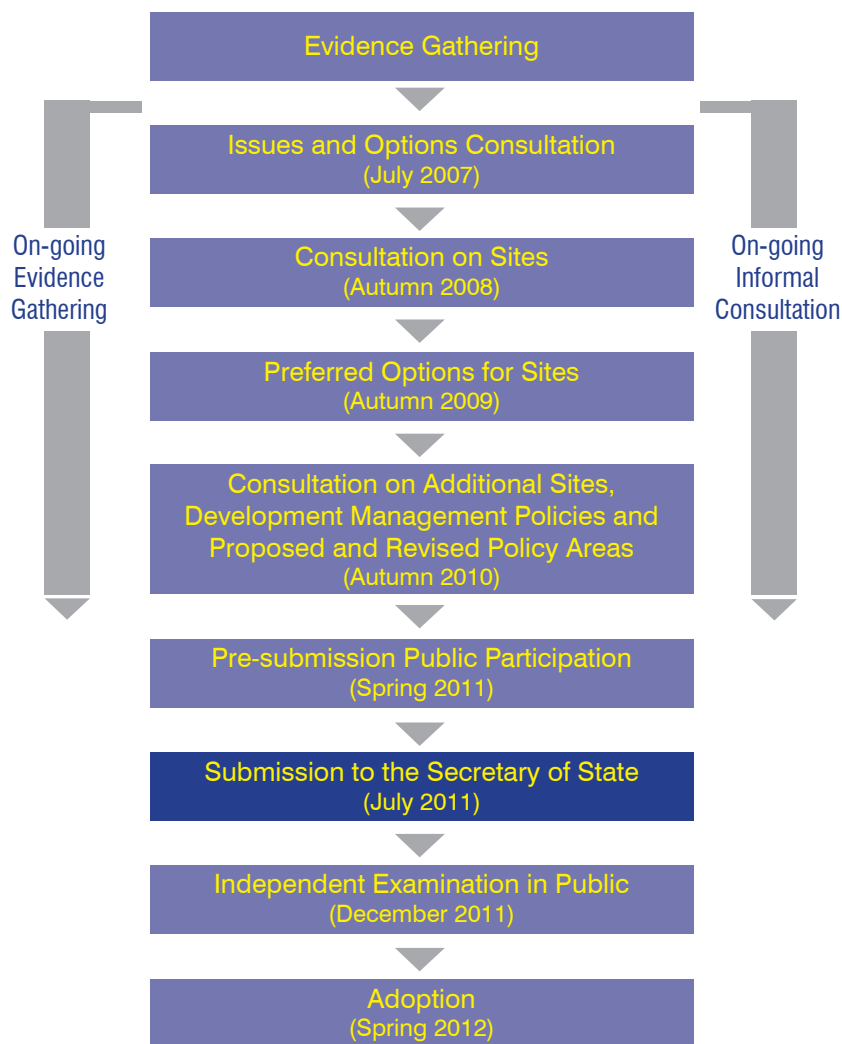
2.2 In addition to allocating sites that will contribute towards delivering key elements of Poole's spatial planning requirements, this document contains a suite of new Development Management Policies that will be used, in conjunction with adopted Core Strategy policies, to assess and determine planning applications. The policies in this document will replace the majority of 'saved' policies contained in the Poole Local Plan First Alteration (adopted March 2004) (as amended by the Secretary of State Direction dated 20th September 2007). A schedule of 'saved' policies can be found at Appendix 1 of this document.

2.3 The policies in this document accord with, and contribute towards the delivery of the Council's priorities set out in Poole's Corporate Strategy "Striving for Excellence" (2010). As the guiding DPD, The Core Strategy has successfully identified issues, problems and challenges of local importance to Poole and sets out the Council's principal delivery strategy together with monitoring and targets to measure its progress. The integrated nature of the Core Strategy with the council's corporate strategy and the Sustainable Communities Strategy (2010 - 2026), will ensure that Poole's future will be shaped to reflect shared priorities, aims and outcomes.

2.4 The following diagram shows how the Site Specific Allocations and Development Management Policies DPD fits with other documents that, collectively, form Poole's Local Development Framework.



2.5 The stages in the production of the Site Specific Allocations and Development Management Policies DPD are set out in the following diagram.



## The purpose of the Site Specific Allocations and Development Management Policies DPD

2.6 The purpose of the Site Allocations and Development Management Policies DPD is to:-

- Review existing allocations in the Poole Local Plan First Alteration (adopted March 2004)  
Note: This Plan was amended by Secretary of State Direction in September 2007, when some policies were deleted. A further number of policies were superseded when the Poole Core Strategy was adopted in February 2009.
- Allocate new sites to meet housing, employment, community and mixed uses to meet local need as identified in the Core Strategy.
- Review the 'saved' policies that remain in the Poole Local Plan First Alteration (adopted March 2004) and to develop detailed policies for sites and places.
- Identify infrastructure needs for development proposals to inform the reasonable requirements necessary to bring about delivery through the Infrastructure Development Plan Document.



## Developing New Development Management Policies for Poole

2.7 The Development Management policies contained in this document focus on the outcomes identified in the Core Strategy's Strategic Objectives to enable the spatial vision for Poole to be achieved. The policies provide additional detail to that provided in the Core Strategy, including allocating a range of sites and updating the Proposals Map. Whilst the Proposals Map will include land use policies where they are appropriate, the focus will be firmly on addressing the key outcomes under Core Strategy Objectives 1-8. In line with this, the Development Management Policies are framed to be consistent with the following five headline topics:

- Locally Distinctive and Self Reliant Places
- Revitalising Poole's Economic Potential
- Meeting Poole's Housing Needs
- Accessibility and the Prime Transport Corridors



## The Role of Strategic Environmental Assessment and Sustainability Appraisal (SA) in the Assessment of Reasonable Alternatives to Development Management Policy Options.

2.8 SEA is the assessment of the likely environmental effects of certain plans and programmes at a strategic level, whereas SA considers the social, environmental and economic effects of plans, strategies and policies, so that decisions can be made that accord with the objectives of sustainable development. As common techniques are employed in understanding SEA and SA assessments, Government guidance recommends a process which meets their combined requirements.



2.9 SEA was undertaken in respect of the Core Strategy, the overarching strategy document for Poole's LDF. No further work under the SEA Directive has been required in respect of the Site Allocations and Development Management Policies DPD.

2.10 The Site Specific Allocations and Development Management policies contained in this document have all been subject to SA at key stages of their development. This has enabled significant adverse impacts to be identified at earlier stages and ensured that appropriate measures have been taken to minimise or mitigate significant impacts. A full SA, together with Impact Assessments for Health and for Equalities, is provided in an accompanying document.



## Scoping

2.11 The scoping work for the Core Strategy and other development plan documents that will form the Local Development Framework for Poole, is contained in the "Poole Local Development Framework - Sustainability Appraisal Scoping Report" <http://www.boroughofpoole.com/go.php?structureID=strategiesandplans&ref=181>.

2.12 The scoping report contains the complete scoping of relevant plans, programmes and baseline information, as well as sustainability objectives, indicators and targets for the entire LDF.



## Outcomes from the Check for Likelihood of Significant Effects of Development Management Policies and Site & Area Specific policies

2.13 The HRA assessment sought to identify the likely significant effects of the Site Specific Allocations and Development Management Policies DPD on European sites in Poole. Screening did not identify any significant adverse impacts that could not be resolved through the application of appropriate avoidance measures.

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## 3 Locally Distinctive and Self-Reliant Places


### Design




3.1 Good design is a key issue for Poole and is about far more than aesthetics and architecture. The role of good design is to deliver and shape places that work well, that are safe and which are easy to get to and where all members of the community can access the places they want to go. In this way, it can cut across all other areas of policy formulation and is fundamental to the successful delivery of the eight Strategic Objectives contained in the Core Strategy. A number of additional design issues have been identified as being significant to ensure that new development delivers high quality development. The issues identified will provide greater opportunities to promoting health and well-being, to mitigate the effects of climate change, to create distinctive and safe urban environments, improve the vitality in the town centre as well as delivering improvements in accessibility, legibility and the public realm.




3.2 The integration of art into the built environment offers the opportunity to express the uniqueness of Poole. Artistic involvement can be used to influence buildings at the early stages of design and where works to renovate or update an existing are proposed. Poole's Centre for Arts "The Lighthouse" lighting scheme creates a strong focus on Kingland Road, improving accessibility and legibility as well as distinctive internal design features which create an attractive and vibrant public building. The benefits of using public art and lighting schemes to enhance streets, squares, residential and commercial buildings, parks, promenades include improving quality of life and fostering a sense of civic pride in the surroundings.



3.3 Design layout has a strong role to play in connecting a development to the wider townscape, as well as the positioning of buildings and spaces within its boundaries. Landscape is intrinsic to the character of Poole and local distinctiveness. Natural and man-made landscape features provide the setting for development, and should be retained and enhanced. Trees contribute to the green infrastructure of Poole. Parks and open spaces with trees, connected by green routes comprising highway trees, trees growing on footpaths and cycle routes, in gardens adjoining highways and footpaths all contribute to this green infrastructure, to the benefit of residents and visitors.



3.4 Design is influenced by the strengths and constraints of a site or place and should work with them to enhance local distinctiveness, meeting objectives in the Core Strategy. The quality of design can be assessed objectively through the consideration of matters such as proportion, scale, enclosure and layout, all of which are measurable e.g. through assessment using the Building for Life national standard.



3.5 A need for design guidance has been identified in the Borough of Poole Characterisation Study (April 2010), going beyond the work done for the Poole Core Strategy. The Study provides a Borough-wide assessment of townscape and includes recommendations aimed at improving the quality of new development so that it respects and enhances local character. It has identified that over time, some development has contributed to a loss of identity and quality of the built environment, a trend that is continuing and which is seen as a threat to the unique character of Poole. A design policy, supported by an updated Design Supplementary Planning Document (SPD) and a number of specifically focused Local Area Design Statements (LADS), will provide the means to address this trend and together, will provide guidance on how areas, neighbourhoods and communities can be shaped and enhanced to protect and foster local distinctiveness.

3.6 Local Area Design Statements will be prepared in conjunction with key stakeholders and the local community. To help support the enhancement and delivery of better places the Council will produce Local Area Design Statements which will provide a design led vision and detailed guidance for communities and investors. Local Area Design Statements will provide a guidance on issues to include building height and mass, architectural character, frontage and landscape treatment and will be prepared for the following areas:-

- Parkstone Road - Civic Centre to Bolton House;
- Parkstone Road - Bolton House to Town Centre;
- Poole Road Area;
- Broadstone;
- Commercial Road/Ashley Cross;
- Bournemouth Road;
- Penn Hill Avenue
- Turlin Moor
- Blandford Road
- Alderney; and
- Area North of Towngate Bridge to include Barclays and neighbouring sites.

3.7 A Masterplan approach for Bournemouth University (BU) and Arts University Campus Bournemouth (AUCB) at Fern Barrow is being adopted, prepared in conjunction with key stakeholders and the local community.Design

## DM 1: Design

Poole Core Strategy policies PCS5 and PCS23 provide the locational and design context for development in the Borough. In considering how development responds to a local area's or site's specific constraints, proposals will be expected to demonstrate that they have responded to the following key elements:-

- i **Community Engagement** - The views of the community should be sought by engaging at the earliest possible stage in the development process.
- ii **Landscape and Topography** - Proposals should contain an assessment of the natural features of a place and include an analysis of the impact of development on topography, including trees, which can make a significant contribution to the setting or character of a site in terms of their value as a landscape feature or for screening and privacy.

The design solution should articulate how the following have been incorporated:-

- An assessment of the impact proposals will have on long and short range views into and out of a site, with particular regard to ridges, slopes and areas of high land, identified on the Proposals Map, to ensure that development does not become a dominant feature in the hillside or on the skyline;
- Natural features, particularly, mature trees and shrubs; Hard and soft landscaping to provide a robust setting for buildings with boundary treatment of an appropriate scale and size to the buildings and surrounding development and without the hard landscaping compromising the health and contribution from soft landscaping elements;
- Landscaping as useable outdoor space to enable and encourage activity and community cohesiveness; and
- New planting to support wildlife and thereby contribute to biodiversity.





**iii Trees** - Development proposals which result in the loss of protected or unprotected trees that make a significant contribution to the character of the area will be resisted.

An Arboricultural Method Statement will be required where there is a likely adverse impact on the health and wellbeing of the trees, either through the pressure to prune or fell or through excavation works which could harm the root systems. The Statement should set out the measures that will need to be taken to protect the health of the trees during the construction period and afterwards.

Any scheme that requires the removal of trees, whether protected or unprotected, should include for replacement trees, where appropriate, to mitigate their loss and be identified on a landscape plan.

**iv Layout and Connectivity** - Where appropriate, development will be expected to incorporate:-

- Pedestrian connections that are direct, safe, legible and accessible to all;
- Storage facilities for bicycles, powered two wheeled vehicles, buggies and wheelchairs as an integral part of the scheme; and
- Children's play space and amenity space for different age groups that is overlooked and is integral to the scheme design.

**v Protecting Amenity** - An assessment of the impact on neighbouring properties ensuring that:-

- a The physical relationship does not result in overbearing or oppressive development;
- b Sunlight and daylight to habitable rooms is maintained;
- c Overlooking does not result in the loss of privacy; and
- d Where emissions or other environmental nuisance such as noise, vibration and dust may occur, appropriate mitigation is provided to avoid or manage adverse impacts on, amongst others, air quality, contamination of soil and ground and surface water.
- e Within the Mannings Heath Existing Employment Area, proposals for the redevelopment of residential properties for Use Class B1 activities will be permitted provided that:-
  - Proposals do not result in the fragmentation of any terrace, row or group of dwellings; or
  - the development site is in an isolated position with no adjoining dwellings.

**vi Building for Life** - To raise the quality of residential development, proposals that include 10 or more dwellings will need to address the assessment criteria set out in the Building for Life Standard and achieve a minimum score of 'Good'.

**vii Public Art** - Public Art makes a significant contribution to the cultural and eventually historic legacy that development provides. Major development proposals and those in gateway locations will need to embed Public Art into their schemes. An artist should be commissioned at the earliest stages of development.

## The Historic Environment

3.8 Because of the nature of Poole and the relatively small number of designated heritage assets, locally designated assets have an enhanced importance. A local criterion based policy, which has been fully supported through public consultation, is considered to be extremely important to the conservation of the historic environment of Poole and to its residents. The valuable contribution that the historic environment makes to our cultural, social and economic life is recognised in nation planning policy which provides guidance in respect of a range of heritage assets which include:-

- Known and unknown archaeological sites and areas of archaeological significance;
- Buildings and other structures of Architectural and Artistic Interest;

- Designated Historic Assets: World heritage Sites, Scheduled Monuments, Listed Buildings, Protected Wreck Sites, Registered park and Gardens, Registered Battlefields or Conservation Areas;
- Heritage Assets: Locally Listed Buildings and other features;
- Historic landscapes, landscape features, ancient woodlands and trees, locally designated parks and gardens; unscheduled Ancient Monuments, locally designated artistic artefacts (Pottery Plaques etc);
- Street Furniture; and
- Historic suburbs.

3.9 We need to understand the past so that we can inform future development. Heritage is an important record of the past and the principle of sustainable development shows that we should be custodians of our heritage so that in meeting current needs and aspirations, this irreplaceable legacy and resource is retained for the benefit of future generations. Our heritage as an historic port, surrounded by a hinterland of local centres set within a highly valued historic landscape, provide links with the past and a firm basis upon which to base our vision for the future of Poole.

3.10 Over the period to 2026, Poole will experience significant growth, particularly in areas such as the Town Centre and the Regeneration Areas, where many of Poole’s most important heritage assets are located. The scale of planned development will have significant impacts on the historic environment and it will be important to ensure that the richness and diversity of Poole’s heritage assets continues to make a positive contribution to the areas’ character and local distinctiveness. Proposals for development within the public realm, such as transport related works, will need to be assessed where they would impact on heritage assets.

3.11 The council will maintain a list of Heritage Assets and will develop a Supplementary Planning Document (SPD) explaining how these assets will be treated. The list of Heritage Assets will be the subject of consultation with the public and updates will be undertaken on a regular basis.

## DM 2: Heritage Assets


Proposals affecting any Heritage Asset in Poole will be expected to:

- i demonstrate an understanding of the significance of the Asset and/or its setting by describing it in sufficient detail to determine its historic, archaeological, architectural or artistic interest to a level proportionate with its importance.

As a minimum this should be through reference to the Historic Environment Record (HER) and by a desk top analysis and reference to other documentation such as:-

- Map regression (changes to historic maps over time);
  - Borough of Poole Characterisation Study (April 2010);
  - Conservation Area Appraisal and Management Plans;
  - Poole’s List of Local Heritage Assets;
  - Heritage Assets Local List Supplementary Planning Document;
  - The Local History Centre; and
  - Any other research source to the Heritage Asset affected.
- ii Result in a heritage asset and its setting that is enhanced, better revealed and/or restored; and
  - iii justify any damage to an asset and demonstrate the overriding public benefits which would outweigh the damage to the asset or its setting. The greater the damage to the significance of the asset, the greater the justification and public benefit that will be required before the application will gain support; and



- 
- iv identify opportunities to mitigate or adapt to climate change and secure sustainable development through the re-use or adaptation of Heritage Assets, to minimise the consumption of building materials and energy and the generation of construction waste.


Where, as a result of implementing a consent, a new Heritage Asset is discovered, or the significance of an existing asset is amplified in a way that could not reasonably have been foreseen at the application stage, the developer will be expected to work with Planning and Regeneration Services to seek a solution that protects the significance of the new discovery, so far as is practical, within the existing scheme. Depending on the importance of the discovery, modifications to the scheme being implemented may be required.



## Shopping

3.12 Poole's shopping centres and retail parks are an integral part of daily life offering a diverse mix of uses, services, employment and leisure activities.

3.13 The Core Strategy sets out Poole's shopping hierarchy of centres, comprising the Town Centre as the principle shopping area in the Borough with a network of supporting Local Centres and other areas with shopping facilities.




3.14 The retailing strategy identified in the Core Strategy directs major retail and leisure development to the Town Centre to facilitate retail led regeneration in this part of the town. This strategy means that retail development elsewhere in the Borough should be managed so as to not undermine these plans. Therefore, retail growth elsewhere will need to be limited to levels which are appropriate to the location. As regards local centres, this allows a reasonable degree of flexibility as these have an important local community role and, generally, will serve a different purpose to the Town Centre, with little or no conflict. Even so, care will be needed to avoid, for example, a single excessively large retail outlet which risks competing with the Town Centre or undermining the healthy mix of functions within the local centre.




### Delivering the Retailing Strategy

3.15 To maintain the balance between the role and function of Poole's town and local centres, the Council will apply the sequential and impact assessments, as set out in Planning Policy Statement 4: Planning for Sustainable Economic Growth (PPS4), to new retail development where appropriate as well as assessing development against the location specific criteria set out in policy DM3.



3.16 The sequential assessment requires major retail, cultural and service development to be located in existing centres before considering less central sites. The aim is to minimise the need to travel, provide a diverse range of services in the one central location and make facilities accessible to all. This approach is intended to sustain and promote the retail led regeneration of the Town Centre.

3.17 The impact assessment sees proposals for retail related development assessed to ensure they would not detrimentally impact the function, vitality and viability of the Borough's hierarchy of centres. The impact assessment will be particularly relevant to edge of centre and out of centre proposals. In assessing vitality and viability consideration will be given to pedestrian flows, vacancy rates, numbers and range of facilities, quality of the urban environment and the general performance of the centre.



3.18 A criteria based policy for shopping will ensure the retail strategy will be managed, allowing the largest development to be directed towards the Town Centre, but also allowing flexibility for the market to respond to meeting needs in Local Centres and other areas of the Borough where opportunities arise.

3.19 A summary of the shopping hierarchy is as follows:-

## The Town Centre

3.20 Poole's Town Centre plays an important role as a sub-regional shopping centre. It is served by both the main railway and bus stations and the Dolphin Shopping Centre which provides facilities for people across the sub-region. Poole's Town Centre will be a focus for significant change with this area seeing the highest densities, the most intensive uses and greatest mix of uses as well as improving the overall vibrancy of the centre during both the daytime and evening. The Core Strategy includes Policies PCS10 and PCS12 which set out the detailed requirements for the scale and type of development sought to regenerate the Town Centre.

3.21 The type of uses considered appropriate for town centres are set out in Planning Policy Statement 4 and defined as retailing, leisure, entertainment, office, cultural and tourist facilities and hotels, all of which are typified by potential users benefiting from good accessibility by a choice of means of transport.

3.22 The Primary Shopping Area within the Town Centre is defined on the Proposals Map. The Primary Shopping Area's function is to provide a diversity of uses and include ideal locations for commercial premises requiring easy public access. Separate uses of upper floors of premises are common and development proposals should not prejudice their effective use.

3.23 Within the Primary Shopping Area is both the Primary and Secondary Retail Frontage, both of which are defined on the Proposals Map. The purpose of identifying the Primary Retail Frontage within the Town Centre is to provide a concentration of retail (A1 use class) uses in the central part of the Town Centre. This approach will maintain its attractiveness as an accessible shopping destination that contributes strongly to the vitality and viability of the Town Centre. The development management policy approach also allows for a proportionate amount of complementary non-A1 activities (such as food and drink outlets and financial services) that can support the vitality and viability of the Primary Retail Frontage. It will be important to manage the proportion of non-A1 uses in the Primary Retail Frontage to ensure that they support, and do not come to dominate, the predominantly A1 function of this area. Non A1 uses which are appropriate in the Primary Retail Frontage are banks, building societies and other financial services covered by A2 Use Class, A3 uses such as restaurants and cafes and some A4 and A5 uses which complement the function of the area and do not compromise the amenity of surrounding residents. Outside of A Use Class, other main town centre uses will usually be more appropriate in the Secondary Retail Frontage or elsewhere within the Town Centre boundary where a more diverse mix of uses is encouraged.

3.24 The Secondary Retail Frontage provides an important supporting role to the primary shopping frontage and comprises a wider range of town centre uses to enhance the overall vibrancy of the Town Centre.

3.25 Policy DM3 provides specific criteria for primary and secondary retail frontage setting out the type of uses and development management advice to maintain and enhance the overall vitality and viability of the Town Centre and its Primary Shopping Area.

## Local Centres

3.26 The Core Strategy identifies the location of key local centres in the Borough, such as Ashley Road, Ashley Cross and Broadstone, as performing a significant role due to the comprehensive range of facilities they offer. The remaining local centres are recognised as important in their role in meeting local needs. Of these, the local centres at Canford Heath, Creekmoor, Wallisdown and Hamworthy are identified as priorities for new investment and improvement.

3.27 The Local Centres play an important role in the Borough's retail hierarchy as well as acting as social centres and places of employment providing the function of convenience shopping and community facilities to a local area. The Local Centres in the Borough vary in size, with some having only a handful of units and others such as Upper Parkstone, Broadstone and Ashley Cross being





much larger centres. The character of the Local Centres across the Borough is different due to the historic development of the centres. This brings with it different issues to address within the different Local Centres.

3.28 The Local Centres are characterised by commercial properties fronting the highway. In the larger Local Centres the prevailing use is A1 retail with a more varied mix in the smaller centres providing a range of services and facilities to the local area. The Ashley Road Local Centre includes both a Primary and Secondary Retail Frontage where development proposals will be assessed in the same manner as the approach set out for managing the Primary and Secondary Retail Frontage in the Town Centre.



3.29 Development proposals for shopping and other town centre uses (including change of use) will need to demonstrate that the scale and type of development proposed is directly related to the role and function of the locality and the proposal will not have a significant adverse impact upon the vitality and viability of the town centre (or where appropriate, other Local Centres). Specific sites will also need to be accessible by walking, cycling and public transport.

3.30 A floorspace threshold up to 500 square metres is set as being broadly the maximum allowable in Local Centres before the Town Centre and Borough's retailing strategy is likely to be compromised. There may be circumstances where proposals in excess of 500 square metres will not adversely affect the retailing strategy but detailed evidence and information will be required to support such applications and that satisfy both the sequential and impact tests.



### Outside of Centres and Edge of Centres

3.31 There will be instances where small local shops and other town centre uses will be desirable outside the Borough's identified centres and retail hierarchy. Such proposals will be necessary to meet a local need which cannot be provided for in the Town or Local Centres and generally be accessible to local communities by walking, cycling or public transport.

3.32 A floorspace threshold up to 200 square metres is set as being broadly the maximum allowable in such location before the Town Centre and Borough's retailing strategy is likely to be compromised. There may be circumstances where proposals in excess of 200 square metres will not adversely affect the retailing strategy but detailed evidence and information will be required to support such applications and satisfy both the sequential and impact tests.



## DM 3: Shopping

### Key Principles

Proposals for shopping and other town centre uses (as defined in PPS4 or successor documents) which help deliver the Borough's retailing strategy will be permitted where:

- i. it accords with the relevant location specific criteria set out in DM3 (A - D);
- ii. it is clearly demonstrated that the scale and type of development is directly related to the role and function of the centre and/or its catchment area and does not undermine the Borough's retailing strategy;
- iii. it enhances, and does not detract from, the vitality and viability of the centre or other centres;
- iv. in Conservation Areas, it is clearly demonstrated how they are compatible with, and enhance, the surrounding character and appearance;
- v. in the instance of contributing positively to creating a vibrant and diverse evening economy in the Borough's hierarchy of centres, there is no adverse effect on surrounding residential amenity and local character. Where necessary, such proposals will be managed through planning conditions and the Council's Local Licensing Policy; and



- vi. there is a need to demonstrate sequential and impacts assessments, the planning application is accompanied by a detailed assessment to demonstrate how the proposal will not harm the Borough's retailing strategy and functionality of the hierarchy of centres.

## Primary and Secondary Retail Frontage

The boundaries of the Primary Retail Frontage and Secondary Retail Frontage in Poole Town Centre and Ashley Road Local Centre are defined on the Proposals Map. The following criteria apply to change of use and development in the Primary and Secondary Retail Frontages:

### A. Primary Retail Frontage

The Council will manage the Borough's Primary Retail Frontage by maintaining a balance between predominantly A1 use and supporting non A1 main town centre uses.

Proposals for non A1 uses will be permitted in the Primary Retail Frontage where it is demonstrated by the applicant that the use:

- i is appropriate for the Primary Retail Frontage;
- ii provides a service to shoppers;
- iii enhances the vitality, viability and diversity of the centre;
- iv will not result in an over-concentration of non A1 uses in the Primary Retail Frontage either individually or taken together with other non-A1 uses; and
- v will not harm the predominantly retail character of the Primary Retail Frontage

### B. Secondary Retail Frontage

#### i. Town Centre

Development in the Town Centre Secondary Retail Frontage on the Lower High Street between Lagland Street and the Quay will be assessed against Core Strategy policy PCS14.

The Town Centre Secondary Retail Frontage from North Street to Lagland Street will operate as a transition between the Primary Retail Frontage and the Lower Higher Street. Proposals for shopping and town centre uses as defined by PPS4 (or successor documents) in this area will be permitted where they maintain and enhance the vitality of the Secondary Retail Frontage. To support the transition to the Lower High Street, this can include some development and change of use which:

- Promotes the evening and daytime economy;
- Provides for creative industries and independent retailers that contribute to the overall vitality of the Town Centre;
- At first floor level, provides offices and residential uses.

Proposals in this area will need to be balanced with and not compromise the objectives of PCS14 or harm the predominantly retail character of the whole Town Centre Secondary Retail Frontage.

#### ii. Ashley Road

Proposals for shopping and town centre uses will be supported in the Ashley Road Secondary Retail Frontage where they provide a service to shoppers and do not harm the predominantly retail character of the Local Centre.





### C. Development and Change of Use in Local Centres

The boundaries of the Local Centres are defined on the Proposals Map. The following criteria apply for change of use and development in Local Centres:-

- i. Planning permission will be granted for A1 use up to 500 square metres net floorspace which support the role and function of the Local Centre; and
- ii. Planning permission will be granted for non-A1 uses up to 500 square metres net floorspace where it is demonstrated how the proposal supports and does not detract from the function, vitality and viability of the Local Centre.

### D. Development in Edge-of-Centre and Out-of-Centre Locations

Outside the town and local centres, change of use and development up to 200 square metres net floorspace for small scale local shopping and town centre uses (either as part of mixed use developments or in isolation) will be permitted where:-

- i. The proposal meets a local need and can be accessed in its catchment by walking, cycling and public transport; and
- ii. The sequential and impact assessments are satisfied setting out how proposals do not detract from the function, vitality and viability of the Borough's hierarchy of centres.




## The Coastal Zone

3.33 Poole Harbour, its beaches and coastline are renowned, and they make a compelling contribution to Poole's identity and distinctiveness. As well as providing a significant scenic feature, the coast is an important tourism and employment asset, a recreational resource and wildlife habitat home to European protected species.

3.34 PPS25 Supplement: Development and Coastal Change (March, 2010), lends support to the need to protect the coast whilst balancing competing demands upon it. At a local level Poole's Supplementary Planning Guidance (SPG) on Shoreline Character Areas identifies the special characteristics of the coast and the need to respect these. One such threat is rising sea levels and the risk of flooding, so Strategic Flood Risk Assessments Levels 1 and 2 help identify those areas under the greatest threat and the strategies for mitigating harmful impacts. Core Strategy policy PCS 29: Poole Harbour SPA and Ramsar Site, provides a policy to protect the Poole Harbour SPA and Ramsar site from development that would have a detrimental impact upon it (in part by the introduction of a Poole Harbour SPA European Site Management Scheme). Within this, it acknowledges the importance of the Habitat Regulations Assessment of Poole Bridge Regeneration Initiative SPG.

3.35 Poole's coast is also covered by the Two Bays Shoreline Management Plan (SMP), and this, together with the Poole Harbour Aquatic Management Plan 2006, currently being updated, will have to have regard to the Marine and Coastal Access Act 2009. The Environment Agency is currently preparing a Strategy Study Review to follow on from the SMP, and this endorses Poole's approach of "holding the line" for flood protection along its shoreline, with recent beach control structures (like groyne) and beach nourishment works. Poole's Flood Risk Management Strategy (FRMS) 2011 (undertaken by consultants' Royal Haskoning) informs the Delivering Poole's Infrastructure DPD with recommended flood risk management measures for the next 100 years.

3.36 These documents provide a robust basis upon which to inform future policies. Since development, particularly in the Regeneration Area, may impact upon the coastal zone and Harbour it is important that the policies support and protect the character of the coastal zone and have regard to the provisions of PCS 34 on Flood Risk.



## DM 4: Coastal Zone

Within the coastal zone, identified on the Proposals Map, development will be required to protect and enhance the features that contribute to the character and appearance of the shoreline and the coastal hinterland. Proposals will be resisted that would result in a detrimental impact upon the integrity and character of the coastline and would result in an adverse impact on the Heritage Coast of Purbeck or the Dorset Area of Outstanding Natural Beauty and the Poole Harbour SPA and Ramsar.

The coastal cliffs, coastal marine habitats, chines and maritime archaeology will be protected to respect their biodiversity, landscape character and social heritage value. The western edge of Poole Harbour falls within Dorset's AONB (Area of Outstanding Natural Beauty) where such protection is extended to include the need to ensure quiet enjoyment of the area and the conservation and enhancement of the natural beauty of the landscape.

### i. Beach Huts

Proposals for new beach huts and alterations to, or redevelopment of, existing beach huts should:-

- a. be sited, positioned and of a height and number so as not to be detrimental to the visual amenities of the coast line;
- b. not detract from views to and from the cliffs, the sea, the beach or chines;
- c. protect nature conservation features and European protected species;
- d. have regard to ground conditions in relation to ground stability and drainage; and
- e. retain and where possible improve public access to the beach.

### ii. Sandbanks Beachline

In the interests of local amenity, development will not be permitted within 25 metres of the landward edge of the Sandbanks Beachline, shown on the Proposals Map.

Forms of development exempt from this policy include minor ancillary structures such as boathouses (that are not more than one storey in height), shelters and slipways, and beach control structures (like groynes) and beach re-nourishment works.



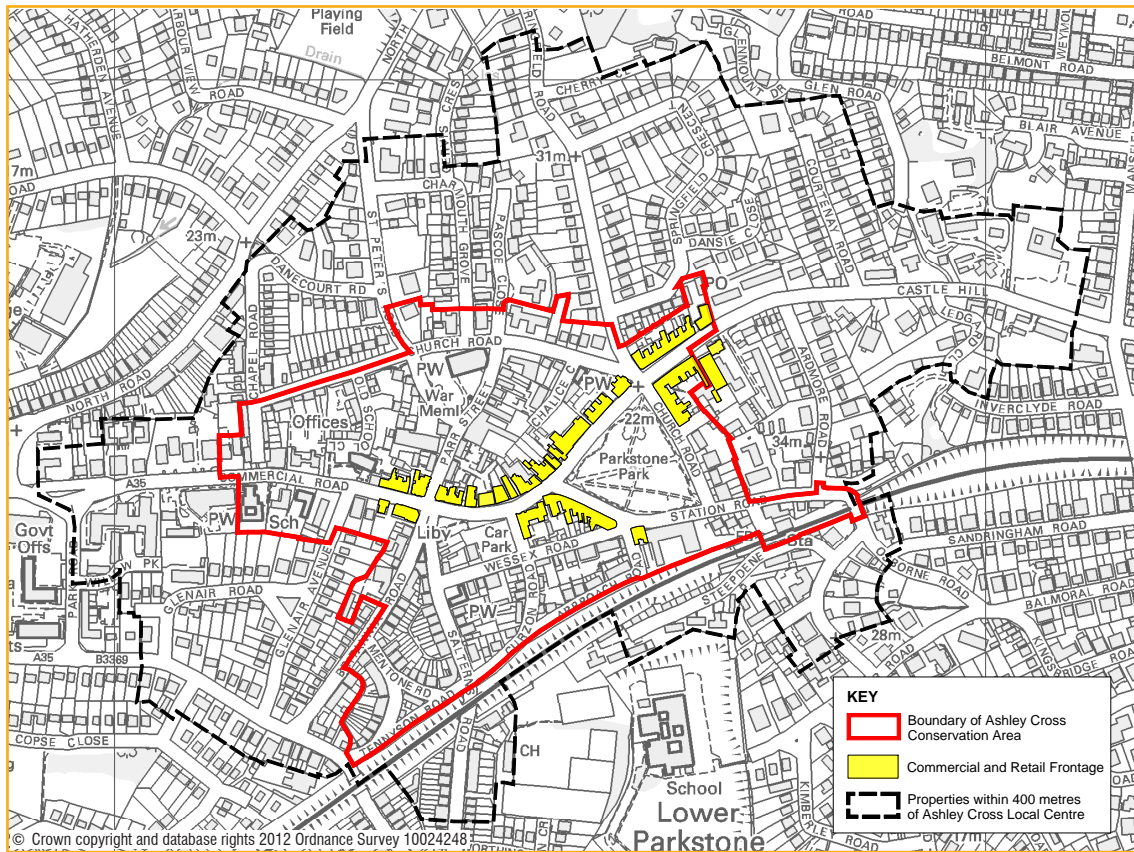
## Ashley Cross Local Centre

3.37 Ashley Cross is a vibrant local centre that displays a number of features that characterises its former village status. These include Parkstone Park, Parkstone railway station and the commercial and retail centre. The majority of these features fall within the designated Ashley Cross Conservation Area.

3.38 Ashley Cross Local Centre lies on the East-West Bournemouth-Poole (A35) Corridor, which is the subject of Core Strategy policy PCS 16. The policy identifies the A35 Corridor as a focus for new development, transport infrastructure investment and environmental enhancements. Ashley Cross is included in the list of accessible locations on the Corridor where the highest densities of development will be directed. The policy identifies priorities which include:-

- Improvements to public transport efficiency;
- Improvements to pedestrian and cyclist facilities to create safer and more attractive routes;
- Minimise and, where possible, reverse the adverse impact of traffic upon people as a consequence of noise, air pollution, safety or community severance;
- Environmental enhancements at key locations such as local centres, major junctions and public spaces.

## Ashley Cross Local Centre



3.39 In addition, Core Strategy policy PCS 23 - Local Distinctiveness, identifies the need for development proposals to exhibit high standards of design and to complement or enhance Poole's character, local identity and cultural vitality.

### SSA 1: Ashley Cross Local Centre


Ashley Cross Local Centre and the surrounding area will be the subject of a Local Area Design Statement (LADS) that will:-

- Provide a vision for the Ashley Cross Local Centre and surrounding area;
- Provide the framework that will guide future decisions relating to investment and the delivery of improvements; and
- Be prepared in conjunction with key stakeholders and the local community.

The LADS will address priorities that will include:-

- Improvements to the quality of the public realm;
- Reducing the impact of traffic and congestion on the character and function of the centre;
- Servicing of shops and commercial premises; and
- Ensuring that development proposals preserve or enhance the character and appearance of the Ashley Cross Conservation Area (designated 1987 and as amended August 1991) and respond to the provisions of policy DM 2: Heritage Assets.

Proposals for development within Ashley Cross Local Centre will be expected to address the criteria set out in Core Strategy policy PCS 23: Local Distinctiveness - sub-section D.

<b>Bournemouth and Poole College Playing Field, North Road</b>	
<b>Location</b>	The site lies to the south of Constitution Hill Viewpoint. It is bounded by North Road to the east and Cotes Avenue to the north and west. Properties situated on the northern side of Harbour View Road bound the site to the south.
<b>Site Description</b>	The majority of the site is a relatively level rough meadow, which is heavily screened on its steeply sloping northern and eastern sides by mature trees and shrubs.
<b>Site Area (ha)</b>	1.16
<b>Ward</b>	Parkstone
<b>Location Map</b>	
<b>Ownership</b>	The site is in the ownership of Bournemouth and Poole College of Further Education.
<b>Relevant Core Strategy Policies</b>	PCS 26: Delivering Locally Distinctive, Self-reliant Places PCS 28: Dorset Heaths International Designations
<b>Infrastructure Implications</b>	None



3.40 In Poole, opportunities for providing additional areas of public open space are limited. The former playing field at North Road, owned by Bournemouth and Poole College, provides such an opportunity.

3.41 The creation of this area of public open space will result an extension to the existing strategic green corridor of woodland and open space that extends from Constitution Hill Viewpoint through to Parkstone Heights. Its development will deliver uses complementary to the adjacent Constitution Hill Viewpoint public open space.

3.42 Whilst an option to provide new allotments on part of the site was promoted at Preferred Option stage, allotments are not considered to be suitable for this location due to poor ground drainage conditions and restricted access for vehicles.



## SSA 2: Bournemouth and Poole College Playing Field, North Road

The Bournemouth and Poole College playing field at North Road, is identified as a suitable location for the creation of public open space that could include the following elements:-


- Open grassland area;
- Creation of natural habitat, including a pond with associated drainage ditches, that supports and encourages biodiversity;
- Provision of a community orchard/edible garden; and
- Creation of 2 new pedestrian access points from North Road and Cotes Avenue.

The existing vehicular access to the east of 12a Harbour View Road, will be retained to provide access for grounds maintenance and emergency service vehicles.

Prior to any implementation, a Plan for the land will be developed with the local community.



## Minerals and Waste



3.43 Planning for minerals and waste in Dorset is undertaken jointly by Dorset County Council and the unitary authorities of the Borough of Poole and Bournemouth Borough Council as minerals and waste planning authorities and are each responsible for all aspects of land-use planning in connection with mineral working and the handling, processing and disposal of waste. The Development Plans that provide current planning policy for minerals and waste covering Poole consists of:-


- Dorset Minerals and Waste Local Plan (Adopted 12 April 1999); and
- Bournemouth, Dorset and Poole Waste Local Plan (Adopted 30 June 2006).

3.44 The policies in the 1999 plan relating to waste have been superseded by policies contained in the Bournemouth, Dorset and Poole Waste Local Plan.




## Minerals

3.45 The Dorset Minerals and Waste Local Plan (Adopted April 1999), is the current development plan document for minerals development planning within Dorset and the unitary authorities of Poole and Bournemouth. Since the adoption of the Bournemouth, Dorset and Poole Waste Local Plan, this document now provides guidance on minerals planning only.



3.46 Future planning for minerals will be provided by the Bournemouth, Dorset and Poole Minerals Core Strategy and Minerals Site Allocations documents. A Draft Minerals Core Strategy which sets out the policies for the future quarrying of stone, sand and gravel, ball clay and other minerals, was the subject of public consultation in the later part of 2010.

3.47 From a Poole perspective, the Draft Minerals Core Strategy identifies:-

- Minerals Safeguarding Areas – identification of mineral resources that are to be safeguarded based on British Geological Survey mapping which has been amended to exclude:-
    - Previous and current workings, together with permitted but not yet worked sites; and
    - Urban areas.
  - Safeguarding minerals facilities and other related development e.g. aggregates rail depots (Hamworthy) and wharves (aggregates wharf, Poole Port and Port rail link), roadstone coating plants and concrete batching plants.
- 

3.48 A Minerals Site Allocations document, identifying sites for the future extraction of minerals will be prepared after the Minerals Core Strategy.

## Waste

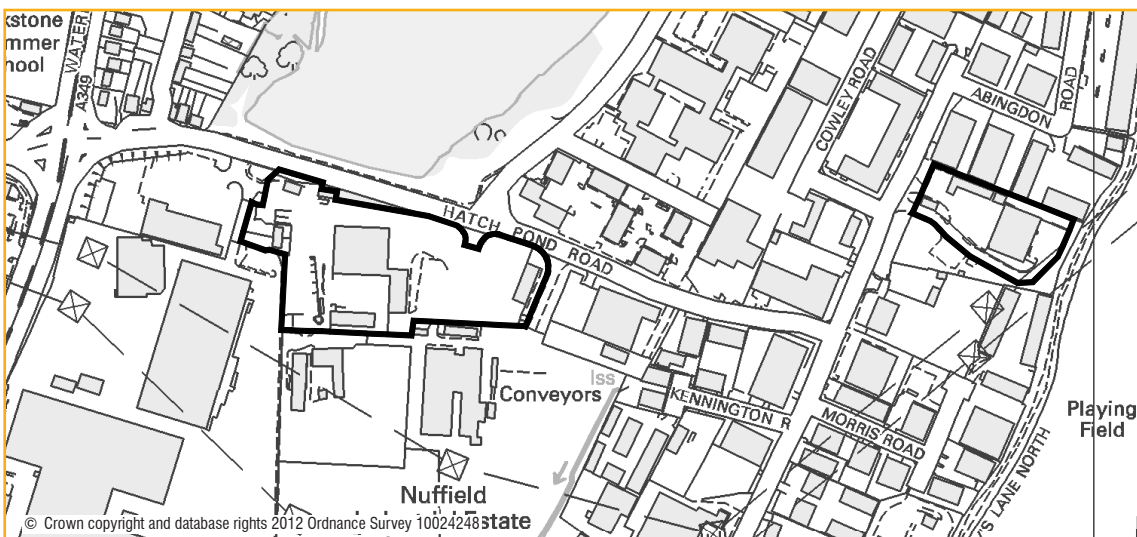
3.49 The Bournemouth, Dorset and Poole Waste Local Plan (Adopted 30 June 2006), provides the policy framework for the three waste planning authorities of Dorset in considering waste planning applications. As of 30th June 2009, all but six policies within the Waste Local Plan were saved until replaced by new waste development plan documents.

3.50 The Waste Local Plan contains a Schedule of Preferred Sites for the recovery and treatment of waste. The following table identifies the three sites that fall within Poole and the potential uses on each site.

Site No.	Location	Potential Use(s)
6	Hatch Pond Depot, Hatch Pond Road	<ul style="list-style-type: none"> <li>• Thermal treatment with energy recovery.</li> <li>• Materials Recovery Facility (MRF).</li> <li>• Transfer of municipal waste.</li> </ul>
7	Civic Amenity Site, Nuffield Road	<ul style="list-style-type: none"> <li>• Materials Recovery Facility (MRF).</li> <li>• Transfer of municipal waste.</li> </ul>
10	Site Control Centre, Canford Magna	<ul style="list-style-type: none"> <li>• Existing permission for in-vessel composting.</li> <li>• Aggregates Recycling (Existing operations capable of expansion)</li> </ul>

3.51 These Preferred Sites have been included on the Proposals Map.

### Allocated Waste Sites - Nuffield Industrial Estate

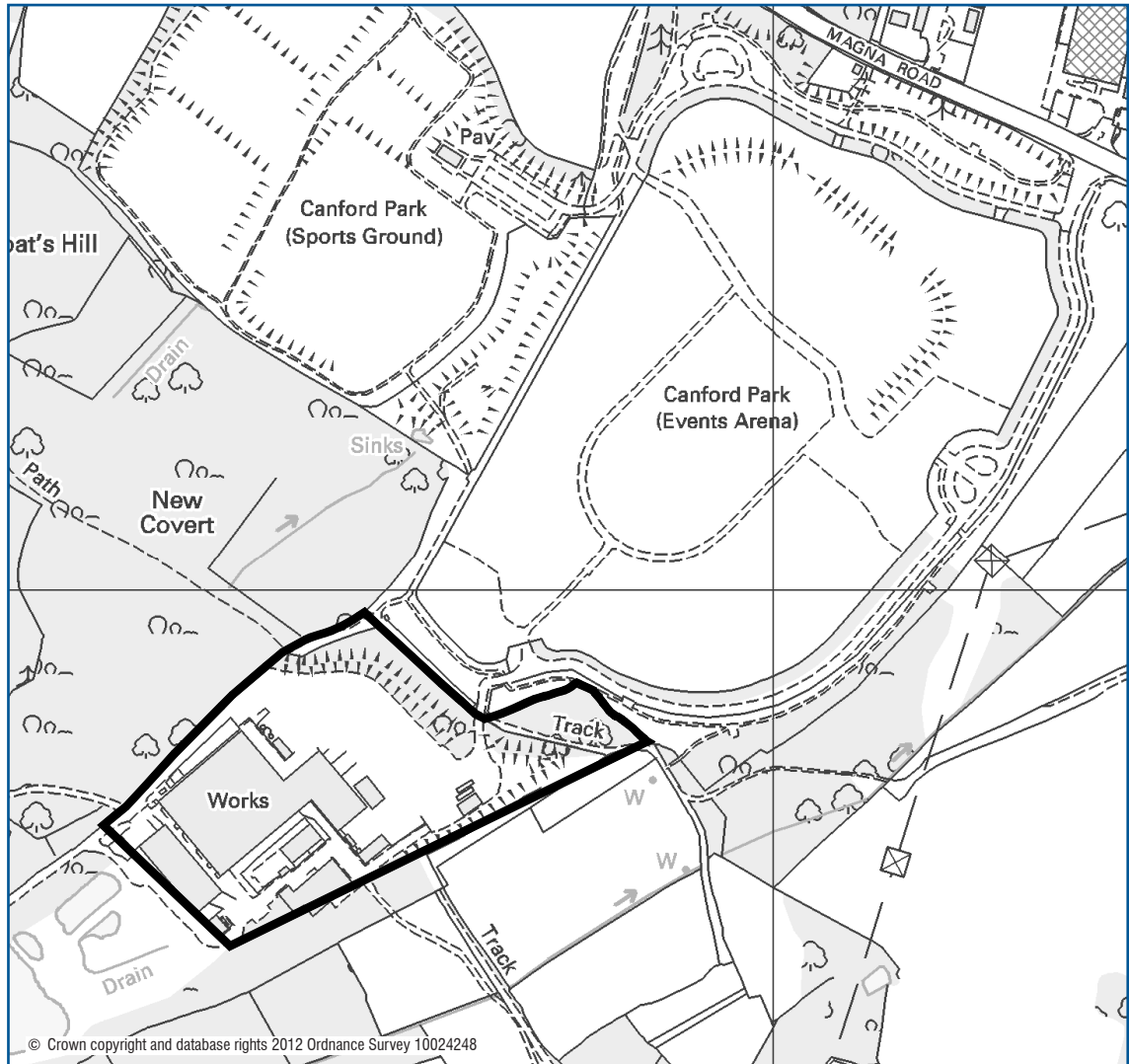




## Site Control Centre south of Magna Road

3.52 The Site Control Centre south of Magna Road is also the subject of a site specific allocation - policy SSA 26: Major Developed Sites in the Green Belt and its supporting text provides full details of the allocation relating to this site

### Allocated Waste Site - Site Control Centre south of Magna Road



# 4 Realising Poole's Economic Potential

## Tourism and the Evening Economy

4.1 'A Tourism Strategy for Poole, 2006-2015' describes Poole as "a hugely successful tourism destination." Poole's popularity as a tourism destination is primarily due to the diverse range of both natural and built attractions that it provides.

4.2 Poole Harbour has stunning natural scenery and provides a superb arena for water based activities. Poole's beaches are held in high regard due to their quality and cleanliness.

4.3 The Town Centre is a key focus for tourism due to its strong heritage offer, characterised by the historic Quay and Old Town, and shopping facilities centred around the Dolphin Shopping Centre and High Street.

4.4 Poole also has a number of internationally important habitats covering heathland areas and Poole Harbour, all of which need to be protected and carefully managed. Tourism can have a positive impact on the protection of the environment by ensuring that visitors are managed and controlled in a sensitive and sustainable manner. However, it is recognised that tourism can adversely impact on internationally important habitats and there will be a need to safeguard such assets from harm.

4.5 Planning for tourism at a national level recognises that tourism, in all its forms, is of crucial importance to the economic, social and environmental well-being of the economy.

4.6 From an economic perspective, tourism makes a major contribution to the economy of Poole through the generation of wealth, provision of employment opportunities and economic development. In 2008, an estimated 5,500 people were employed in tourism-related jobs (ONS: 2009) in Poole. The Multi-Area Agreement for Bournemouth, Dorset and Poole states that "tourism remains a vital sector across the sub-region". The importance of tourism is also recognised in the Regional Economic Strategy for South West England 2006-2015, where it is identified as a priority sector.

4.7 The Core Strategy recognises Poole's potential as a tourist destination and the importance of a successful tourism industry can play a significant role in delivering stated outcomes of the Core Strategy, by contributing towards the creation of a distinctive, attractive and safe urban environment and in providing jobs in a sustainable way which protects the natural environment. It can also assist the ability of the natural environment to adjust to climate change.

## The Evening Economy

4.8 The late opening of shops and facilities in the town centre and the addition of new leisure, cultural, educational, commercial and recreational facilities can improve the variety of uses to encourage a wider section of the community to use these facilities. The Evening Economy contributes to a number of strategic objectives in the Core Strategy, to Revitalise the Town Centre and to Create Locally Distinctive and Self Reliant Places. There is an expectation that the tourism 'offer' will include a diverse variety of places to visit during the evening. The tourism offer can improve community safety by ensuring that public spaces are used in the evening and offers a greater perception of safety for residents and visitors. The evening economy complements the daytime economy by ensuring that an appropriate mix of uses offers vitality and viability to the Town and Local Centres. Poole's Cultural Quarter contains a network of venues that stretches from the Lighthouse in the north of the town centre, to the Quay in the south.





## Tourist Accommodation

4.9 Poole continues to experience interest from commercial hotel operators for the location of new hotel development in Poole, which suggests that Poole has additional capacity for this form of tourist accommodation.

4.10 Hotels and guest houses form an integral part of Poole's tourism offer, particularly as a part of the landscape of Poole's beaches and chimes. They are considered to be a strong draw for visitors and a key part of the 'tourism product' of Poole. Their loss to other forms of development could harm Poole's tourist offer. Similarly, the loss of other smaller forms of tourist accommodation i.e. guest houses, to other forms of residential accommodation, particularly during rises in house prices, is also considered to be harmful to the tourist economy of Poole.



## Poole's Main Tourist Areas and Attractions

4.11 The Poole Local Plan First Alteration identifies two tourism zones centred on the main tourist areas of The Quay/Old Town/High Street/Dolphin Centre/Poole Park and Sandbanks. The Tourism Strategy for Poole is currently being reviewed and these two areas will be given prominence in the emerging strategy document.

4.12 Poole's Tourist Attractions, identified on the Proposals Map, provide a range of opportunities for visitors and residents to enjoy their unique qualities and provide employment in the hospitality market. The main areas are; Rockley Park on the edge of the Poole Harbour, dominating the self-catering market in Poole as a high quality family holiday destination for UK based visitors. Tower Park, a leisure and entertainments centre with family orientated facilities with an important role in supporting the other tourist attractions by providing a range of year round activities. Compton Acres and Poole Park, both large historic parks with wonderful, distinctive gardens for families to enjoy, contributing to the prestigious and attractive range of destinations in Poole.



## DM 5: Tourism and the Evening Economy

Development that supports growth and generates employment opportunities in Poole's tourism sector will be encouraged in accordance with the following:-

### A. The Evening Economy

Proposals that add vitality and viability to the existing evening time economies of the town and major local centres will be permitted, provided that:-

- i. Applications to extend the opening hours of licensed premises will not adversely affect residential amenities in terms of noise, light and other emissions.
- ii. Proposals that require an alcohol licence are the subject of consultation with Environmental & Consumer Protection Services and with the Borough's of Poole Licensing Strategy 2011.
- iii. Tables and chairs on the highway and associated paraphernalia will be permitted provided that they are sited where they:-
  - Are designed to enhance local context;
  - Will not hinder pedestrian movement;
  - Are removed from the Highway outside of opening hours; and
  - Appropriate planning conditions are imposed.

### B. Tourist Accommodation

#### i. New Hotels

Proposals for new hotel accommodation on sites in addition to those identified in the Core Strategy will be supported provided that:-



- a. Such development is proposed in accessible locations such as Poole town centre, the Regeneration Area sites, sites adjacent to junctions on the local highway network or within the Tourism Zones identified on the Proposals Map or in close proximity to Poole's beaches and chimes;
- b. Such development would not have an adverse impact on the character, amenity and function of adjoining sites and the surrounding area; and
- c. Development proposals are supported by an appropriate analysis of capacity and demand for such accommodation.

ii. **Existing Tourist Accommodation**

Proposals that would result in the loss of hotel or small scale tourist accommodation e.g. guest houses, bed & breakfast establishments, will be resisted unless:-

- a. It is clearly demonstrated that such a use is no longer financially viable; and
- b. It can be demonstrated that the loss of such accommodation due to its location or quality, either individually or cumulatively, would not reduce the stock of such accommodation to a point where it would harm Poole's tourism offer.

**C. Tourist Attractions**

Development proposals within existing tourist attractions, identified on the Proposals Map, will be permitted provided that they support high quality, well designed new or improved facilities that complement the primary use, provided that environmental, visual and strategic objectives are safeguarded. In addition, at the following tourist attractions, proposals for development, redevelopment or upgrade of existing facilities will be expected to adhere to the following criteria:-

i. **Rockley Park**

- Incorporate landscaping appropriate to its sensitive coastal environment;
- Protect the adjoining Ham Common SSSI, SPA, SAC, Ramsar and LNR;
- Retain the integrity of Poole Harbour Special Protection Area and Ramsar and not lead to a direct or indirect adverse effect upon the SPA in accordance with Core Strategy policy PCS 29;
- Not result in an adverse impact on the character and appearance of the wider landscape of the Heritage Coast of Purbeck and the Dorset Area of Outstanding Natural Beauty;
- Safeguards the adjoining Site of Nature Conservation Interest and its protected species.

ii. **Tower Park**

- Demonstrate that opportunities for sustainable travel for employees and visitors have been explored in accordance with the provisions of DM 8: Demand Management and the Parking & Highway Layout in Development SPD and Travel Plan SPD.
- Opportunities are taken to improve the public realm in accordance with the emerging Public Realm Strategy and to incorporate facilities to encourage uptake of cycling, improve health and well-being and contribute to improving the network of green corridors linking to residential areas in accordance with DM 9: Green Infrastructure and Biodiversity.





iii. **The Quay** - Development will be permitted where:-

- Proposed retail development supports the tourism offer of the Quay and complements Town Centre shopping facilities;
- It contributes to a greater diversity of family centred attractions or cultural facilities;
- It enhances the appearance of the public realm;
- It accords with the provisions of the Borough of Poole Licensing Strategy adopted 2011; and
- It does not undermine the special character of the Quay Conservation Area.

**D. Tourism Zones**

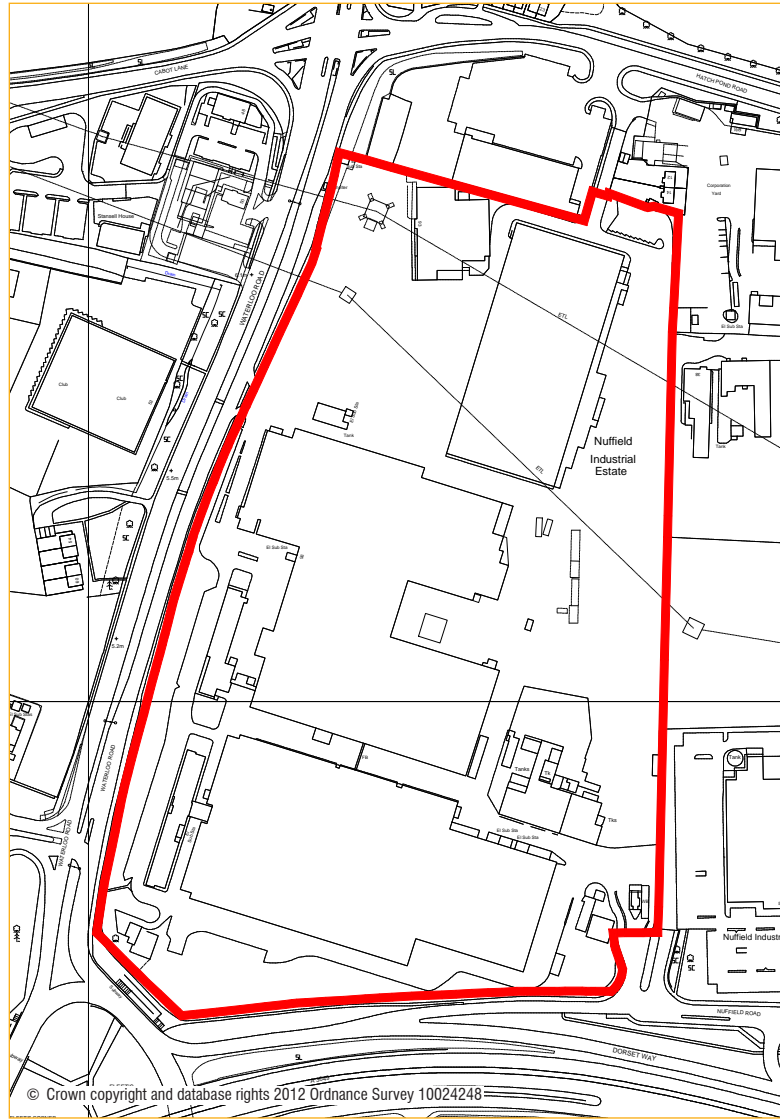
Within Poole's Tourism Zones, identified on the Proposals Map, development will be permitted on condition that supporting documentation demonstrates that it is compatible with tourism uses.

**Fleets Corner and Sopers Lane**

<b>Location</b>	<p><b>Fleets Corner</b></p> <p>The site forms the western extent of the Nuffield Industrial Estate and is located to the north-east of the Fleets Corner Roundabout, a major junction on the A3049 Dorset Way which adjoins the site to the south, the A349 Waterloo Road to the west and Hatch Pond Road to the north.</p> <p><b>Sopers Lane</b></p> <p>The site is located at the western end of Sopers Lane which forms its northern boundary. York Road defines the western boundary and Broadstone Way, which is separated from the site by a buffer strip of land, lies to the south</p>
<b>Site Description</b>	<p><b>Fleets Corner</b></p> <p>Large, relatively level site with an extensive frontage to Waterloo Road, containing a number of substantial industrial and office buildings covering a significant proportion of the site.</p> <p>Accommodation on the southern section of the site is under-used/vacant, although some space has been let for warehousing/storage on short term leases. Access to the southern area is gained via Nuffield Road.</p> <p>The northern section of the site is occupied by Hamworthy Combustion and the Marine Skills Centre, both of which are accessed off of Hatch Pond Road.</p> <p><b>Sopers Lane</b></p> <p>Large site containing a substantial vacant industrial building dating back to WWII and formerly part of the adjoining Siemens site to the east. The building at the western end of the site, formerly occupied by Poole Pottery, was demolished in early 2008, together with a small number of other ancillary buildings on the southern area of the site.</p>
<b>Site Area (ha)</b>	<p><b>Fleets Corner</b> - 6.25 (11 hectares total site area)</p> <p><b>Sopers Lane</b> - 4.80</p>
<b>Ward</b>	<p><b>Fleets Corner</b> - Canford Heath West</p> <p><b>Sopers Lane</b> - Creekmoor</p>

# Location Map

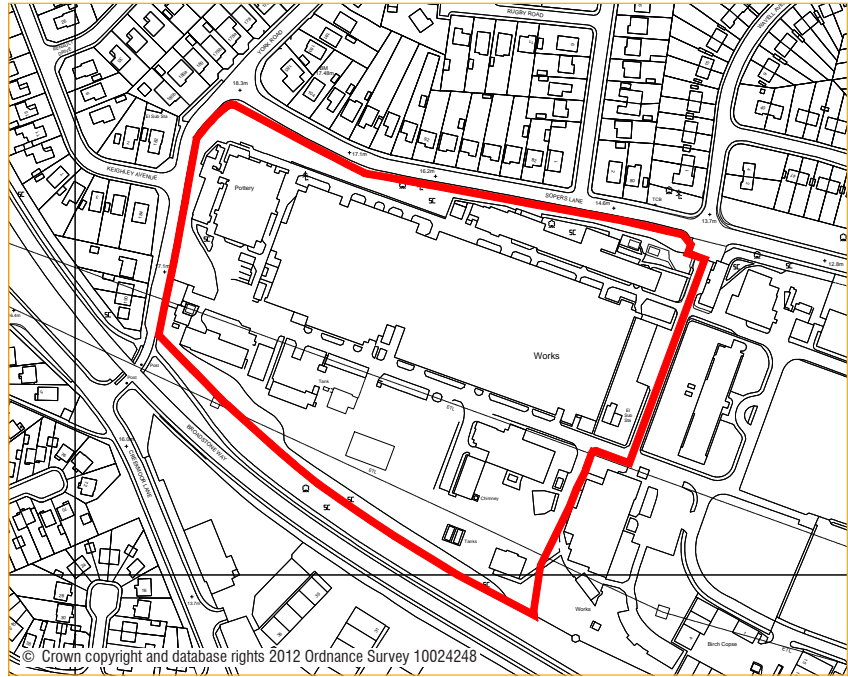
## Fleets Corner





**Location Map**

**Sopers Lane**



**Ownership**

**Fleets Corner**

The Fleets Corner site is currently owned XLB Property Ltd., a company specialising in commercial property investment and development.

**Sopers Lane**

Metnor (Sopers Lane) Ltd own the former Poole Pottery land at the western end of the site extending to approximately 0.94 hectares in area, with the remainder owned by Bridge Properties.

**Relevant Core Strategy Policies**

- PCS 1 – Principal Locations for Economic Development
- PCS 2 – Existing Employment Areas
- PCS 15 – Access and Movement
- PCS 20 – Accessible and Inclusive Places
- PCS 21 – LAA Outcomes and Target Areas
- PCS 23 – Local Distinctiveness
- PCS 24 – Design and Access Statements
- PCS 26 – Delivering Locally Distinctive, Self-reliant Places
- PCS 27 – Safer Communities
- PCS 31 – Sustainable Energy – General
- PCS 33 – Environmental Performance of Commercial Buildings
- PCS 35 – Energy and Resource Statements
- PCS 37 – The Role of Developer Contributions in Shaping Places

**Infrastructure Implications**

**Fleets Corner**

Development proposals will:-

- Where necessary, provide a Flood Risk Assessment which identifies any necessary adaptation and mitigation measures to avoid the risk of harm from flooding, as required by Core Strategy policy PCS 34 - Flood Risk.
- Make an appropriate contribution towards improvements to the Strategic Highway Network.

**Sopers Lane**

Development will be expected to:-

- Make an appropriate contribution towards improvements to the Strategic Highway Network.

4.13 Fleets Corner and Sopers Lane, with a combined area of approximately 11.0 hectares (approximately 15.8 hectares if northern extent of Fleets Corner site is included), are sites identified in the Core Strategy (Policy PCS1) that are of strategic significance to Poole and provide the opportunity to bring forward substantial areas of previously developed land that have the potential for intensification and redevelopment.

### Fleets Corner

4.14 With a total site area of approximately 11 hectares, Fleets Corner is strategically located on a major junction between the main north-south (A31-Poole) and east-west (A35) links and is within easy reach of the Town Centre and the Port of Poole. The site has the potential to deliver employment opportunities in a number of identified key growth sectors.

### Sopers Lane

4.15 The Sopers Lane site is well located in relation to the main highway network and similar to Fleets Corner is within easy reach of Town Centre and the Port of Poole. The site provides an opportunity for comprehensive redevelopment that could accommodate businesses in a number of key growth sectors.

### The Core Strategy

4.16 Core Strategy policy PCS1 – Principal Locations for Economic Investment identify suitable employment uses for land at Fleets Corner and Sopers Lane as:-

- Comprehensive rationalisation/redevelopment to deliver employment opportunities in relation to the priority sectors identified in the Regional Economic Strategy for South West England and other employment generating sectors.

4.17 This statement was qualified by footnotes as follows:-

- Regional Economic Strategy priority sectors - advanced engineering; ICT; marine; food and drink; creative industries; environmental technologies and bio-medical.
- Other employment generating sectors will be those which are suited to existing employment areas in accordance with Core Strategy policy PCS 2 – Existing Employment Areas.

4.18 The RES identifies the sector approach to development based on The Regional Development Agency priority sectors for specific intervention, those referred to in footnote 1 of Core Strategy Policy PCS1. The RES also draws on the Learning and Skills Council priorities. These differ from the RDA's as they focus on improving skills and the operation of an efficient labour market. These do not directly have a land supply or use requirement as this is a common goal across the employment sector whereas the RDA priority sectors do have a direct land use implication, informing Poole's economic strategy which in turn informs the spatial planning framework articulated through Poole's LDF.



### SSA 3: Fleets Corner and Sopers Lane

Fleets Corner and Sopers Lane are sites considered suitable for comprehensive rationalisation/redevelopment to deliver employment opportunities in accordance with relevant Core Strategy employment policies, subject to the following:-

#### Fleets Corner and Sopers Lane

- i. Proposals will be required to provide an assessment of the impact that development will have on the safe and efficient operation of the strategic highway network and will only be permitted provided that:-
  - highway infrastructure improvements are delivered that are required to make the scheme acceptable; and
  - measures are adopted to reduce trips by private car through the implementation of a Travel Plan, particularly to encourage uptake of walking and cycling to the site and which includes the provision of staff shower and locker facilities.
- ii. As a consequence of past operations/processes on the Fleets Corner and Sopers Lane sites, there will be a need to establish the presence and nature of any potential ground contamination that could adversely impact on the environment or human health. If it is established that potentially harmful substances are present, appropriate remediation measures will be required to avoid risk from contaminants or gases as a result of development.
- iii. Redevelopment proposals will be expected to incorporate energy efficiency and renewable energy measures in line with Core Strategy policies PCS 31 - Sustainable Energy - General; PCS 33 - Environmental Performance of Commercial Buildings and be accompanied by an Energy Resources Statement as required by Core Strategy policy PCS 35 - Energy Resources Statements.

#### Fleets Corner

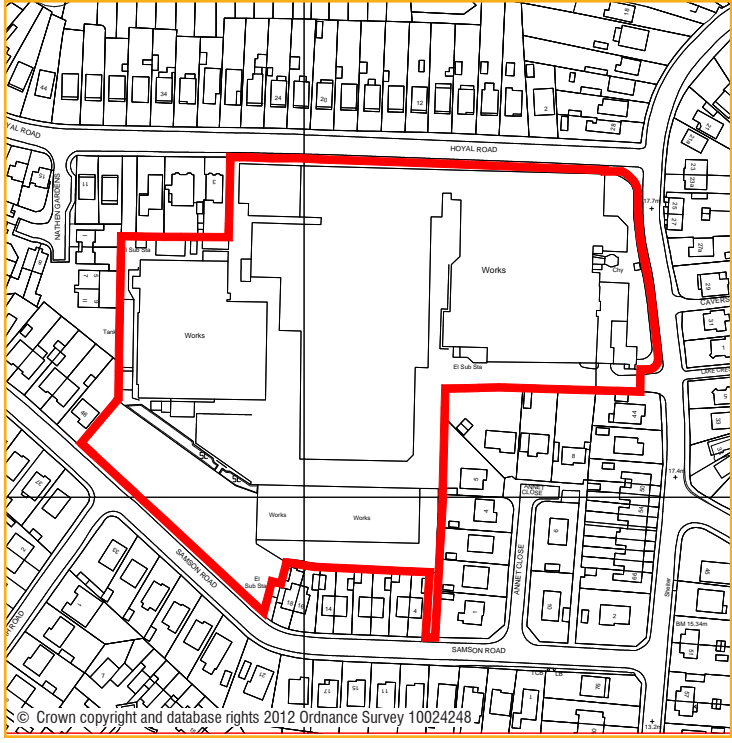
- iv. Within areas of the site identified on Environment Agency maps as being at risk from flooding, any proposals for development will be expected to adopt the approach to flood risk assessment and adaptation/mitigation set out in Core Strategy policy PCS 34 – Flood Risk.

#### Sopers Lane

- v. Proposals for development provide appropriate site access/egress arrangements to ensure that highway safety is not adversely impacted; and
- vi. Any development proposals make due allowance for the presence of overhead power lines across the site either through:-
  - securing arrangements to bury the overhead power lines underground; or
  - ensuring that the site layout and design provides the required safe clearance distance between power lines and any proposed buildings/structures.



## Crown Closures Ltd., Lake Road

<b>Location</b>	The site is located in Lake Road and retains significant frontages to Hoyal Road and Samson Road. An isolated employment site within easy reach of Hamworthy Local Centre and main highway route (B3068).
<b>Site Description</b>	A substantial isolated employment site in Hamworthy extensively covered by a range of existing industrial buildings. The envelope of the buildings is wrapped tightly around Hoyal Road and Samson Road. The majority of the buildings are accessed from a central area within the site off the vehicular access from Lake Road, resulting in some blank, inactive frontages in the streetscene. Surrounding development is comprised primarily of detached bungalows.
<b>Site Area (ha)</b>	2.92
<b>Ward</b>	Hamworthy West
<b>Location Map</b>	 <p>© Crown copyright and database rights 2012 Ordnance Survey 10024248</p>
<b>Ownership</b>	The site is in the ownership of Crown Closures UK Ltd.
<b>Relevant Core Strategy Policies</b>	<p>PCS 4: Isolated Employment Sites</p> <p>PCS 7: Care Homes</p> <p>PCS 15: Access and Movement</p> <p>PCS 17: The A3049 East-West Corridor</p> <p>PCS 20: Accessible and Inclusive Places</p> <p>PCS 21: LAA Outcomes and Target Areas</p> <p>PCS 23: Local Distinctiveness</p> <p>PCS 24: Design and Access Statements</p> <p>PCS 26: Delivering Locally Distinctive, Self-reliant Places</p> <p>PCS 27: Safer Communities</p> <p>PCS 28: Dorset Heaths International Designations</p> <p>PCS 31: Sustainable Energy – General</p> <p>PCS 33: Environmental Performance of Commercial Buildings</p> <p>PCS 35: Energy and Resource Statements</p>
<b>Infrastructure Implications</b>	None





4.18 The Crown Closures Ltd site is an isolated employment site, currently in active use and surrounded by residential development of an approximate density of 25-30 dwellings per hectare. Isolated employment sites are subject to the provisions of Core Strategy policy PCS 4, which promotes a sequential approach to re-use or redevelopment.

4.19 The decline of the employment use on the site provides an opportunity for redevelopment, following any future relocation of the current operation to a smaller site more suited to its needs.



#### SSA 4: Crown Closures Ltd., Lake Road

In the event that the Crown Closures Ltd. site in Lake Road becomes vacant, the consideration of future use(s) on the site will be subject to the sequential tests set out in Core Strategy policy PCS4: Isolated Employment Sites.

Where it can be demonstrated that the site is no longer suited or viable for activities falling wholly within the B1, B2 or B8 Use Classes, development incorporating a mix of uses that reflects the sequential approach set out in PCS4 would be appropriate and could include:-

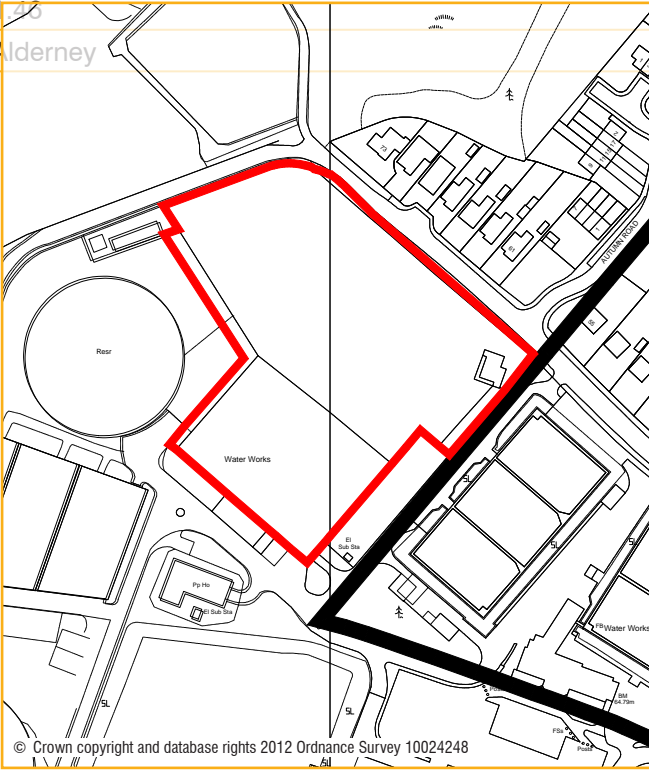
- Small scale starter business units limited to B1 and B8 uses.
- A nursing/care home facility delivering a minimum of 50 bed spaces.
- Residential development of a scale and form appropriate to the location.
- Allotments.

Provided that:-

- i. A comprehensive approach is taken to redevelopment;
- ii. As a consequence of past operations on the site, the presence and nature of any potential ground contamination is established that could adversely impact on the environment or human health. If it is established that potentially harmful substances are present, appropriate remediation measures will be required to avoid risk from contaminants or gases as a result of development;
- iii. The scope and extent of any necessary water capacity improvements required as a consequence of redevelopment are identified; and
- iv. Opportunities are identified as part of any redevelopment to:-
  - improve footpath and cycleway links;
  - promote sustainable travel options; and
  - contribute to green infrastructure priorities through the provision of allotments or a community garden.



## Land at Sembcorp Bournemouth Water Ltd., Water Treatment Works, Francis Avenue

<b>Location</b>	The site lies to the southern side of Francis Avenue at its north western end. There is a footpath at the head of the site with direct pedestrian access onto Knighton Heath. The area is mixed in character, with the northern side of Francis Avenue being predominantly residential and characterised by single detached dwellings, with a small group of industrial buildings located towards the south eastern end. The Sembcorp Bournemouth Water Ltd., Water Treatment Works site runs the entire length of Francis Avenue on its southern side, although it is substantially screened by mature trees and shrubs along much of this boundary, although a small section has been removed to accommodate a new access road into the sit
<b>Site Description</b>	The land forms part of the Alderney Water Treatment Works site. The majority of the site was formerly used as a sports ground with clubhouse (still present). It has lain vacant for many years and is currently used for the storage of construction/infrastructure materials relating to the water services industry.
<b>Site Area (ha)</b>	1.25
<b>Ward</b>	Alderney
<b>Location Map</b>	
<b>Ownership</b>	The site is in the ownership of Sembcorp Bournemouth Water Ltd.





<b>Relevant Core Strategy Policies</b>	PCS 4: Isolated Employment Sites PCS 15: Access and Movement PCS 17: The A3049 East-West Corridor PCS 20: Accessible and Inclusive Places PCS 21: LAA Outcomes and Target Areas PCS 23: Local Distinctiveness PCS 24: Design and Access Statements PCS 26: Delivering Locally Distinctive, Self-reliant Places PCS 27: Safer Communities PCS 28: Dorset Heaths International Designations PCS 31: Sustainable Energy – General PCS 33: Environmental Performance of Commercial Buildings PCS 35: Energy and Resource Statements
<b>Infrastructure Implications</b>	Draft LTP3 identifies a programme of junction improvements to meet the projected growth of traffic. The junction of Wallisdown Road with Ringwood Road is planned to be improved between 2011-2014 and is noted in Policy DM 8 Accessibility and Safety.

4.20 The site currently forms part of the Sembcorp Bournemouth Water Ltd., Water Treatment Works site at Francis Avenue. The site has been the subject of two outline planning applications in recent years, both for the development of the site for B1/B8 employment units and both of which were subsequently withdrawn.

4.21 The site lies within 400 metres of the internationally designated heathland habitat of Canford Heath.

### SSA 5: Land at Sembcorp Bournemouth Water Ltd., Water Treatment Works, Francis Avenue

Land at Sembcorp Bournemouth Water Ltd., Water Treatment Works, Francis Avenue is identified as a suitable location for development delivering employment opportunities which could include:-

- A health/medical facility; or
- Industrial units falling within Use Classes B1 and/or B8.

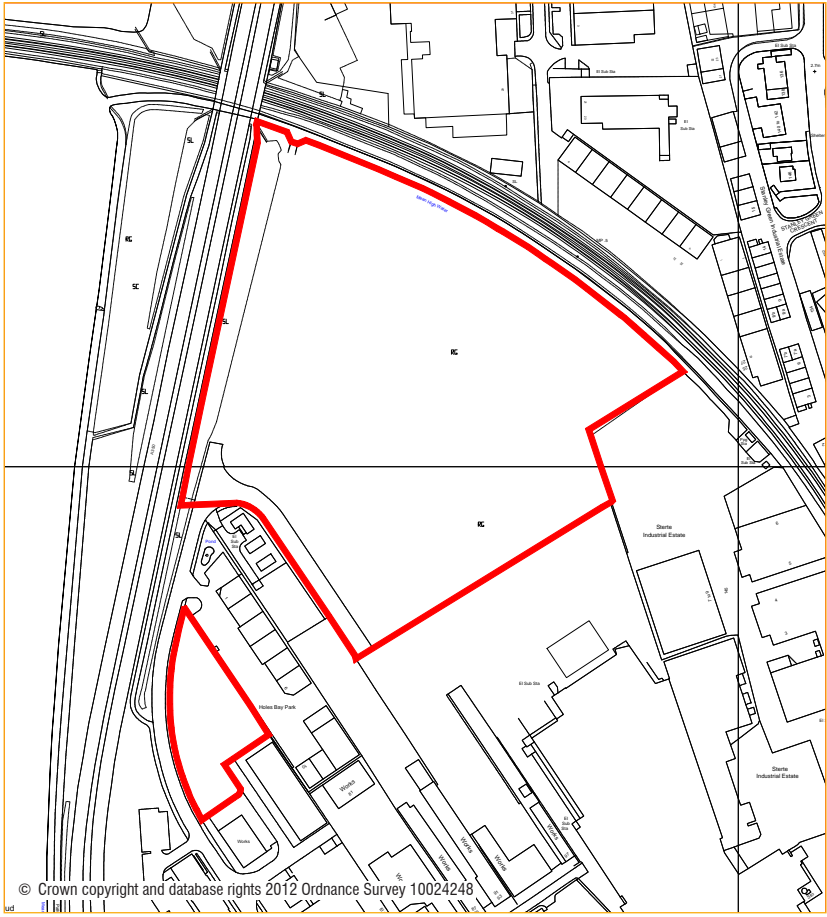
Provided that development proposals:-

- i. would not result in any direct or indirect adverse effects upon the integrity of the nearby designated Dorset Heaths International habitat and locally important Site of Nature Conservation Interest.
- ii. have regard to the character and amenities of residential properties on the northern side of Francis Avenue.
- iii. are accompanied by a Transport Assessment that identifies any potential adverse impacts on:-
  - the Mountbatten Arms junction; and
  - the primary highway network.

The assessment will be expected to identify the measures considered necessary to mitigate any adverse impacts identified.

- iv. Development proposals would be expected to adopt measures to reduce trips by private car through the implementation of a Travel Plan.

## Land at Sterte Avenue West, Sterte

<b>Location</b>	The site is located to the north of Poole Town Centre and is situated at the northern end of Sterte Avenue West, which is accessed off the Holes Bay Road.
<b>Site Description</b>	Generally level, vacant site which adjoins an existing established industrial/commercial area north of Sterte Avenue.
<b>Site Area (ha)</b>	5.13 (4.78 + 0.35)
<b>Ward</b>	Poole Town
<b>Location Map</b>	
<b>Ownership</b>	The larger of the two sites is in the ownership of Kerry Foods Ltd and is currently being retained for potential future expansion. Ownership of the smaller site is unknown.
<b>Relevant Core Strategy Policies</b>	<p>PCS 1 – Principal Locations for Economic Development</p> <p>PCS 2 – Existing Employment Areas</p> <p>PCS 15 – Access and Movement</p> <p>PCS 20 – Accessible and Inclusive Places</p> <p>PCS 21 – LAA Outcomes and Target Areas</p> <p>PCS 23 – Local Distinctiveness</p> <p>PCS 24 – Design and Access Statements</p> <p>PCS 26 – Delivering Locally Distinctive, Self-reliant Places</p> <p>PCS 27 – Safer Communities</p> <p>PCS 31 – Sustainable Energy – General</p> <p>PCS 33 – Environmental Performance of Commercial Buildings</p> <p>PCS 35 – Energy and Resource Statements</p> <p>PCS 37 – The Role of Developer Contributions in Shaping Places</p>





### Infrastructure Implications

Infrastructure Development will be expected to:-

- Provide in part, or make contributions towards, the comprehensive flood defence scheme required to protect the area adjacent to Hole's Bay from tidal flooding, in accordance with the provisions of Core Strategy policy PCS 34 - Flood Risk.
- Make an appropriate contribution towards improvements in the Strategic Highway Network.



4.22 Land at Sterte Avenue West falls within the boundary of the Sterte Avenue Existing Employment Area. The site is formed of two separate areas, located at the northern end of Sterte Avenue West (accessed off the Holes Bay Road). The two sites total 5.13 hectares in area, with the larger site extending to 4.78 hectares and the smaller site 0.35 hectares. Both sites are currently vacant. It is understood that the larger of the two sites, in the ownership of Kerry Foods, is currently being retained for potential future expansion.

4.23 Together with the employment sites at Fleets Corner and Sopers Lane, the Sterte Avenue West site represents an area of employment land of strategic significance to Poole, capable of attracting specialist sectors and delivering training opportunities and developing skills that will enhance Poole's reputation for quality.



4.24 As with the sites at Fleets Corner and Sopers Lane, the Sterte Avenue West site has the potential to deliver employment opportunities in relation to the priority sectors identified in the Regional Economic Strategy for South West England 2006-2015 (i.e. Advanced Engineering; ICT; Marine; Food and Drink; Tourism; Creative Industries; Environmental Technologies and Biomedical), and other employment generating sectors that satisfy the provisions of Core Strategy policy PCS 2.

### SSA 6: Land at Sterte Avenue West, Sterte

Land at Sterte Avenue West site is identified as suitable for the delivery of employment opportunities that accord with relevant Core Strategy employment policies. Proposals for new development, particularly those that contribute to Poole's strong specialist manufacturing sector, will be permitted provided that:-

- Proposals adopt the approach to flood risk assessment and adaptation/mitigation set out in Core Strategy policy PCS 34 – Flood Risk; and
- Measures are adopted to reduce trips by private car through the implementation of Travel Plans that encourage the uptake of cycling and walking to the site. Proposals will be expected to include the provision of staff showers and locker facilities within any new development.



# 5 Revitalising the Town Centre

5.1 The Core Strategy identifies Poole Town Centre as the primary location for significant regeneration and improvement, being the main focus for change over the period of the plan. There are three linked geographical elements which make up this area that can help revitalise the Town Centre and together they will make a significant contribution to meeting Core Strategy Objective 1 (To transform and revitalise the Town Centre of Poole):

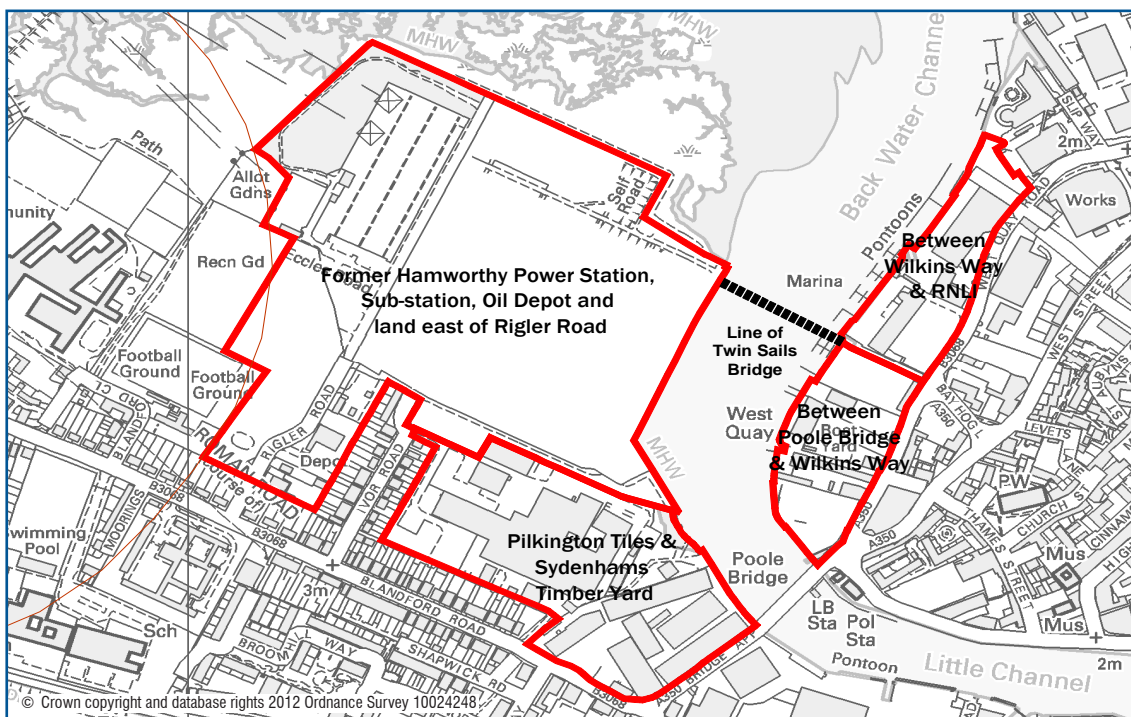
- The Regeneration Area focused on sites fronting Back Water Channel with Twin Sails Bridge at its heart;
- Town Centre North centred on Kingland Road incorporating the Dolphin Shopping Centre, bus station, bus depot and the Lighthouse Centre for the Arts and extending to the northern part of High Street and land including and adjacent Sainsbury and its car park; and
- The rest of the Town Centre including land between West Quay Road and West Street, Hunger Hill, Poole Quarter, The Quay, Old Town, High Street (lower) and Seldown area.

5.2 The Town Centre lies on the edge of Poole Harbour which is internationally important for nature conservation. The Core Strategy Habitats Regulation Assessment 2008 identified a number of measures that will need to be implemented to mitigate the affects of development and proposals will need to demonstrate how they have addressed this issue.

## The Regeneration Area

5.3 Policy PCS 11 of Poole’s Core Strategy sets out the priorities that development within this area will be expected to deliver including a mix of land uses and the quantum of development on a site by site basis. The Inspector’s Report into the Core Strategy accepted the principles on which the policy and the regeneration initiative was based but also recognised that given the economic circumstances of the time that there needed to be a degree of flexibility applied to ensure delivery.

The Regeneration Area Sites





5.4 PCS 11 recognises that this flexibility may be necessary within and between sites to ensure delivery within the envisaged timescale. However since the adoption of the Core Strategy the economic outlook has worsened and delivery timescales lengthened. This poses particular problems both maintaining effort to secure development but also ensuring that the overall reasons for regenerating these sites are not lost. For example the need for affordable housing remains a pressing issue.



5.5 Underpinning policy PCS 11 was considerable masterplanning work that followed public engagement and culminated in the adoption of Poole Bridge Regeneration Initiative: Planning and Urban Design Guidance for the Central Area of Poole SPG Volume 2. This document has been subject to review undertaken jointly by Cabi and English Heritage. The findings of the assessment are that the principles and aspirations of the original work are sound and provide a solid foundation for delivering regeneration in Poole.



5.6 The planning policies that will apply to the regeneration area are contained within Poole Core Strategy, principally Policy PCS 11, and Policies SSA 7 to SSA 10 inclusive within this document. The policies that are within Poole Local Plan First Alteration 2004, CA1 and CA3-8, no longer apply. In addition the SPG Volume 2 is to be replaced by a new Supplementary Planning Document which will focus on delivery and is programmed to be adopted by December 2012.

## SSA 7: The Regeneration Area - Urban Design

### The Regeneration Area - Urban Design

Development within the Regeneration Area as shown on the Proposals Map should:-

- i. create local identity and legibility of development through a variety of building heights which on the town centre side requires development to relate to the human scale of existing development and relationship with the old town;
- ii. on the quayside, design buildings that relate to the water and ensure the quayside is well connected to the area behind with streets and alleys radiating from the water;
- iii. incorporate permeability and flexibility in design through a fine grain of street blocks and development which can be adapted in the future to meet different needs;
- iv. be designed so that public, semi-public and private space is clearly distinguishable and that spaces are designed to enable intra and inter-generational spaces and play;
- v. provide for the greening of the town by way of tree planting along transport routes and the incorporation of a variety of open, soft and hard landscaped spaces to include measures that promote enhanced biodiversity; and
- vi. reinforce the street as an integrated component of the public realm and townscape with no road or street designed to accommodate speeds greater than 20 mph and which embraces the principles set out in Manual for Streets 1 and 2.



5.7 Since adoption of the Core Strategy Twin Sails Bridge has commenced construction. Completion, along with its associated connecting roads and junctions, is expected in January 2012. To date no planning permissions have been approved for development on any of the Hamworthy regeneration sites. On the Town Centre side consent, subject to completion of a s106 agreement, exists adjacent Twin Sails Bridge on part of the land between the bridge and the RNLI. Given the significant costs involved in bringing these sites forward it is considered helpful to set out the approach to specific infrastructure elements that development sites will need to provide. The Council's approach to infrastructure payments is set out in the 'Delivering Poole's Infrastructure DPD' including an accompanying Community Infrastructure Levy charging schedule.



5.8 The delivery of affordable housing is one of the main priorities of the Council. Where proposals are able to demonstrate, after validation by an independent body, that scheme viability is such that affordable housing cannot be delivered the Council will utilise other mechanisms such as overage clauses written into S106 agreements to enable schemes to be reassessed at appropriate stages in the development process from commencement through to completion. This should maximise the opportunity to provide affordable housing when scheme viability is more favourable.

### SSA 8: The Regeneration Area - Infrastructure

Land within the Regeneration Area as shown on the proposals map is expected to deliver the priorities, key requirements and mix of development set out in Core Strategy policy PCS 11. In addition each development site will need to deliver:-

- i. Flood defence measures that provide protection for future users/occupiers of development. Such defences will also form part of the wider strategic flood defences for the town centre. Given the considerable cost of such works development will not be expected to contribute to other flood defence measures unless directly related to their own development proposals;
- ii. A contribution towards improvements to the Strategic Highway Network; and
- iii. Affordable housing in accordance with Core Strategy policy PCS 6.

5.9 The role of the regeneration sites together provide a package of development opportunities to secure an enhanced role for the Town Centre that supports improvements to the local environment, economic growth and social benefits across the community. However, there are differences between the two sides of Back Water Channel in respect of the design solution that can both be accommodated and that contributes to a better Town Centre. Development opportunities on the Town Centre side, particular the site 'Between the Bridges', has a close relationship with the historic old town and Poole Quay. This site is pivotal in securing linkages between the regeneration area and the existing town, providing public access to the Quayside and providing a range of uses that balances the tension between public spaces and activity and the provision of homes and workspace. The scale of development here needs to be responsive to this historic environment recognising the pattern and rhythm of development that exists on the existing Quay and how proposals retain the 'human scale' of the 'old town'.

### SSA 9: The Regeneration Area – Land between Poole Bridge and Twin Sails Bridge

In addition to meeting the requirements of Core Strategy policy PCS 11, development will be expected to deliver:-

- i. A variety of building height that does not exceed 6 storeys in height, except in justified gateway locations at the northern and southern end of the site adjacent the bridges. Here additional storeys can be accommodated without harming the relationship with the old town provided they are coherent and justified within the overall design solution for the area;
- ii. In each development block a variety of building heights particularly on those fronting Back Water Channel;
- iii. Distinctive buildings, active frontages, spaces and features at the land end of both bridges reinforcing the sense of arrival at gateway locations; and
- iv. A series of plots within blocks which are sensitive to the existing urban grain of the old town and designed to reflect the vertical rhythm of the warehouse plots on the old quay.





5.10 On the Hamworthy side of Back Water Channel not only is there more developable land but also this area is not so constrained by its immediate built surroundings in the same way as the Town Centre side. Whilst there needs to be some consistency between the two sides of the water the scale and form that development could take can be greater than that across Back Water Channel. The number of dwellings that will eventually come forward will need to provide a mix of dwelling size, type and tenure that produces an environment that places people first and minimises the impact of motorised vehicles.



### SSA 10: The Regeneration Area – Land on the Hamworthy side of Back Water Channel

In addition to meeting the requirements of Core Strategy policy PCS 11, development will be expected to deliver:-

- i. A variety of building height that does not exceed 6 storeys in height. Opportunities for taller, landmark buildings will need to be coherent and justified within the overall design solution for this area;
- ii. A responsive grain of development with active frontages throughout and quality public spaces;
- iii. In each development block a variety of building heights particularly on those fronting Back Water Channel and main routes through the site; and
- iv. Limited public access to the northern shore overlooking Holes Bay and a green edge to avoid harm to the nature conservation value of Poole Harbour Special Protection Area.



## Town Centre North

5.11 Since the adoption of Poole Core Strategy the downturn in the economy and the change of ownership of the long term lease of the Dolphin Shopping Centre has slowed delivery of the regeneration of this part of the town centre. The Council has decided not to progress the Area Action Plan that was being prepared considering that the policy base established in the Core Strategy provides sufficient coverage of the town's aims for this area. The Council has produced a prospectus that sets out the ambitions for this part of the town and will be moving forward with a market sounding exercise to seek a development partner to deliver the regeneration. Adjacent to this area is the landmark Barclays House, home to one of the town's major employers. This site may present an opportunity at some stage in the future to better integrate and contribute to improvements around Town Centre North helping to regenerate the wider town centre.

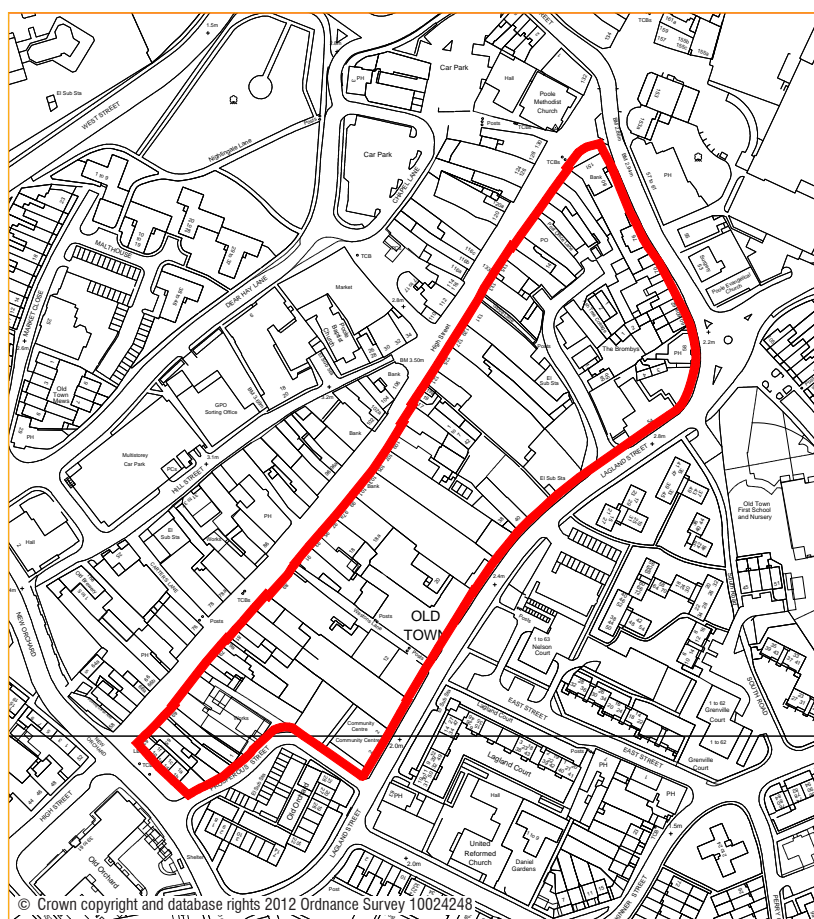


### Lagland Street

<b>Location</b>	Lagland Street is located in the town centre. It runs parallel and to the south east of the lower part of Poole High Street. It lies in an area between the Dolphin Centre and the Quay.
<b>Site Description</b>	This linear site forms the transitional boundary between mixed use retail character of the High Street and the residential area to the east. Residential properties comprise of post war social housing blocks and 2-3 storey terraced housing. The western side of the site is dominated by service areas and backs of properties fronting the High Street.
<b>Site Area (ha)</b>	1.46
<b>Ward</b>	Poole Town



**Location Map**



**Ownership**

The site is in the ownership of various landowners

**Relevant Core Strategy Policies**

- PCS 5: Broad Locations for Residential Development
- PCS 6: Affordable Housing
- PCS 8: Lifetime Homes
- PCS 10: Revitalising the Town Centre – General
- PCS14: The Lower High Street
- PCS 15: Access and Movement
- PCS 20: Accessible and Inclusive Places
- PCS 21: LAA Outcomes and Target Areas
- PCS 23: Local Distinctiveness
- PCS 24: Design and Access Statements
- PCS 26: Delivering Locally Distinctive, Self-reliant Places
- PCS 27: Safer Communities
- PCS 28: Dorset Heaths International Designations
- PCS 29: Poole Harbour SPA and Ramsar Site
- PCS 31: Sustainable Energy – General
- PCS 32: Sustainable Homes
- PCS 33: Environmental Performance of Commercial Buildings
- PCS 34: Flood Risk
- PCS 35: Energy and Resource Statements
- PCS 37: The Role of Developer Contributions in Shaping Places

**Infrastructure Implications**

Development proposals will require a Flood Risk Assessment, which identifies any necessary adaptation and mitigation measures to avoid the risk of harm from flooding, as required by Core Strategy policy PCS 34 - Flood Risk.





5.12 This area to the east of the High Street has long been recognised as an opportunity for small scale infill schemes, to include an element of residential provision, in what is a highly sustainable town centre location. The aim is to deliver active frontages, promote vitality and improve the safety of pedestrian routes between Lagland Street and High Street reinforcing the sense of place and creating a stronger relationship with the housing on the eastern side of Lagland Street.

5.13 The Strategic Housing Land Availability Assessment (SHLAA), identifies a potential of 40 residential units at this location.



### SSA 11: Lagland Street

Land at Lagland Street, shown on the Proposals Map, is identified as a suitable location for small scale infill development that includes an element of residential provision to deliver a minimum of 40 new homes. Development proposals would be expected to:-

- i. promote vitality and improved passive surveillance through the provision of active frontages to Lagland Street and pedestrian routes between Lagland Street and the High Street;
- ii. adopt the approach to flood risk assessment and adaptation/mitigation set out in Core Strategy policy PCS 34 – Flood Risk;
- iii. take an integrated approach to lighting and surface treatment that makes the pedestrian routes of Prosperous Street, Weston’s Lane and Globe Lane feel safer and of higher quality; and
- iv. incorporate appropriate arrangements for rear servicing and access to retail and residential premises on the High Street.

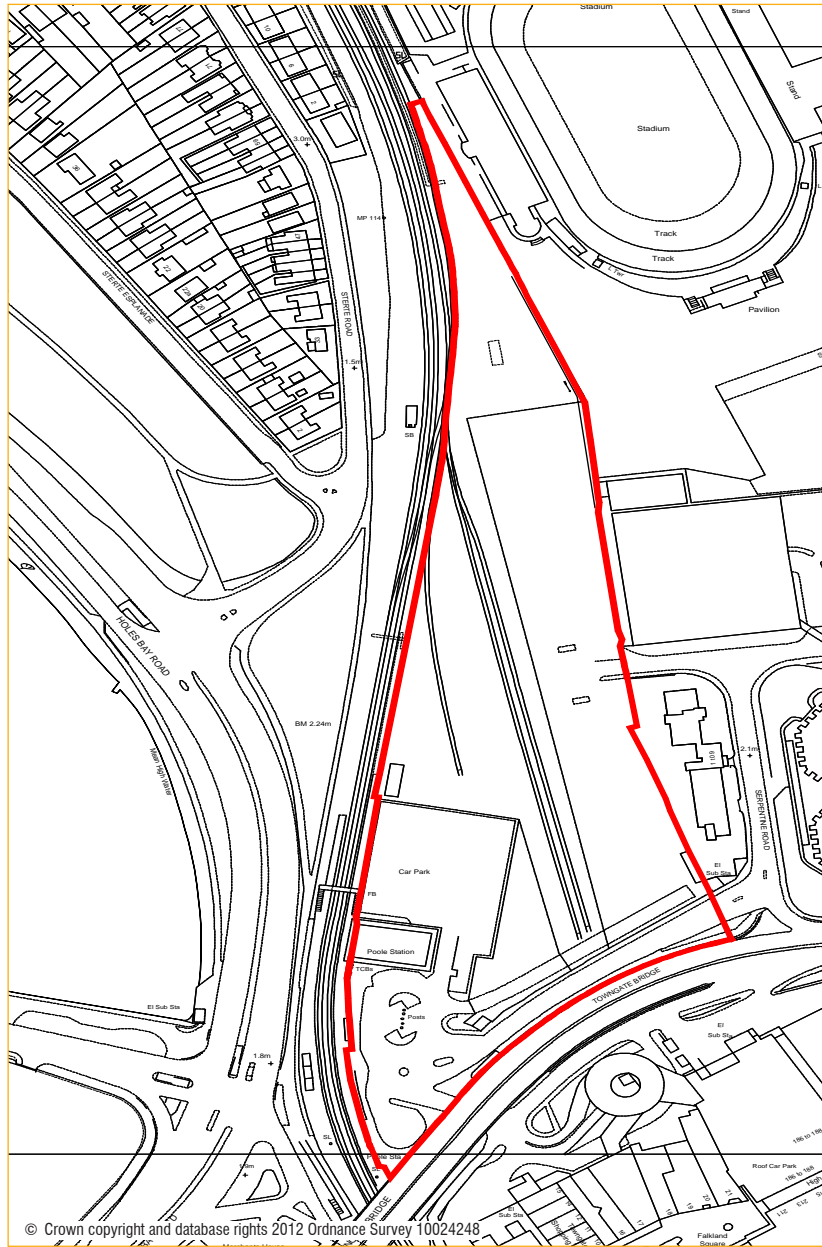


### The Goods Yard

<b>Location</b>	The site comprises the Poole Railway Station and the adjoining former Goods Yard site located immediately to the north of Towngate Bridge in Poole Town Centre.
<b>Site Description</b>	The site includes Poole railway station and adjoining car park and the former goods yard with railway sidings. The railway station has a pedestrian footbridge link over the railway line, which provides access to a footway adjacent to the Holes Bay Road. The railway station is fronted by a forecourt with short-term car parking, bus stops and a taxi rank and there is pedestrian access from the station to Falkland Square and via a subway to the former Dalgety site. Vehicular access is gained from the south under Towngate Bridge and from Serpentine Road.
<b>Site Area (ha)</b>	2.90
<b>Ward</b>	Poole Town



# Location Map





<b>Ownership</b>	Network Rail and the Borough of Poole
<b>Relevant Core Strategy Policies</b>	<p>PCS 1 – Principal Locations for Economic Investment</p> <p>PCS 5 – Broad Locations for Residential Development</p> <p>PCS 6 – Affordable Housing</p> <p>PCS 8 – Lifetime Homes</p> <p>PCS 10 – Revitalising the Town Centre – General</p> <p>PCS 15 – Access and Movement</p> <p>PCS 16 – The East-West Bournemouth-Poole (A35) Corridor</p> <p>PCS 20 – Accessible and Inclusive Places</p> <p>PCS 23 – Local Distinctiveness</p> <p>PCS 24 – Design and Access Statements</p> <p>PCS 26 – Delivering Locally Distinctive, Self-reliant Places</p> <p>PCS 27 – Safer Communities</p> <p>PCS 28 – Dorset Heaths International Designations</p> <p>PCS 29 – Poole Harbour SPA and Ramsar Site</p> <p>PCS 31 – Sustainable Energy – General</p> <p>PCS 32 – Sustainable Homes</p> <p>PCS 33 – Environmental Performance of Commercial Buildings</p> <p>PCS 34 – Flood Risk</p> <p>PCS 35 – Energy and Resource Statements</p> <p>PCS 37 – The Role of Developer Contributions in Shaping Places</p>
<b>Infrastructure Implications</b>	Infrastructure requirements have already formed a consideration in respect of the resolution to grant planning approval for a mixed use development, subject to the signing of a Section 106 Agreement. Any future revision to the development proposals for the site might require a review of infrastructure contributions.

5.14 The site was first identified as a development opportunity in Poole Local Plan 1998 and was subsequently part of the Town Centre wide masterplanning work that informed the Poole Bridge Regeneration Initiative: Urban Design Guidance for the Central Area of Poole SPG 2004 and Local Plan First Alteration 2004. The site has a critical role in connecting the railway station and any proposed development into Falkland Square, part of the primary shopping area in the town centre, as well as integrating with any possible future development opportunities that may arise on neighbouring sites currently occupied by Barclays and Poole Stadium.

5.15 A planning application ref: 05/17054/021/F, lodged in 2005, together with an associated application ref: 06/17054/022/F, lodged in January 2006, have resolutions to grant subject to the signing of Section 106 Agreements for a mixed use development comprising the following elements:-

- a replacement railway station and new footbridge over railway line;
- 2 new rail sidings;
- a transport interchange, including new bus, coach and taxi parking areas within a landscaped Station Square;
- a 260 space multi-storey car park;
- a 103 bedroom hotel;
- 265 dwellings, including 66 units of affordable housing;
- 4,221m<sup>2</sup> of office floorspace;
- 480m<sup>2</sup> of retail;
- cafe and restaurant unit; and
- improved pedestrian and cyclist links between the station and Falkland Square, Poole Stadium, Serpentine Road and Holes Bay Road.

## SSA 12: The Goods Yard

The Goods Yard site is considered suitable for a mixed-use development that could include the following elements:-

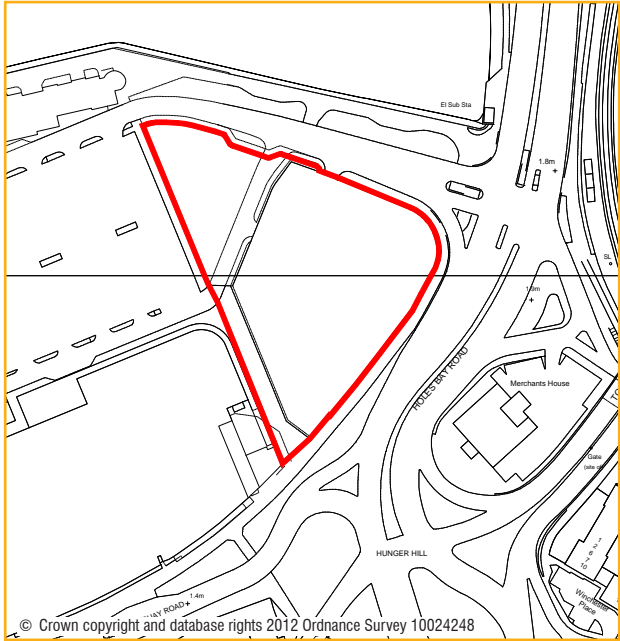
- A transport interchange including a new railway station, bus, coach and taxi parking areas, cycle and pedestrian facilities and car parking;
- A minimum of 200 residential units;
- 4,000 square metres of B1 Offices
- Ancillary retail comprising A1/A3/A5;
- Hotel; and
- Improved public space.

Provided that:-

- i. Development proposals will be expected to adopt the approach to flood risk assessment and adaptation/mitigation set out in Core Strategy policy PCS 34 – Flood Risk; and
- ii. As a consequence of past operations on the site, there will be a need to establish the presence and nature of any potential ground contamination that could adversely impact on the environment or human health. If it is established that potentially harmful substances are present, appropriate remediation measures will be required to avoid risk from contaminants or gases as a result of development.

The Goods Yard site forms part of a larger area that will be the subject of a Local Area Design Statement which will set out a clearly-defined design vision and strategy for the area.

## Land at Lifeboat Quay

<b>Location</b>	The site is situated to the south-west of the junction between the Holes Bay Road (A350) and Lifeboat Quay, from which it is accessed.
<b>Site Description</b>	The site lies to the east of the Asda retail store located on West Quay Road and is currently vacant land.
<b>Site Area (ha)</b>	0.78
<b>Ward</b>	Poole Town
<b>Location Map</b>	
<b>Ownership</b>	The site is owned by McLagan Investments Ltd.





<b>Relevant Core Strategy Policies</b>	PCS 1 – Principal Locations for Economic Investment PCS 10 – Revitalising the Town Centre – General PCS 15 – Access and Movement PCS 16 – The East-West Bournemouth-Poole (A35) Corridor PCS 20 – Accessible and Inclusive Places PCS 23 – Local Distinctiveness PCS 24 – Design and Access Statements PCS 26 – Delivering Locally Distinctive, Self-reliant Places PCS 27 – Safer Communities PCS 29 – Poole Harbour SPA and Ramsar Site PCS 31 – Sustainable Energy – General PCS 33 – Environmental Performance of Commercial Buildings PCS 34 – Flood Risk PCS 35 – Energy and Resource Statements PCS 37 – The Role of Developer Contributions in Shaping Places
<b>Infrastructure Implications</b>	None.

5.16 The site is the remaining area of land formerly occupied by Dalgety Limited and Norton’s Timber Yard and which formed part of the original planning permission consented to Asda in 2004. As well as the Asda store, multi storey car park and housing planning permission has also been granted for offices, hotel, restaurants, leisure and small scale retail.

5.17 In July 2008, there was a resolution to grant planning permission on the site, subject to the signing of a Section 106 Agreement, for the construction of office accommodation in two blocks. The Section 106 Agreement was not completed and therefore a decision was not issued.

5.18 In November 2010, the Council resolved to grant planning permission under application ref: 10/00722/F, for a Phase 1 development consisting of a 125 bed hotel, gymnasium, two restaurants and coffee shop, together with associated parking, access and landscaping on the eastern area of the site. The planning consent was subject to the signing of a Section 106 Agreement to reserve land as private open space until such time as the remaining land is developed for offices.

### SSA 13: Land at Lifeboat Quay

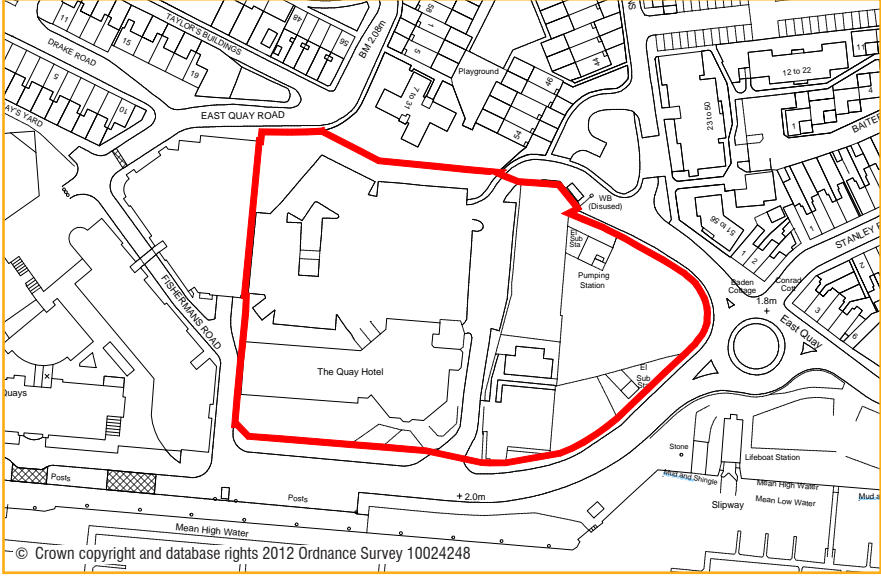
Land at Lifeboat Quay is considered suitable for a mixed use development comprised of:-

- An hotel; and
- B1 office accommodation.

Provided that:-

- i. Development proposals adopt the approach to flood risk assessment and adaptation/ mitigation set out in Core Strategy policy PCS 34 – Flood Risk;
- ii. As a consequence of past operations on the site, there will be a need to establish the presence and nature of any potential ground contamination that could adversely impact on the environment or human health. If it is established that potentially harmful substances are present, appropriate remediation measures will be required to avoid risk from contaminants or gases as a result of development.

## Former East Quay Depot and Quay Thistle Hotel

<b>Location</b>	The site is situated to the south-west of the junction between the Holes Bay Road (A350) and Lifeboat Quay, from which it is accessed.
<b>Site Description</b>	The western part of the site contains the 2/3 storey Quay Thistle Hotel which fronts onto Poole Quay and has car parking to the rear. The remaining area of the site to the west, part of the former East Quay Depot, is partly used for car parking with the remainder vacant and containing a pumping station and two electricity sub-stations.
<b>Site Area (ha)</b>	1.16
<b>Ward</b>	Poole Town
<b>Location Map</b>	
<b>Ownership</b>	Parts of the site are variously owned by the Borough of Poole, Wessex Water and The Thistle Hotel
<b>Relevant Core Strategy Policies</b>	<p>PCS 5: Broad Locations for Residential Development</p> <p>PCS 6: Affordable Housing</p> <p>PCS 8: Lifetime Homes</p> <p>PCS 10: Revitalising the Town Centre - General</p> <p>PCS 15: Access and Movement</p> <p>PCS 16: The East-West Bournemouth-Poole (A35) Corridor</p> <p>PCS 20: Accessible and Inclusive Places</p> <p>PCS 23: Local Distinctiveness</p> <p>PCS 24: Design and Access Statements</p> <p>PCS 26: Delivering Locally Distinctive and Self-reliant Places</p> <p>PCS 27: Safer Communities</p> <p>PCS 29: Poole Harbour SPA and Ramsar Site</p> <p>PCS 31: Sustainable Energy - General</p> <p>PCS 32: Sustainable Homes</p> <p>PCS 33: Environmental Performance of Commercial Buildings</p> <p>PCS 34: Flood Risk</p> <p>PCS 35: Energy and Resource Statements</p> <p>PCS 37: The Role of Developer Contributions in Shaping Places</p>
<b>Infrastructure Implications</b>	The Borough of Poole Flood Risk Management Strategy adopted December 2010 identifies the development of a Quay wall as part of the flood defences in the Town Centre. The Delivering Poole's Infrastructure DPD will set out the appropriate Community Infrastructure Levy contribution for this site.



5.19 The site has a long history of proposed developments none of which has received consent.



The most recent application on the site received in 2009, sought planning permission for the demolition of the existing Quay Thistle Hotel and the erection of a mixed use development comprising:-

- a 149 bed hotel with 10 flats above;
- 133 flats in four blocks;
- a terrace of 11 houses;
- ground floor commercial and community space; and
- a 273 space basement car park accessed from Ballard Road.



5.20 This application was subsequently disposed of by the Local Planning Authority due to a lack of meaningful progress in the planning process. The site has prime frontage overlooking Poole Harbour, lies within the Quay Conservation Area and sits between contrasting development types with the tall, bulky Dolphins Quays development neighbouring to the west and the lower scale, two storey housing to the east. The site therefore needs to respond sympathetically to its setting within the Conservation Area and provide a transition in height, scale and massing between its neighbours.



5.21 Provision of a new hotel would continue to support the vitality of The Quay and support Poole's tourism offer. Associated leisure facilities and restaurant/bar would enhance an hotel's attractiveness.



Land at the former East Quay Depot and Quay Thistle Hotel is considered suitable for a development that will deliver a hotel and associated leisure facilities, a minimum of 200 residential units and could also include the following elements:-

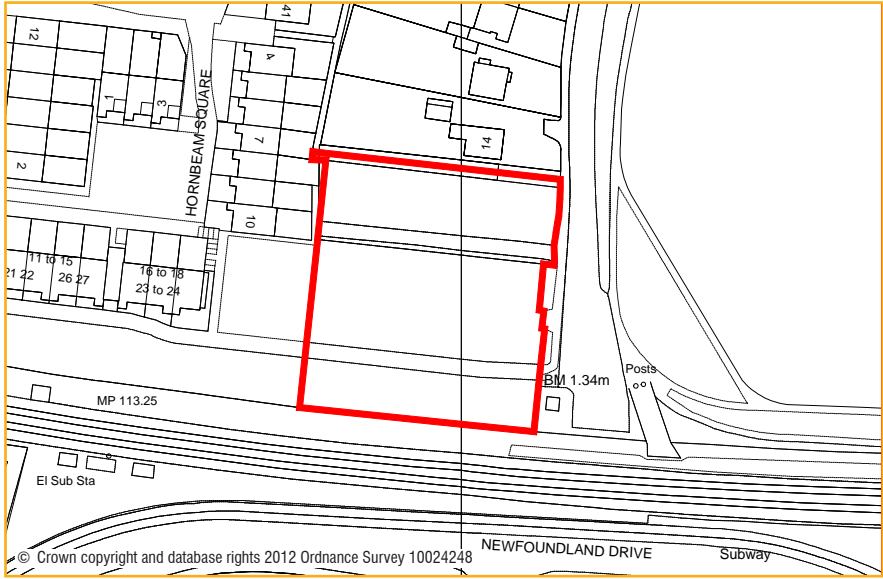
- A3 café/restaurants and A4 bar;
- Community space; and
- A level of car parking provision appropriate for a town centre location.

Provided that:-

- i. Development proposals preserve and enhance the character and appearance of the Quay Conservation Area;
- ii. Development proposals adopt the approach to flood risk assessment and adaptation/mitigation set out in Core Strategy policy PCS 34 – Flood Risk; and
- iii. As a consequence of past operations on the site, there will be a need to establish the presence and nature of any potential ground contamination that could adversely impact on the environment or human health. If it is established that potentially harmful substances are present, appropriate remediation measures will be required to avoid risk from contaminants or gases as a result of development.



## Land at Park Lake Road

<b>Location</b>	The site is located at the southern end of Park Lake Road.
<b>Site Description</b>	Broadly level vacant area of land with the northern half retaining a number of substantial trees to the front and rear of the site which are covered by a Tree Preservation Order. The southern section of the site is grassed and used as informal recreation space.
<b>Site Area (ha)</b>	0.27
<b>Ward</b>	Poole Town
<b>Location Map</b>	
<b>Ownership</b>	The site is owned by the Borough of Poole.
<b>Relevant Core Strategy Policies</b>	PCS 15: Access and Movement PCS 20: Accessible and Inclusive Places PCS 23: Local Distinctiveness PCS 24: Design and Access Statements PCS 26: Delivering Locally Distinctive, Self-reliant Places PCS 27: Safer Communities PCS 31: Sustainable Energy – General PCS 34: Flood Risk PCS 35: Energy and Resource Statements PCS 37: The Role of Developer Contributions in Shaping Places
<b>Infrastructure Implications</b>	None.



5.22 The site is the remaining area of land from the Seldown eco-village development adjacent Dolphin Swimming Pool, Kingland Road. 86 affordable housing units have been provided as the substantive development with the creation of pedestrian/cycling links into Poole Park.

5.23 The residual site at Park Lake Road falls within the Poole Park Conservation Area and also lies within the Poole Park Historic Park/Garden designation. Future development proposals would need to respond to these constraints. Part of the site adjoining 14 Park Lake Road has planning permission for the erection of accommodation for the storage of canoes/equipment and the provision of changing facilities for Poole Harbour Canoe Club.

5.24 Given the Heritage and Conservation designation and the need to ensure open space provision for the growth in housing in the town centre the site can play an important role in meeting the wider needs of the community by providing additional space within the park as well as securing the heritage and conservation objectives of its designation.

## SSA 15: Land at Park Lake Road

Land at Park Lake Road, identified on the Proposals Map, is considered a suitable location for a leisure based development that:-

- delivers enhanced recreational opportunities for the growing population of Poole's town centre;
- reinforces the enclosure of Poole Park;
- has due regard to the Conservation Area and Historic Park/Garden designations;
- adopts the approach to flood risk assessment and adaptation/mitigation set out in Core Strategy policy PCS 34 – Flood Risk; and
- retains the existing pedestrian/cycleway link between Park Lake Road and Walking Field Lane.

Leisure development considered appropriate for this location would include:-

- i. a facility supporting water based activities on the adjacent Poole Park Lake;
- ii. informal public open space; or
- iii. a mixed development incorporating these uses.



# 6 Meeting Poole's Housing Needs

## Accommodation for an Ageing Population

6.1 Population profiling undertaken by the Borough of Poole indicates that there will be a significant rise in the number of people over the age of 60 by the year 2025. Two age groups in particular are forecast to experience the highest rates of growth, with the number of people age 75-79 growing by over 50% and those aged 85+ by 70%. By 2028, it is estimated that people over the age of 65 will make up nearly 29% of the total population of the town. This level of growth will increase demand for a variety of accommodation types suited to meeting the increasingly diverse housing and care requirements of Poole's ageing population.

6.2 The Core Strategy contains two policies that seek to address specific issues in relation to accommodation for an ageing population. Policy PCS 7 - Care Homes, a criterion based policy, sets out the approach to the delivery of care home bed spaces to meet anticipated demand to 2025. A number of site specific allocations in this document identify sites where such provision could be accommodated. Policy PCS 8 - Lifetime Homes, encourages the adoption of the Lifetimes Home Standards, or their equivalent, in the design of new housing development, thereby allowing them to meet the varied and changing needs of occupiers over time and providing the opportunity for people to remain independent in their own homes for longer.

6.3 In future, demand for accommodation should be met by high quality, well designed provision that ensures that the transition between accommodation types is not regarded as a negative process, but more a natural progression as individual care needs change over time. Proposals for accommodation for an ageing population should demonstrate a clear understanding of the type of care it is intended to deliver and should reflect current and emerging best practice guidance such as that provided by Housing our Ageing Population Panel for Innovation (HAPPI). Grouping care options together provides a degree of flexibility and movement between the various levels of care. It is important that the range of accommodation options for the ageing population form part of mixed sustainable communities and are located in accessible places within easy walking distance to transport links, shops and services.

6.4 A local criterion based policy will seek to ensure that future proposals for accommodation to meet the needs of the ageing population will be of high quality design and located in accessible locations.

### DM 6: Accommodation for an Ageing Population

Proposals for development that help to deliver high quality, well designed accommodation across the whole range of housing types aimed at the growing ageing population of Poole will be permitted where:-

- It is located close to local services, amenities and local centres or community hubs with high levels of community activity;
- It is easily accessible by a range of travel modes that provide alternatives to trips made by the private car;
- Its design reflects current best practice guidance and the design principles for such accommodation as set out in this policy; and
- In the instance of a care home development proposed within 400 metres of a designated heathland habitat, the type of provision will be limited to dementia and frail elderly care.





### **i. Internal and External Environment**

Proposals for development across the whole range of accommodation types aimed at meeting the needs of the ageing population will be expected to demonstrate how their design and layout delivers an 'enabling' physical internal and external environment in terms of visual, hearing, mobility and cognitive impairments, that supports and maintains the physical and mental well-being, independence and access to activities and facilities essential for the continued health and well-being of residents. This requirement includes the provision of a variety of adequate and appropriate external spaces for the use of residents.

In addition, proposals will be expected to have regard to current best practice guidance such as that provided by Housing our Ageing Population Panel for Innovation (HAPPI), and should reflect the following design principles:-

have generous internal space standards with flexible/adaptable layouts and multiple room potential;

- have well designed circulation and shared spaces with plenty of natural light;
- provide circulation areas as shared spaces to encourage interaction, avoid an institutional feel, promote natural surveillance and provide 'defensible space';
- support a wide range of activities and encourage interaction between residents in multi-purpose space and potentially with the local community;
- layouts should, where possible, avoid internal corridors and single aspect flats and ensure that all residents can positively interact with external spaces provided by balconies, patios or terraces;
- include integrated energy efficient design solutions and be readily adaptable to new technology to accommodate care readiness;
- buildings should engage positively with the street and maintain and enhance the natural environment around the site;
- outside areas and external surfaces should give priority to pedestrians, fully consider accessibility and not be dominated by vehicular provision; and
- provide adequate storage for cycles, mobility aids and the needs of residents

### **ii. Continuing Care Retirement Communities**

Proposals for the development of CCRC's falling within Use Classes C2 (residential institutions)/ C3 (dwelling houses) will be supported on large sites not otherwise allocated for other uses, particularly within the town centre or the Regeneration Area, that are capable of providing a range of accommodation types and mix of tenures that meet individual care needs as they change over time.

### **iii. Impact on Local Health Resources**

In bringing forward development proposals for care/nursing homes, extra care and sheltered housing schemes and CCRC's to meet the needs of the ageing population of Poole, consultation with the appropriate Local Health Authority should be undertaken to determine the level of impact on local health resources.

## Talbot Village - Houses in Multiple Occupation

6.5 The proximity of the residential area of Talbot Village to the campuses of Bournemouth University and the Arts University College at Bournemouth has resulted in the conversion of some family housing into student accommodation in the form of 'houses of multiple occupation' (HMO's), to meet local demand for housing for students. Concentrations of HMO's can have an adverse effect on the character and amenity of affected neighbourhoods through such problems as increased noise, litter, on-street parking and anti-social behaviour. It can also result in an imbalance in the demographic profile of the local community.

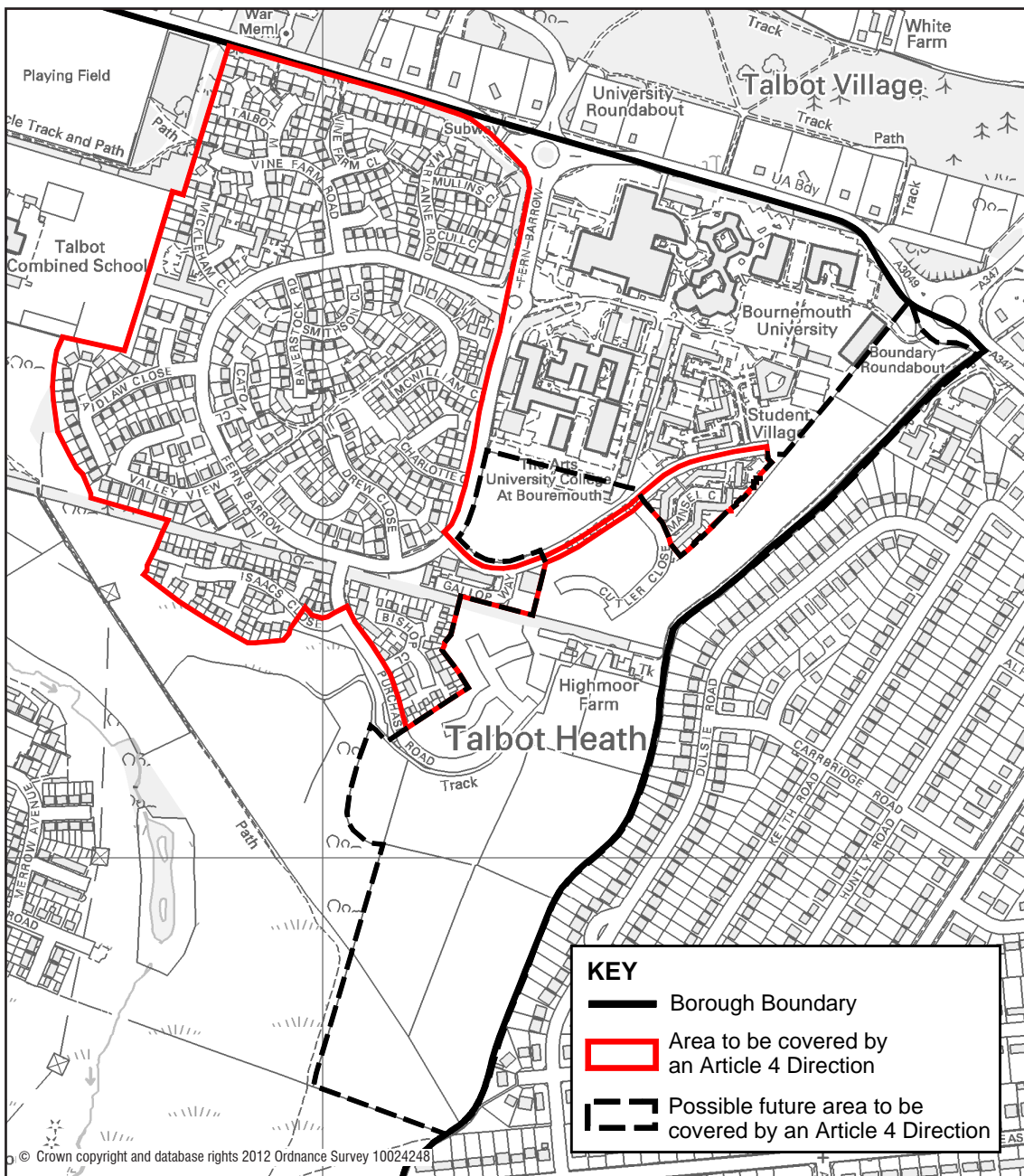
6.6 The Talbot Village estate, incrementally developed over a period of approximately twenty five years from the early/mid 1980s, is laid out as a series of culs-de-sac accessed off Fern Barrow, a roughly circular spine road. Although there is a range of accommodation types, the estate is primarily comprised of larger 'executive' style 3 and 4 bedroom detached family houses which typify its 'up-market' residential character.

6.7 Bournemouth also has a number of areas where there are significant concentrations of HMO's. Winton, lying immediately to the east of the University and Arts University College campuses, is one such area popular with students, due to its proximity to the both campuses. Bournemouth Council is proposing to implement a Borough-wide Article 4 Direction as a response to this issue. Whilst evidence suggests that the number of student HMO's in Talbot Village is relatively low, this could rise if any form of restrictive policy relating to the level of student HMO accommodation in nearby Winton is implemented. It is therefore important that Poole and Bournemouth Council's adopt a complementary approach to HMO's.

6.8 An additional factor that could impact on this issue in the future is the proposal for a mixed use development to include the construction of 378 residential units and provision for 450 units of student accommodation, on land which adjoins the University and University College campuses to the east and south. If developed, over time this could lead to increased demand for student accommodation in the local area. It would be appropriate to apply an additional Article 4 Direction to the market housing element of the development, to ensure that any future HMO proposals that come forward are subject to appropriate assessment and control. This land is the subject of a site specific allocation elsewhere in this document (ref: Policy SSA19: Land south of Wallisdown Road, Talbot Village.).

6.9 The following map indicates the area of Talbot Village to be covered by an Article 4 Direction. It also indicates the area of land within which future market housing could be the subject of a future Article 4 Direction.





## SSA 16: Talbot Village - Houses in Multiple Occupation

### Talbot Village - Houses in Multiple Occupation

Within the area of Talbot Village identified on the Proposals Map, permitted development rights for proposals for a change of use from Use Class C3: Dwelling Houses to Use Class C4: Houses in Multiple Occupation will be removed by an Article 4 Direction.

Planning applications subsequently required for such a change of use will be assessed and determined in accordance with the following:-

- i. The likely material harm to the character and amenity of the surrounding residential area and neighbouring properties;
- ii. That the proposal does not add to an existing 'cluster' or concentration of HMO properties, which would result in likely material harm to the character and amenity of the surrounding residential area and neighbouring properties;

- iii. Resists the loss of private garages through conversion into living accommodation that could result in an increase in the level of on-street car parking;
- iv. The development should not result in an unacceptable level of on-street car parking;
- v. That there is suitable provision for the storage of waste and recycling bins; and
- vi. The development provides secure and covered cycle parking.

## Bournemouth and Poole College Site, Constitution Hill Road

<b>Location</b>	The Bournemouth and Poole College site is accessed off Constitution Hill Road where the main vehicle and pedestrian access is sited. It is on a high frequency bus route. The site benefits from pedestrian accessibility from Ringwood Road adjacent to the Sweet Home Inn Public House. There are a number of level changes on the site, rising up to the north and west from the central car parking area.
<b>Site Description</b>	The site comprises a number of buildings arranged in a crescent around the top of the bank on the north western section of the site, together with other buildings which includes Lady Russell Cotes House (a locally listed building in the Arts and Crafts style), the Jellicoe Theatre, a Library Building located adjacent to the central car park and a subterranean cafeteria. The site is covered by an Area Tree Preservation Order.
<b>Site Area (ha)</b>	1.72
<b>Ward</b>	Parkstone
<b>Location Map</b>	
<b>Ownership</b>	The site is in the ownership of Bournemouth and Poole College of Further Education.





<b>Relevant Core Strategy Policies</b>	<p>PCS 4: Isolated Employment Sites          PCS 7: Care Homes          PCS 15: Access and Movement          PCS 17: The A3049 East-West Corridor          PCS 20: Accessible and Inclusive Places          PCS 21: LAA Outcomes and Target Areas          PCS 23: Local Distinctiveness          PCS 24: Design and Access Statements          PCS 26: Delivering Locally Distinctive, Self-reliant Places          PCS 27: Safer Communities          PCS 28: Dorset Heaths International Designations          PCS 31: Sustainable Energy – General          PCS32: Sustainable Homes          PCS 33: Environmental Performance of Commercial Buildings          PCS 35: Energy and Resource Statements</p>
<b>Infrastructure Implications</b>	None.

6.10 The site, on Constitution Hill Road, forms part of the Poole campus of the Bournemouth and Poole College of Further Education. The potential of the site for development is constrained by its topography, Tree Preservation Orders and Lady Russell Cotes House, a building identified on Poole’s List of Local Heritage Assets. Despite the constraints of the site, there is potential to deliver a development that could comprise a mix of uses.

**SSA 17: Bournemouth and Poole College Site, Constitution Hill Road**

The Bournemouth and Poole College of Further Education site at Constitution Hill Road, is identified as a suitable location to deliver a mix of development comprising one or more of the following uses:-

- A residential scheme that could incorporate an element of extra care accommodation
- A care/nursing home facility
- A community facility.

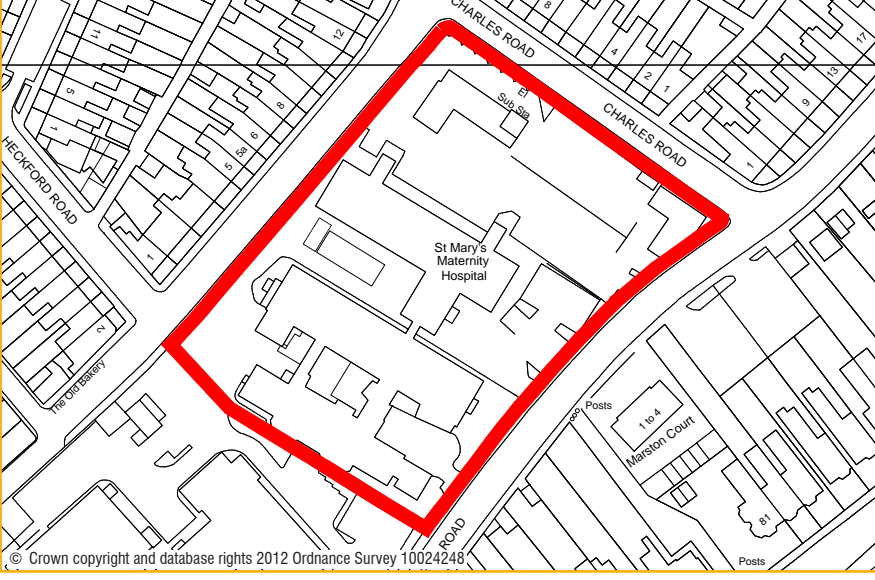
Provided that consideration is given to the schemes contribution to the Green Infrastructure Strategy:-

- i. A detailed analysis and understanding of how the topography of the site has been taken into account in drawing up the scheme;
- ii. Biodiversity is enhanced through planting schemes;
- iii. Existing natural features, particularly mature and protected trees, shrubs and landscaping is considered as part of the overall proposal; and
- iv. Reinforcing the permeability of the site by retaining the existing footpath link through the site to Ringwood Road.

Subject to:-

Consideration of the impact of new development on the character and appearance together with the setting of the locally listed building (Lady Russell Cotes House), on the site.

## Bournemouth and Poole College Site, Constitution Hill Road

<b>Location</b>	<p>St Mary's Hospital is bounded by St Mary's Road, Charles Road and Maple Road to the south-east, north-east and north-west respectively.</p> <p>The private Harbour Hospital adjoins the site to the south-west. The site is located in a largely residential area characterised by terraces of Victorian houses with distinctive front boundary treatment. The site falls within the Heckford Park Conservation Area, designated in 2010.</p>
<b>Site Description</b>	<p>A level, broadly rectangular shaped site with a distinctly different grain to other sites within the Conservation Area. The site comprises a relatively modern two storey brick building with tiled pitched roofs. The lodge building to the south east corner of the site and much of the perimeter boundary wall are considered to be positive features which contribute to the significance of the conservation area and should be retained in any redevelopment.</p>
<b>Site Area (ha)</b>	0.75
<b>Ward</b>	Poole Town
<b>Location Map</b>	
<b>Ownership</b>	The site is in the ownership of Poole Hospital NHS Foundation Trust
<b>Relevant Core Strategy Policies</b>	<p>PCS 4: Isolated Employment Sites          PCS5: Broad Locations for Residential Development          PCS6: Affordable Housing          PCS 7: Care Homes          PCS 15: Access and Movement          PCS 17: The A3049 East-West Corridor          PCS 20: Accessible and Inclusive Places          PCS 21: LAA Outcomes and Target Areas          PCS 23: Local Distinctiveness          PCS 24: Design and Access Statements          PCS 26: Delivering Locally Distinctive, Self-reliant Places          PCS 27: Safer Communities          PCS 28: Dorset Heaths International Designations          PCS 31: Sustainable Energy – General          PCS 33: Environmental Performance of Commercial Buildings          PCS 35: Energy and Resource Statements</p>
<b>Infrastructure Implications</b>	None.





6.11 The St. Mary's Maternity Hospital site, which is within the Heckford Park Conservation Area, will become vacant on completion of a new maternity unit planned for the nearby Poole Hospital NHS Foundation Trust site in Longfleet Road. The site is located in a highly sustainable location, as it is situated approximately 500 metres north-east of the Dolphin Shopping Centre and lies just to the west of Longfleet Road, a high frequency bus route.



6.12 The St. Mary's Hospital site lies within the Outer Source Protection Zone for the Poole Hospital borehole, and very close to the boundary of the Inner (1) Zone. In considering any future development proposals for the site, reference will need to be made to the planning guidelines specified within the Groundwater Protection: Policy and Practice (GP3) document, published by the Environment Agency. Any development proposals will need to be accompanied by a risk assessment that identifies appropriate mitigation measures to protect local groundwater sources from contamination from past/current uses.



### SSA 18: St. Mary's Maternity Hospital, St. Mary's Road

St Mary's Hospital, St Mary's Road is identified as a suitable location to deliver development comprising one of the following uses, or alternatively a mix of these uses:-

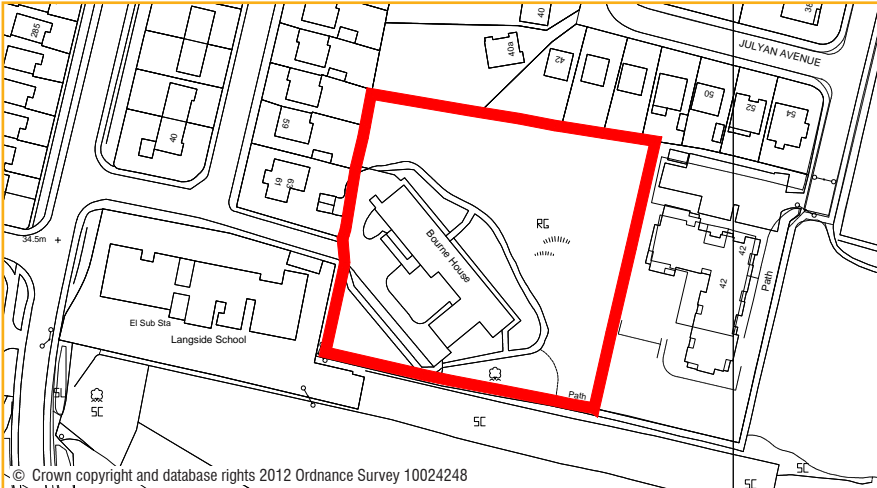
- a care/nursing home facility providing a minimum of 50 bed spaces;
- a health or medical facility;
- a community facility;
- a residential scheme that could incorporate an element of extra care accommodation.

Provided that:-

- any Design & Access Statement submitted with a development proposal addresses the principles and design guidance provided in the Heckford Park Conservation Area Character Appraisal and Management Plan, adopted 2010;
- any new proposal would improve permeability through the site/create a permeable site; and
- any new proposal contributes to the provision of active frontages on St Mary's Road and Maple Road to increase passive surveillance; and
- as a consequence of past/current operations on the site, there will be a need to establish the presence and nature of any potential ground contamination that could adversely impact on the environment or human health. A risk assessment will be required that identifies any necessary remediation measures to avoid risk from any contaminants or gases resulting from development, particularly in respect of local groundwater sources.



## Bourne House, Langside Avenue

<b>Location</b>	Bourne House, currently vacant, is situated at the southern end of Langside Avenue, a road of predominantly residential character accessed off of Alder Road. To the north the site is bounded by residential properties located on the southern side of Julian Avenue, whilst to the east the site is bounded by Edward House, a recent flats development. Langside School adjoins the western boundary of the site. A public footpath adjoins the site to the southern and a section of the western boundaries.
<b>Site Description</b>	<p>Bourne House is a substantial 2/3 storey flat roofed building situated on a site that broadly slopes downhill from north to south. The building was formerly used as offices for the Poole Area Headquarters of the Dorset Fire &amp; Rescue Service.</p> <p>The south western area of the site is generally level, whilst the north eastern half of the site slopes steeply downhill from the north eastern corner. The northern and eastern areas of the site have significant tree coverage which also extends to the southern boundary.</p>
<b>Site Area (ha)</b>	0.65
<b>Ward</b>	Alderney
<b>Location Map</b>	 <p>© Crown copyright and database rights 2012 Ordnance Survey 10024248</p>
<b>Ownership</b>	The site is in the ownership of Dorset Fire & Rescue Service.
<b>Relevant Core Strategy Policies</b>	<p>PCS 4: Isolated Employment Sites          PCS 5: Broad Locations for Residential Development          PCS 7: Care Homes          PCS 15: Access and Movement          PCS 19: Other Prime Transport Corridors &amp; Main Routes          PCS 20: Accessible and Inclusive Places          PCS 21: LAA Outcomes and Target Areas          PCS 23: Local Distinctiveness          PCS 24: Design and Access Statements          PCS 25: Self-reliant Communities          PCS 26: Delivering Locally Distinctive, Self-reliant Places          PCS 27: Safer Communities          PCS 28: Dorset Heaths International Designations          PCS 31: Sustainable Energy – General          PCS 33: Environmental Performance of Commercial Buildings          PCS 35: Energy and Resource Statements</p>
<b>Infrastructure Implications</b>	None.





6.13 Bourne House, Langside Avenue, was identified as a suitable location for a care home development at the Preferred Option stage of the site allocations process. In addition to contributing towards the projected need for care bed spaces over the plan period, the development of a care home in this location would help to deliver Local Area Agreement outcomes in the target area of Alderney, primarily through securing employment opportunities that will benefit the local community.



6.14 Planning permission was granted on the 25th January 2011, under planning application ref: 10/01124/F for the demolition of the existing office building and erection of a 60 bed care home for older people with associated parking and servicing arrangements.



### SSA 19: Bourne House, Langside Avenue

Bourne House, Langside Avenue, is identified as a suitable location for the development of a care home that will deliver a minimum of 50 bed spaces, provided that:-

- i. development proposals would not result in any direct or indirect adverse effects upon the integrity of the adjacent Dorset Heaths International designated habitat;
- ii. the development accords with criterion iv of policy DM 6: Accommodation for an Ageing Population because of its proximity to the Bourne Valley Natura 2000 and Ramsar site; and
- iii. measures are adopted to reduce trips by private car through the implementation of a Travel Plan, particularly to encourage uptake of walking and cycling to the site, including the provision of staff shower and locker facilities.

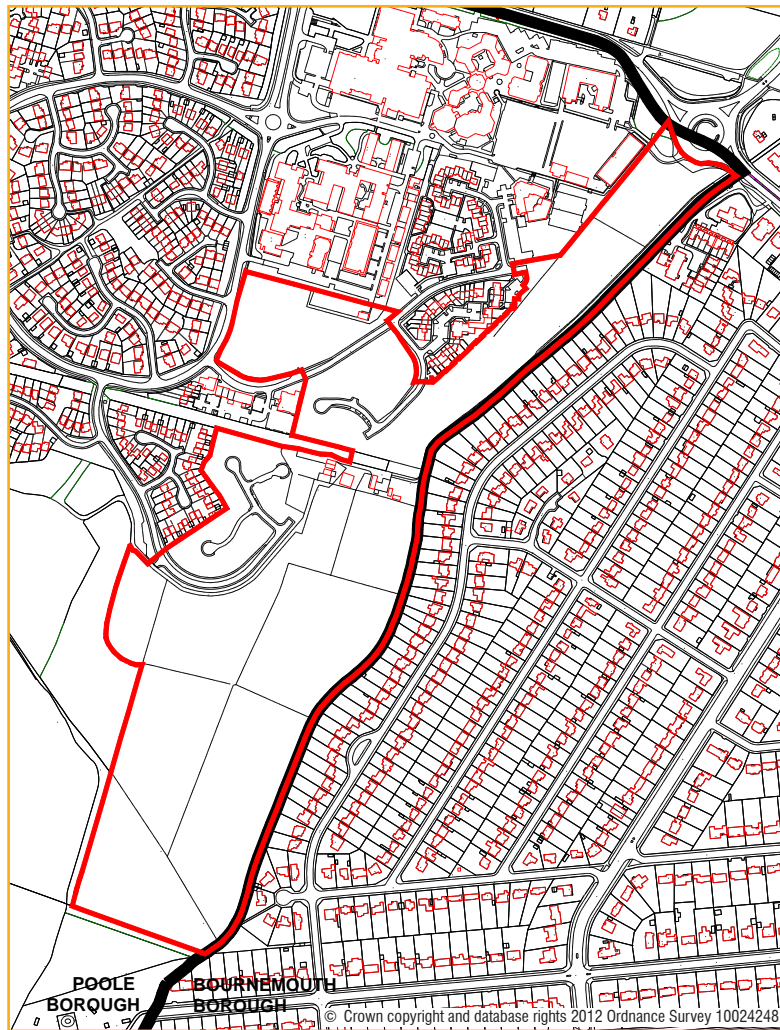


### Land south of Wallisdown Road, Talbot Village

<b>Location</b>	Land to the south of the Boundary Road Roundabout which connects Wallisdown Road to the west and Talbot Avenue to the east. The Bournemouth University and Arts University College at Bournemouth campuses and Talbot Village development adjoins the site to the west and the residential area of Talbot Woods (Bournemouth) to the east.
<b>Site Description</b>	<p>The site is substantially composed of existing farmland and includes three sites on the west of the site that have previously been granted approvals for planning permission.</p> <p>A tree belt of between 14 and 20 metres in width runs east-west through the centre of the site and continues westwards through the existing Talbot Village development.</p> <p>Highmoor Farm is located immediately to the south of the tree belt and some of the fields associated with the farm are within 400 metres of an area of heathland immediately to the west of the site which is designated a Site of Special Scientific Interest (SSSI), a Special Protection Area (SPA), a Special Area of Conservation (SAC), a RAMSAR site and part is a Site of Nature Conservation Importance (SNCI).</p>
<b>Site Area (ha)</b>	21.0 ha approx
<b>Ward</b>	Branksome East



**Location Map**



<b>Ownership</b>	The site is in the ownership of the Talbot Village Trust.
<b>Relevant Core Strategy Policies</b>	<p>PCS 5: Broad Locations for Residential Development</p> <p>PCS 6: Affordable Housing</p> <p>PCS 8: Lifetime Homes</p> <p>PCS 15: Access and Movement</p> <p>PCS 17: The A3049 East-West Corridor</p> <p>PCS 20: Accessible and Inclusive Places</p> <p>PCS 23: Local Distinctiveness</p> <p>PCS 24: Design and Access Statements</p> <p>PCS 26: Delivering Locally Distinctive, Self-reliant Places</p> <p>PCS 27: Safer Communities</p> <p>PCS 28: Dorset Heaths International Designations</p> <p>PCS 29: Poole Harbour SPA and Ramsar Site</p> <p>PCS 31: Sustainable Energy – General</p> <p>PCS 32: Sustainable Homes</p> <p>PCS 35: Energy and Resource Statements</p> <p>PCS 37: The Role of Developer Contributions in Shaping Places</p>
<b>Infrastructure Implications</b>	Draft LTP3 identifies a programme of measures to improve public transport journey times including the provision of Bus Showcase Corridors at Wallisdown Road, North-West Bournemouth to Poole corridor and long term proposals supporting potential park and ride. Wallisdown Road has been scheduled into Phase 2 of LTP, to be delivered between 2020-2026. This is highlighted in Policy DM 7: Accessibility and Safety.





6.15 The site is a current allocation in the Poole Local Plan First Alteration and subject to the provisions of 'saved' policy H3: Talbot Village. The policy promotes a mixed-use development comprising residential development, student accommodation and academic floorspace for Bournemouth University and the Arts University College at Bournemouth.

6.16 An outline planning application ref: 00/08824/084/P, lodged in May 2000, obtained a resolution to grant subject to the signing of a Section 106 Agreement in June 2010. The development proposals consist of two distinct elements. Firstly, on the allocated site as defined above, outline planning permission for:-

- 450 student units with ancillary facilities (2.42ha);
- 3,500 square metres of academic floorspace (0.46ha);
- 378 housing units (11.42ha);
- Public open space, including a buffer strip (6.07ha); and
- Pedestrian and cycle links and vehicular access from Boundary Road, Gillett Road, Purchase Road and Cutler Close.

6.17 Secondly, the planning application site included a further 26.34 ha of heathland and farmland to the west of the allocation. The application sought consent for:-

- Improvement works to heathland (15.64ha) including change of use of existing grazing areas (10.7ha) for nature conservation purposes, creation of swales/reed beds, installation of fire hydrants and creation of fire access to heath and erection of cat proof fence.

6.18 Subsequent to this decision, the application was 'called in' by the Secretary of State for the Department for Communities and Local Government, and will be the subject of a Public Inquiry which is anticipated to commence in mid-July 2011.



### SSA 20: Land south of Wallisdown Road, Talbot Village

The allocation site at Wallisdown Road, Talbot Village, is considered suitable for a mixed-use development comprising:-

- 450 units of student accommodation with ancillary facilities;
- 3,500 square metres of academic floorspace;
- 378 housing units;
- Sheltered Accommodation;
- Public open space, including a buffer strip;
- Pedestrian and cycle links; and
- Vehicular access from Boundary Road, Gillett Road, Purchase Road and Cutler Close.

With the development of the above uses on the site, it is envisaged that off site improvement works to heathland including change of use of existing grazing areas for nature conservation purposes, creation of swales/reed beds, installation of fire hydrants and creation of fire access to heath and erection of a cat proof fence will be required.

If planning permission for the mixed use development is refused by the Secretary of State, consideration would need to be given to the reasons for refusal and any alternative development options would need to overcome these. The suitability of the site to deliver a range of these different components of the development with a view to continuing to meet some of these development needs on the site will be assessed in the light of this. Alternative uses such as academic uses (including student accommodation and/or a school to serve a catchment covering both Poole and Bournemouth), specialist residential accommodation and Suitable Alternative Natural Greenspace (SANG), may also be considered.

# 7 Accessibility and the Prime Transport Corridors

## Accessibility and Safety

7.1 Providing safe and easy access to local shops and services for everyday needs, can help to reconnect communities and promote social inclusion and healthier lifestyle choices through encouraging walking and cycling. It is an important consideration for all but more particularly valuable for those who do not have regular use of a car. Opportunities exist to link residential areas with places of work, leisure facilities and a range of other services, to enable greater uptake of sustainable travel. Promoting Safe, Sustainable and Convenient Access is a key priority in the Poole Core Strategy and is reflected in corporate aspirations to improve the efficiency of public transport. Where new routes or better linkages within the urban environment can be created, the council will seek well lit, clearly marked and highly visible safe routes.

7.2 The implementation of Poole Core Strategy policies PCS15, PCS16, PCS17 and PCS19 will contribute to providing safe coherent walking routes, cycleways, and legible routes to the town centre, local centres and public transport hubs. Improvements to existing infrastructure will be expected to facilitate pedestrian crossings, rights of way, dropped kerbs, nine separate cycle schemes, bus priority schemes at signals, bus shelters, raised kerbs and a new travel interchange.

## Local Transport Plan for Dorset (LTP3)

7.3 A Local Transport Plan (LTP3) has been adopted for the Dorset Area. To meet the projected growth in traffic as a result of planned development, population growth & increased economic activity, significant additional infrastructure will be required. Much of the growth will come from small scale infill sites, which cumulatively & together with other development will require investment in transport infrastructure. Core Strategy policy PCS 37 recognises the need for impact minimisation & that developer contributions will form part of the funding solution. The LTP3 sets out a strategy for transport for the whole of Dorset for the next 15 years with implementation plans detailing proposals over the plan period to 2026. In the immediate short term, initial efforts would concentrate on low cost/high return schemes, identified in more detail in the LTP3 Implementation Plan. Resources for the development of medium term measures would also be identified in this period. Those short term schemes that could have implications for Poole are set out in the following table:-

Local Transport Plan: Short Term Measures 2011-2014
Junction Improvements especially on key corridors
Highways improvement – A31 Canford Bottom
Extensive/Smarter greener choices including expanded travel plans, personalised travel planning/improved passenger information
Low cost improvements to public transport (especially within Quality Bus Corridors)
ITS improvements – extend and improve traffic control and information systems, especially on key corridors across the conurbation
Cycling & walking schemes – contributing to strategic network
Implementation of Travel Smartcard (Oyster type) scheme
Poole Regeneration gyratory system/links - Marston Link - Phase 1
Freight Quality Partnership measures
Development of major scheme bids and the Local Sustainable Transport Fund (LSTF) bid for implementation in the medium term, managed by a joint strategic projects team





7.4 The medium term would see the implementation of a number of strategic improvements to public transport and the highway network. Assuming transport funding returns to pre-recession levels, the medium term would see the implementation of a number of strategic improvements to public transport and highway networks as below. The development of longer term schemes would also be required in this period. Those initiatives that have implications for Poole are set out in the following table:-



<b>Local Transport Plan: Medium Term Measures (2014-2019/20)</b>
Build on smarter choices success of early years
Enhanced co-ordination sought through formalised partnership between the three Highway Authorities to strengthen strategic joint governance arrangements
Quality Bus Corridors - Phase 1 Major Scheme Bid A35 - Christchurch-Bournemouth-Poole (scheme could be advanced into Short Term if successful with the LSTF bid)
Quality Bus Corridors - Phase 2 - Wallisdown - North/South Link to Poole
Poole Regeneration gyratory system/ links - Marston Link - Phase 2 and Bay Hog etc (Dependant on progress with development)
Improvement of key junctions at the following locations: Shah of Persia, A3049 University Roundabout, A35 Pottery Junction, Tower Park Roundabout, A35 Bournemouth Road/St Osmunds Road. A341 Queen Anne Drive with Gravel Hill, A349/B3074 Darby's Corner, A349 Dunyeats Roundabout, A3049/A348 Mountbatten Arms Roundabout, A347/A3049 Boundary Roundabout, A35 County Gates, A3049 Wallisdown Roundabout
Increased rail frequency between Brockenhurst and Wareham - improved integration with bus services;
Cycling & walking schemes – completion of strategic network
The three highway authorities to work towards establishing a single integrated transport authority - Joint Traffic Control Centre with single Traffic Manager, to ensure integrated transport delivery.
Express bus service to outlying areas
Development of Major Scheme bids - further Quality Bus Corridors/P+R and future highway schemes.
<ul style="list-style-type: none"> <li>• Further Quality Bus Corridors</li> <li>• A31 Trunk Road dualling</li> <li>• North-South road link (single carriageway) – Magna Road to Canford Bottom</li> <li>• East-West road link - Chapel Gate to Magna Road</li> <li>• Dunyeats Roundabout (A349 Dunyeats Road with Gravel Hill)</li> <li>• Darbys Corner (A349 Gravel Hill with Waterloo Road)</li> </ul>



7.5 The long term strategy is for 2020-2026 and beyond. This includes completion of the Quality Bus Corridors with potential Park and Ride sites, increased rail frequency alongside development of a light rapid transit system, and a number of road building schemes. Those that have implications for Poole are set out in the following table:-



<b>Local Transport Plan 3: Long Term Measures (2020-2026)</b>
Build on success of short and medium term measures, including continued support of Smarter Choices.
A31 Trunk Road dualling – Ameysford to Merley, including grade separated junctions.



7.6 The LTP is fully integrated with the planning process and has strong connections with the wider health agenda. There are stronger links with promoting the economy and greater focus on promoting low carbon travel. Joint working across the Dorset authority boundaries enable cost effective and holistic responses and solutions to issues on existing networks. LTP3 was adopted in April 2011. The priorities of the LTP3 are to support the government's goals for economic competitiveness and growth by delivering reliable and efficient transport networks, and to reduce CO2 emissions through reducing dependency on cars as a means of travel. Thus a range of measures are proposed to encourage people to switch to public transport, cycling and walking.

7.7 Strengthening and safeguarding the transport network and enhancing opportunities for sustainable travel options are the primary objectives of the Accessibility and Safety policy. In complementing LTP3, the Accessibility and Safety policy will ensure that opportunities to strengthen the role of high frequency bus routes and bus priority measures through strategic Quality Bus Corridors and ensure greater opportunities to facilitate changes in modal shift are taken. Junction improvements programmed at twelve locations in Poole will improve movement along these routes, improve bus reliability times, reduce congestion, provide crossing facilities and traffic management measures to mitigate the effects of traffic using local roads as rat runs.

### Safeguarding of Minerals Facilities

7.8 The draft Dorset, Bournemouth & Poole Minerals Core Strategy (Oct 2010) identifies safeguarded sites for minerals. Existing rail infrastructure in Poole enables minerals to be transported by rail, rather than by road, helping to reduce CO2 emissions and thereby helping to address the effects of climate change. The need to safeguard and retain the existing Port Rail Link and rail freight facilities in Hamworthy is crucial for the movement of freight and aggregates.


## DM 7: Accessibility and Safety

Proposals for new development will be expected to contribute to improved connectivity to transport networks, promote accessibility to jobs, shops, services and leisure facilities and should not compromise or result in detriment to connectivity and accessibility or to highway safety.

### A. Cycle Routes/Footpaths - Development proposals will be expected to:-

- i. where possible, extend, link or improve existing cycle routes and footpath links:-
- ii. not compromise or result in detriment to existing cycle routes and footpath links; and
- iii. have regard to the Borough of Poole Cycle Network, Dorset LTP3 short, medium and long term strategies for Poole, the Proposals Map, the emerging Public Realm Strategy and Green Infrastructure Strategy, where this enables one or more of the following benefits to be delivered:-
  - Improved connections with high frequency bus routes and quality bus corridors and public transport hubs;
  - Better connections to the Town Centre, and the hierarchy of Local Centres;
  - Improved connections to Green Corridors and circular routes linking green infrastructure.
  - Better passive surveillance of public spaces to maximise perception of safety;
  - New footpaths and cycleways; and
  - Reduced CO2 emissions.






**B. Highway Junction and Improvement Schemes** - Development proposals should not be detrimental to the implementation of short, medium and long term schemes for Poole identified in the LTP3. A package of measures will be implemented that will contribute to improved highway safety and the delivery of sustainable travel options such as improved crossing facilities cycleways, bus priority measures and quality bus corridors that serve the Town Centre and the major local centres at Ashley Road, Ashley Cross and Broadstone.


Development that would prejudice the future implementation of junction and highway improvement schemes will not be permitted at the following locations, shown on the Proposals Map:-

- 
- i. Wallisdown Road and Ringwood Road (A3049/A348 Mountbatten Arms)
  - ii. Wallisdown Road and Alder Road (A35 Pottery Junction)
  - iii. Wallisdown Road with Fern Barrow (A3049 University Roundabout)
  - iv. Wallisdown Road and Boundary Road (A347/A3049)
  - v. County Gates Roundabout (A35)
  - vi. Bournemouth Road with Alder Road (A3049 Wallisdown Roundabout)
  - vii. Bournemouth Road with Richmond Road/St. Osmunds Road
  - viii. Fernside Road with Longfleet Road (Shah of Persia)
  - ix. Dorset Way with Old Wareham Road (Tower Park Roundabout)
  - x. Gravel Hill with Queen Anne Drive (A341)
  - xi. Dunyeats Roundabout (A349)
  - xii. Darbys Corner (A349/B3074)


**Highway Improvements:**

- 
- i. Commercial Road/Chalice Close (rear service road)
  - ii. Denmark Lane
  - iii. Mannings Heath Road adjacent and opposite to Broom Road
  - iv. Wool Road/St Georges Avenue

In all cases junction improvements should take a comprehensive approach to improving accessibility for all users, particularly in the Town Centre and local centres and be expected to adhere to Core Strategy Policies PCS15 through to PCS20, thereby contributing to the objectives set out in Strategic Objective 4: To Promote Safe, Sustainable and Convenient Access.



**C. Rear Servicing** - Wherever practicable, development proposals will be expected to identify opportunities for the provision of rear accessing/servicing to shops, particularly where frontages of shops are located in pedestrianised areas such as the High Street, and in the main Local Centres of Ashley Cross, Ashley Road and Broadstone. Implementation of rear servicing schemes, shown on the Proposals Map, should not be compromised by new development. Proposals involving retail premises will be expected to retain existing rear servicing facilities. Any commercial redevelopment proposals will be expected to provide, where appropriate, rear accessing arrangements to safeguard residential amenity and to ensure safety and efficiency of the existing highway network and to enable measures to improve journey times.



**D. Safeguarding Rail Freight Facilities** - The existing Port Rail Link and rail freight facilities in Hamworthy, shown on the Proposals Map will be retained and safeguarded to provide a sustainable method of transportation for minerals and other bulky goods.

Proposals for new development adjacent to or close to the railway network will be permitted provided that:-

- i. it does not conflict with the operation of the rail network;
- ii. the imposition of conditions would not restrict the operation of freight and rail services; and
- iii. a Noise and Vibration Survey is submitted where noise sensitive development is proposed.

**E. Infrastructure** - The cumulative impact of forecast traffic growth from proposed housing and other development will require investment in new infrastructure, including transport. Development will therefore be expected to contribute to offsetting the additional effects upon the transport infrastructure network. Initially this will be via s106 Agreements until as such time as this may be replaced by the introduction of the Community Infrastructure Levy, where it complies with tests set out in the CIL regulations 2010 at s.122.



## Demand Management

7.9 A key priority for the Council and the wider South East Dorset sub-region is to carefully manage the growth in traffic and additional pressure on the road network as a result of new residential and commercial development coming forward. The Poole Core Strategy promotes a spatial approach to development in Poole over the period 2006-2026, which will see the most change taking place in areas where walking, cycling and public transport will provide realistic alternatives to journeys by car. The key areas identified include the Town Centre and Regeneration Area; Town Centre North; key locations on the east-west Prime Transport Corridor and on locations on main routes which are well-served by public transport and local facilities.

7.10 The Core Strategy recognises that reducing the need to travel can be promoted in a number of ways. Examples include the use of travel plans on large and significant residential, commercial and education developments; park and ride; car parking strategies and enhancing public transport and opportunities for walking and cycling. In support of the objective of reducing the need to travel, work is currently in progress on revising and updating current Supplementary Planning Guidance in respect of Parking & Access and Travel Plans. When completed, these will form part of the Local Development Framework for Poole and be adopted by the Council as Supplementary Planning Documents.

7.11 National forecasting using TEMPRO modelling software predicts a continuing growth in car ownership levels for the period up to 2036. The Bournemouth, Poole and Dorset Residential Car Parking Study 2010 (BPDRPCS) provides local evidence base which reflects the national upward trend in car ownership associated with new residential development and economic growth. A Parking and Highway Layout in Development Supplementary Planning Document will be produced in mid 2011 and will set out a range of measures to promote safe, sustainable and convenient access to development, integrating parking provision within a high quality realm, supporting active streets that feel safe to use.

7.12 Local transport policy is provided through the Local Transport Plan. The goals contained in the adopted Dorset Local Transport Plan 3 (LTP3) have been based on national goals set out in government advice. LTP3 goals align with Core Strategy objectives in seeking to contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport; by promoting travel modes that are beneficial to health and in promoting greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society, and reducing carbon emissions.

## DM 8: Demand Management

### i. Parking and Development Layout

Development will be permitted where it can be demonstrated that proposed parking provision:-

- Actively promotes the following user hierarchy – pedestrians, cyclists, vehicles;
- Positively contributes to the vitality of the street;
- Improves the layout, legibility and the quality of the public realm;
- Takes a design led approach which contributes to reducing Poole's carbon footprint and promotes the most efficient use of land; and
- Maintains the vitality and viability of the town centre and local centres.

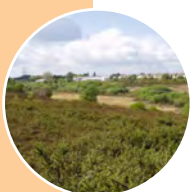
Parking provision in new development will be expected to have regard to the provisions set out in the Borough of Poole Parking and Highway Layout in Development Supplementary Planning Document 2011, to deliver active streets that feel safe to use and support sustainable attractive residential and commercial development in line with Poole Core Strategy, Strategic Objective 4. Optimum levels of car parking will be sought in accordance with the Parking Zones in the Parking and Highway Layout in Development SPD. The ability of a development to incorporate measures to encourage sustainable transport choices such as walking, cycling and the use of public transport can be important factors in determining the level of parking provision. Where appropriate, proposals for development will be backed up through Travel Plans which will contain a package of measures to reduce travel by car.

### ii. Travel Plans

Improving the opportunity for residents and visitors to travel sustainably is a corporate objective and aligned with priorities contained within the Local Transport Plan (LTP3), as well as Core Strategy outcomes. New development will be permitted provided that it can be demonstrated it has had regard to the following:-

- The provisions of the Parking and Highway Layout in Development Supplementary Planning Document; and
- The provisions of the current Travel Plans Supplementary Planning Guidance (April 2003) or any future revised document.

Any proposal requiring a Travel Plan and/or Transport Assessment will always be expected to be robust and contain detailed measures, targets, monitoring and sanctions to help influence travel behaviour of individuals and organisations, to move towards more sustainable travel choices.



## Park and Ride Facilities

<b>Land at Yarrow Road, Mannings Heath</b>	
<b>Location</b>	The site lies to the east of the Mannings Heath Roundabout which forms the junction between Dorset Way/Canford Way (A3049) and Canford Heath Road (B3074). It forms the northern-most extent of the Mannings Heath Existing Employment Area.
<b>Site Description</b>	The site, a former quarry in an area known as Haymoor Bottom, opens into an excavated bowl from the access on the Yarrow Road frontage. The steep topography of the site defines the extent of the operational area. The residual area, the majority of which is at a significantly higher level than the former quarry, is characterised by a mixture of fragmented heathland and exposed areas some of which is subject to significant wildlife constraints.
<b>Site Area (ha)</b>	5.31
<b>Ward</b>	Alderney
<b>Location Map</b>	
<b>Ownership</b>	The site is in the ownership of the Borough of Poole.
<b>Relevant Core Strategy Policies</b>	PCS 2: Existing Employment Areas PCS 15: Access and Movement PCS 17: The A3049 East-West Corridor PCS 20: Accessible and Inclusive Places PCS 21: LAA Outcomes and Target Areas PCS 23: Local Distinctiveness PCS 24: Design and Access Statements PCS 26: Delivering Locally Distinctive, Self-reliant Places PCS 27: Safer Communities PCS 36: Joint Working PCS 37: The Role of Developer Contributions in Shaping Places
<b>Infrastructure Implications</b>	None.

7.13 Mannings Heath has been identified as a suitable location for a major park and ride facility and land at Yarrow Road has previously been allocated for this use in the Poole Local Plan First Alteration (Adopted March 2004). The site is owned by the Borough of Poole and part of the site is currently used for the storage and resale of aggregates and the recycling and resale of builders waste, under a lease arrangement. Although the site area extends to approximately 5.31 hectares, due to its topography and the presence of fragmented heathland, the usable extent is likely to be considerably less than the overall site area.





## Bus Maintenance Depot – Relocation

7.14 The Wilts and Dorset bus maintenance depot is currently located in the centre of Poole behind the Dolphin Shopping Centre multi-storey car park. In order to maximise the development potential of the Town Centre North area, the depot will need to be relocated to a suitable site that:-

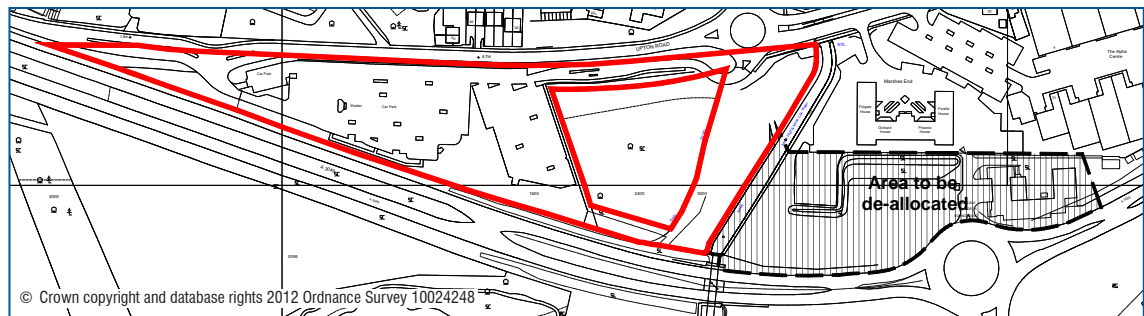
- has a minimum site area of two hectares;
- is reasonably level; and
- is within 25 minutes drive time of both Poole and Bournemouth town centres.

7.15 The Mannings Heath area has a number of sites meeting these criteria.

## Marshes End, Creekmoor

7.16 The site, in the ownership of the Borough of Poole is located between Upton Road and the A350 and situated to the north/north-west of the Holes Bay Roundabout. The site lies within an area at risk of flooding and would require the implementation of appropriate mitigation measures. The future potential size of the Park & Ride site at Creekmoor was reviewed in 2006, and Transportation Services advised the Council that only that part of the site west of the drainage channel needed to be reserved for Park & Ride use. As a consequence, land to the east of the drainage channel, currently forming part of the Park & Ride allocation, will be de-allocated.

Creekmoor Park & Ride site showing area to be de-allocated



## SSA 21: Facilities for Park & Ride

**Land at Yarrow Road, Mannings Heath** - Land at Yarrow Road, Mannings Heath, as shown on the Proposals Map, is identified as the preferred location for:-

- a park and ride facility providing 400+ car parking spaces that could feed bus services to both Bournemouth and Poole town centres;

And a potential location for:-

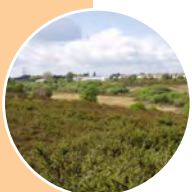
- the relocation of the Wilts and Dorset Ltd. bus maintenance depot to replace the existing facility located in Poole town centre.

Provided that:-

- A survey of wildlife features on the site is undertaken as part of any proposals, given the known presence of European protected species in this location; and
- Development proposals do not compromise highway safety, or prejudice rights of way and access to the site.

Whilst the Yarrow Road site has been identified as an option for the relocation of the bus maintenance depot, there are other sites available within the Mannings Heath 'Existing Employment Area' which are equally practicable.

**Marshes End, Creekmoor** - Land at Marshes End, shown on the Proposals Map, is allocated for Park & Ride facilities and will be safeguarded from development likely to prejudice this use. The copse within the site will be retained.



# 8 Priority Areas in Need of Investment and Improvement

## Local Centres - Priorities for Investment

8.1 The Core Strategy identifies four local centres that could benefit from investment and improvement, these being:-

- Canford Heath;
- Creekmoor;
- Wallisdown; and
- Hamworthy.

### Canford Heath and Creekmoor Local Centres

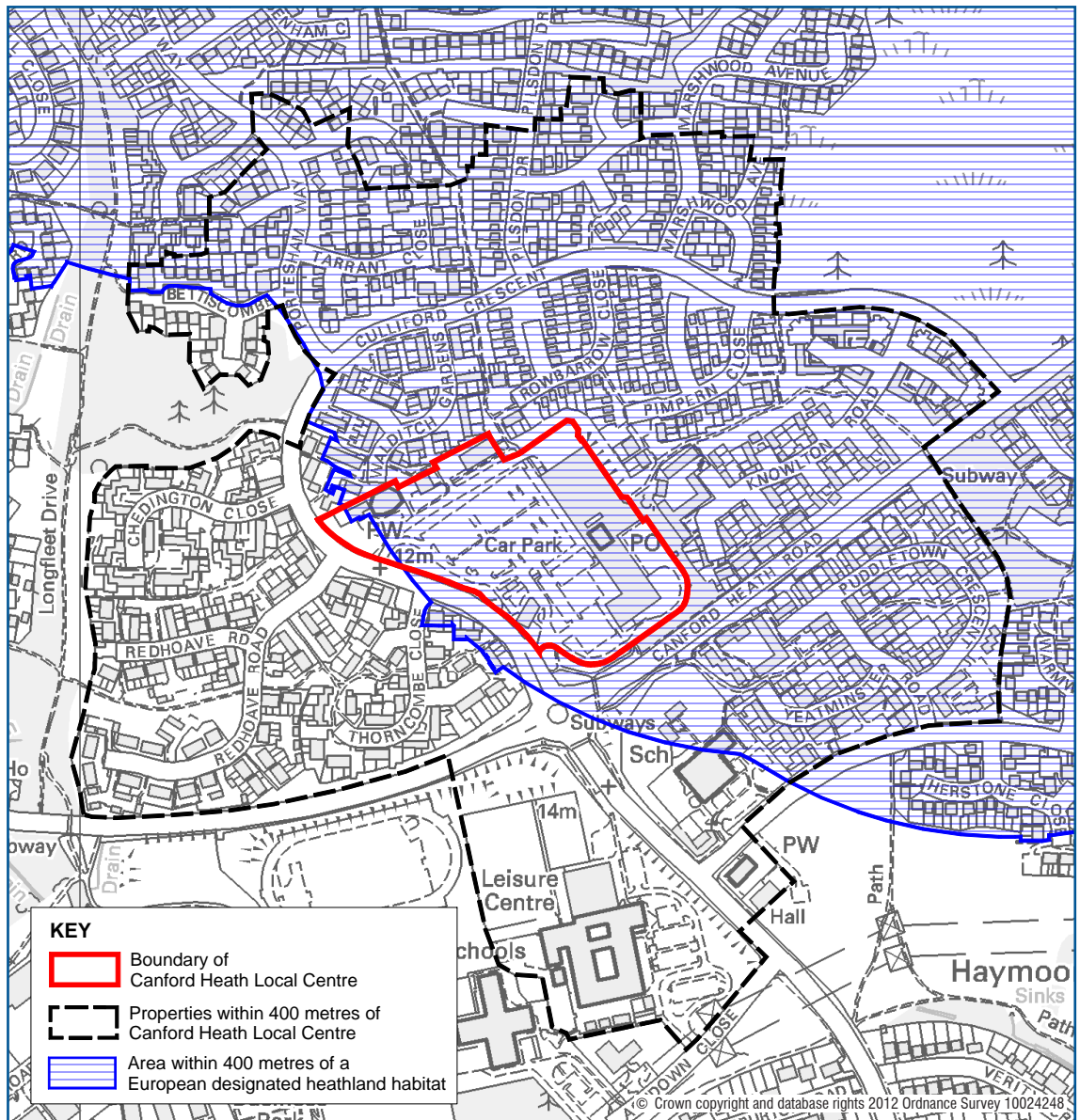
8.2 The Canford Heath and Creekmoor local centres present opportunities for qualitative improvements to public spaces and better integration with surrounding areas, particularly in relation to pedestrian and cycle movements. This could be achieved through retail-led mixed use development.

8.3 The centres are subject to the provisions of Core Strategy policy PCS 22 - Local Centres, which specifies priorities that, for these two local centres are:-

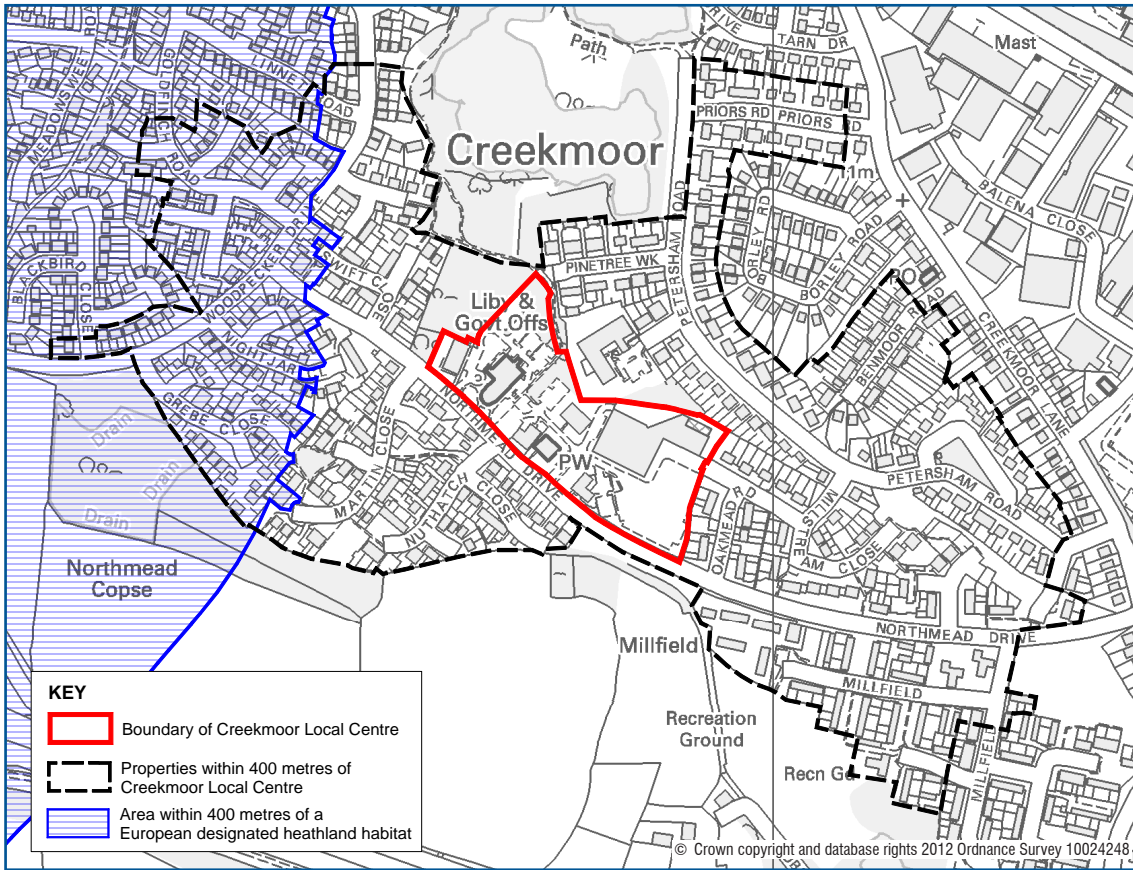
- New retail investment at a scale appropriate to the role of the local centres provided that it contributes to the provision of an enhanced public space as a focal point for the local centre; and
- That highway schemes will support the provision of better pedestrian and cycle links with surrounding residential areas.



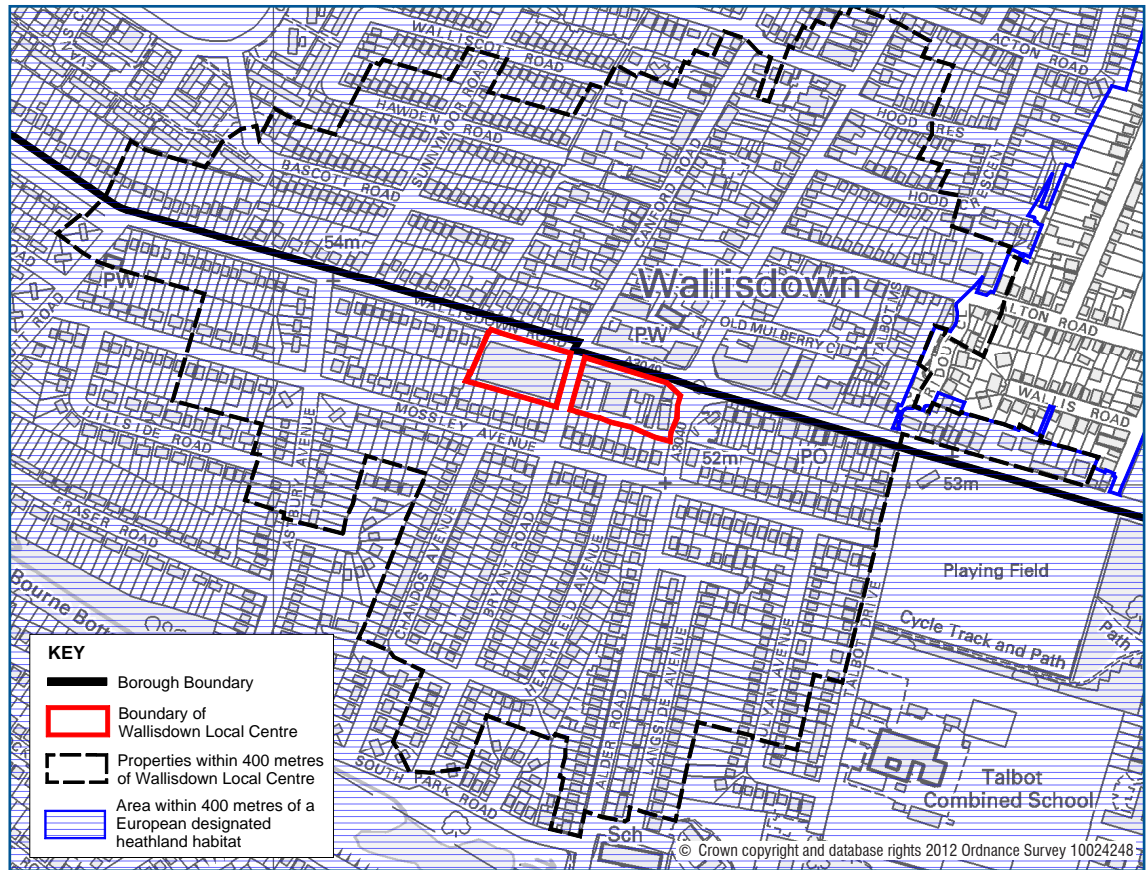
## Canford Heath Local Centre



# Creekmoor Local Centre



## Wallisdown Local Centre



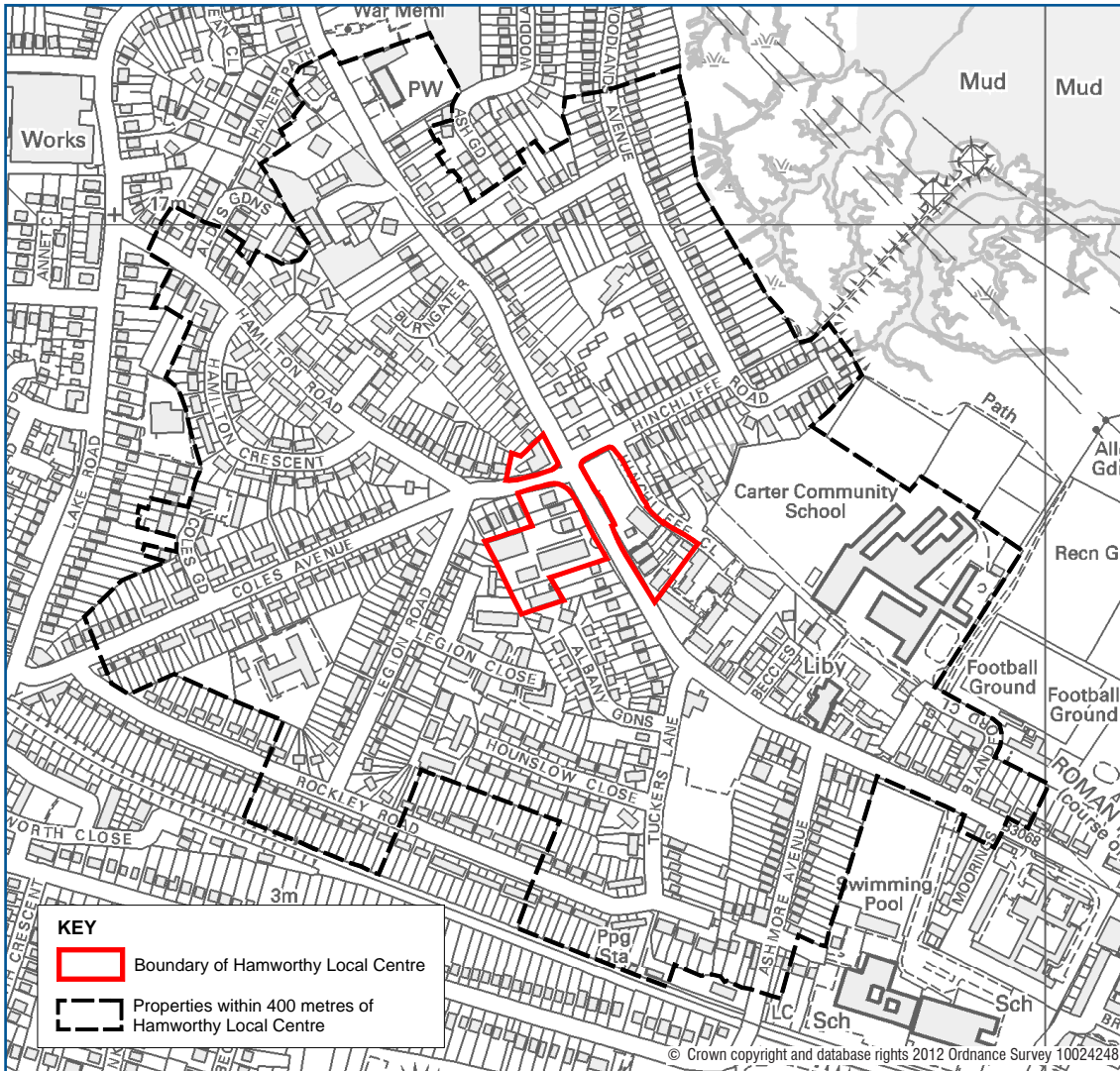
8.4 The Wallisdown local centre lies either side of the administrative boundary between Bournemouth and Poole. It suffers from poor public realm and traffic severance.

8.5 The centre is subject to the provisions of Core Strategy policy PCS 22 - Local Centres, which specifies priorities for Wallisdown local centre, working in partnership with Bournemouth Borough Council, as:-

- Improve the quality of the public realm including paving materials, shopfronts and signs, street lighting and planting; and
- Take steps to minimise the community severance caused by traffic, particularly on Wallisdown Road, through attention to the pedestrian environment, improved crossing points and sensitive landscaping.

8.6 This is supported by Core Strategy policy PCS 17 - The A3049 East-West Corridor (vi), which identifies “improvements to Wallisdown Local Centre to offer better facilities and a more attractive environment for local residents.”, as one of the measures to deliver specified priorities for the A3049 East-West Corridor.

## Hamworthy Local Centre



8.7 Hamworthy local centre provides a limited range of community facilities and has poor public realm.

8.8 The Poole Local Plan First Alteration (Adopted March 2004), contains a currently 'saved' policy identifying sites at 243-249 Blandford Road as a proposed redevelopment site, where the potential exists for the expansion of retailing within Hamworthy, primarily around the Coles Avenue/Blandford Road junction (See policy SSA 23 – Hamworthy Redevelopment Site). The consolidation of facilities in this area would create a focal point for Hamworthy and result in the development of a more distinct and recognisable local centre.

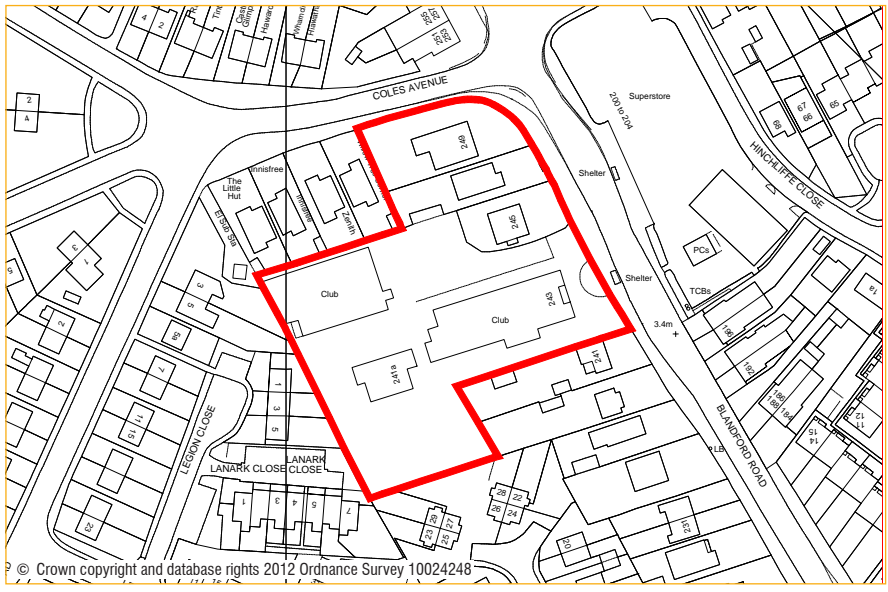
### SSA 22: Local Centres - Priorities for Investment

Canford Heath, Creekmoor, Wallisdown and Hamworthy local centres will be the subject of individual Development Briefs that will seek to deliver the priorities set out in Core Strategy policy PCS 22 – Local Centres and will provide the framework to guide future decisions relating to investment and the delivery of improvements.

The Development Briefs will be prepared in conjunction with key stakeholders and the local community and in the case of Wallisdown local centre through working in partnership with Bournemouth Borough Council.



## Hamworthy - Redevelopment Site

<b>Location</b>	Located to the south-west of the junction between Blandford Road and Coles Avenue in Hamworthy and incorporating properties numbered 243 to 249 Blandford Road.
<b>Site Description</b>	<p>The site comprises the following properties:-</p> <ul style="list-style-type: none"> <li>• A Liberal Club (243 Blandford Road), with a light industrial workshop to the rear (241a);</li> <li>• The former British Legion Club and a detached bungalow, both vacant (245 Blandford Road);</li> <li>• A detached bungalow (247 Blandford Road); and</li> <li>• A detached house guest house (249 Blandford Road).</li> </ul>
<b>Site Area (ha)</b>	0.69
<b>Ward</b>	Hamworthy East
<b>Location Map</b>	
<b>Ownership</b>	The site is in a number of different ownerships.
<b>Relevant Core Strategy Policies</b>	<p>PCS 5 – Broad Locations for Residential Development          PCS 6 – Affordable Housing          PCS 8 – Lifetime Homes          PCS 15 – Access and Movement          PCS 19 – Other Prime Transport Corridors &amp; Main Routes          PCS 20 – Accessible and Inclusive Places          PCS 21 – LAA Outcomes and Target Areas          PCS 22 – Local Centres          PCS 23 – Local Distinctiveness          PCS 24 – Design and access Statements          PCS 25 – Self-reliant Communities          PCS 26 – Delivering Locally Distinctive, Self-reliant Places          PCS 27 – Safer Communities          PCS 31 – Sustainable Energy – General          PCS 32 – Sustainable Homes          PCS 33 – Environmental Performance of Commercial Buildings          PCS 35 – Energy and Resource Statements          PCS 37 – The Role of Developer Contributions in Shaping Places</p>
<b>Infrastructure Implications</b>	None.



8.9 The site is currently allocated in the Poole Local Plan First Alteration and subject to the provisions of 'saved' policy LC8: Hamworthy -Redevelopment Site, which promotes a mixed-use development comprising local shopping facilities, residential use and community facilities, on the sites of 243-249 Blandford Road.

8.10 The site lies within the designated Hamworthy Local Centre that provides a limited range of community facilities and has poor public spaces. The Poole Local Plan First Alteration (March 2004) identified that potential existed for the expansion of retailing within Hamworthy, in and around the Coles Avenue/Blandford Road junction. The consolidation of facilities in this area would create a focal point for Hamworthy and the development of a more recognisable local centre.

8.11 This view was reinforced by the Core Strategy, which identified Hamworthy as one of four local centres in Poole that could benefit from a variety of improvements and was included in Core Strategy policy PCS 22: Local Centres, a policy that promotes new development in four identified local centres, including Hamworthy, that would support an uplift in the quality, vitality, diversity and success of these centres. Sub-section C of policy PCS 22 states that:- "in Hamworthy redevelopment opportunities within the Local Centre will be permitted for a mix of uses which deliver:-

- i. improved shopping facilities;
- ii. residential use;
- iii. community facilities; and
- iv. environmental enhancements to the local centre.

8.12 The Poole Site Specific Allocations Development Plan Document – Consultation on Preferred Options for Sites – August 2009, following their inclusion in the Core Strategy, identified Hamworthy, together with Canford Heath, Creekmoor and Wallisdown, as local centres that would benefit from investment and improvement. The document promoted a preferred option in respect of these centres that would make each the subject of Development Brief, that would provide the framework to guide future decisions relating to investment and the delivery of much needed improvements.

### SSA 23: Hamworthy - Redevelopment Site

The sites of 243 to 249, shown on the Proposals Map, are considered suitable for redevelopment that delivers a mix of uses as set out in Core Strategy policy PCS 22 - Local Centres, sub-section C.

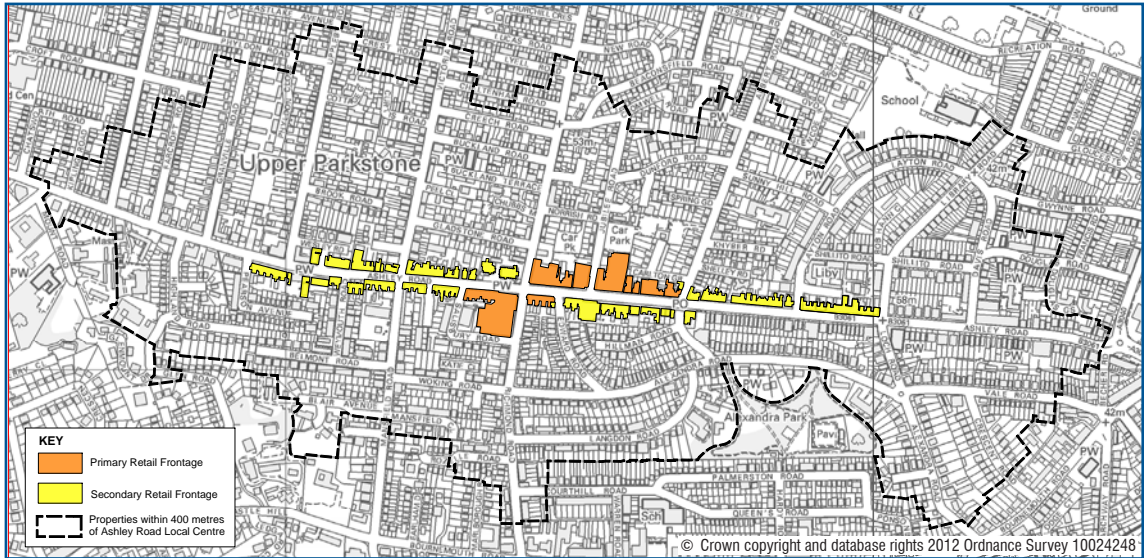
Proposals for redevelopment will be expected to:-

- i. As far as is practicable, deliver comprehensive redevelopment through the assembly of component sites;
- ii. Rationalise access arrangements onto Blandford Road and include appropriate arrangements for servicing of new shop units; and
- iii. Support the improvement and enhancement of the local centre by addressing the criteria set out in Core Strategy policy PCS 23: Local Distinctiveness - sub-section D.

The redevelopment site lies within the defined boundary of Hamworthy Local Centre which will be the subject of a Development Brief as set out in policy SSA 22: Local Centres – Priorities for Investment.



## Ashley Road Local Centre



8.13 Ashley Road, the second largest shopping centre in the Borough in terms of retail floorspace, suffers from a number of environmental problems. The quality of the public realm is a particular issue and improvements and enhancements to shop fronts, paving, street furniture and lighting and the softening of the environment through the use of appropriate landscaping could make a considerable difference. These measures, in combination, could contribute considerably to the Core Strategy objective of delivering high quality, distinctive and self-reliant places and the creation of sustainable communities.

8.14 Lying on a high frequency bus route, it can also be liable to significant levels of traffic congestion, resulting in problems in relation to air quality. On-street parking and servicing can exacerbate this situation and measures such as the creation of suitable rear servicing, where opportunities arise, and careful management of on-street parking arrangements, could help to lessen some of these difficulties.

8.15 Ashley Road is subject to the provisions of Core Strategy policy PCS 22 - Local Centres, which specifies the priorities for Ashley Road as:-

- Environmental enhancements to provide an overall uplift in the quality and economic performance of the local centre. Improvements will focus upon the quality of paving, street furniture, lighting, shop fronts and signage.
- The introduction of traffic management measures aimed at improving the reliability and efficiency of bus journeys, the movement of people and vehicles, air quality and the servicing of premises in a manner which is sensitive to the needs of traders in the local centre and residents on and adjacent to Ashley Road.

## SSA 24: Ashley Road Local Centre

Ashley Road Local Centre and the surrounding area will be the subject of a Development Brief that will:-

- Provide a vision for the centre;
- Provide the framework that will guide future decisions relating to investment and the delivery of improvements; and
- Be prepared in conjunction with key stakeholders and the local community.

The Development Brief will address priorities that will include:-

- i. Improvements to the quality of the public realm;
- ii. Reducing severance created by high levels of traffic and congestion and delivering improvements to on-street parking arrangements; and
- iii. Identifying opportunities to improve rear servicing arrangements of shops and commercial premises.





## 9 Areas Where Change will be Carefully Managed

### Green Infrastructure and Biodiversity

#### Green Infrastructure



9.1 Green Infrastructure is the term used to describe the interconnecting network of multi-functional green space, both new and existing, which supports natural and ecological processes. Consists of recreational and amenity space such as beaches, parks and gardens, outdoor sports facilities, cemeteries and churchyards, greenspace, green corridors and allotments, together with areas of rich biodiversity such as nature reserves, heathland, woodland and areas of landscape and historic character. It is these green areas that make Poole an attractive place to live and work. For the people of Poole, these green areas offer peace and relaxation, space for active recreation and play and opportunities to enjoy wildlife and views.



9.2 The value of these green areas is recognised in the South East Dorset Green Infrastructure Strategy (2011). The vision states:-

*“South East Dorset is a place with high-quality, distinctive and accessible parks, corridors, habitats and spaces for people and wildlife. Green Infrastructure will complement the unique coast and harbours setting of the area and enhance internationally important wetlands and heaths as well as local wildlife sites while actively supporting the development of healthy, prosperous, sustainable and resilient communities.”*



9.3 The benefits of Green Infrastructure for people, set out as objectives in the emerging South East Dorset Green Infrastructure Strategy, are to:-

1. Work in partnership to deliver multi-functional green infrastructure
2. Promote health and well being, reduce inequality and encourage community participation
3. Strengthen the competitive advantages of South East Dorset's economy
4. Prepare for climate change through mitigation and adaptation
5. Conserve and enhance the unique natural environment and to maximise the positive contribution of economic and housing growth
6. Create and manage sustainable places informed by local people and local character.



9.4 The Green Space Audit for Poole in 2009 provided information on the network of greenspaces in the Borough and recognised that green infrastructure planning should be in partnership with other local authorities. The Audit also highlighted that greenspaces should be linked to provide green networks, that there is potential to increase access to nature and that the heathlands in Poole are internationally important for wildlife but should not be damaged by increased recreational use due to housing growth.



9.5 Green Infrastructure connects local areas into the wider region and beyond and helps to deliver strategic objectives like building stronger communities through sporting, cultural and educational events and enhancing the opportunities for community engagement. It also supports biodiversity by providing wildlife habitats, heathland mitigation sites and green corridors that can promote species movement. Poole's Corporate Strategy 2010-2012 identifies the importance of Green Infrastructure in its Environment chapter where it sets out an objective to 'ensure that parks and beaches are accessible and well connected through the adoption and implementation of a Green Infrastructure Strategy by April 2011'.

9.6 At a strategic level, Green Infrastructure will deliver specific projects such as Suitable Alternative Natural Greenspace (SANGS), that will provide a number of benefits which will include:-

- the mitigation of cumulative impacts from new residential development, particularly that planned for central Poole;
- helping to reduce recreational pressures from areas of internationally designated heathland by deflecting users, particularly dog walkers, to an alternative location that can offer a similar experience; and
- delivering opportunities for recreation that will contribute to improving health and well-being and meeting public health objectives.

9.7 Projects, costs and infrastructure to bring forward SANGS are set out in more detail in the “Delivering Poole’s Infrastructure” Development Plan Document.

9.8 Upton Park Farm, which adjoins Upton Country Park, will be an important SANG which will deliver opportunities to provide new recreation uses, appropriate to the setting of Upton Country Park.

9.9 Green corridors are essential to the successful uptake of sustainable travel and improving access to sporting and recreational activities, to improve health and well-being. Green corridors form part of the green infrastructure which link areas of open space as part of a strategic network of multi-functional greenspaces. Cycle routes and footpaths are important elements of Green Infrastructure as they can link residential, leisure and employment sites to improve connectivity both locally and across a wider area. Improving access to existing green corridors such as the Castleman Trailway and Holes Bay Cyclepath, provide the opportunity to improve the uptake of cycling and walking as an alternative method of transport than the private car. This will assist in reducing Poole’s CO2 emissions mitigating the impact of climate change, reducing road congestion and improving health and wellbeing.

9.10 Green infrastructure helps to deliver overarching corporate objectives for Poole, particularly in terms of social benefits from building stronger communities by hosting sporting and cultural events on recreational sites to promoting biodiversity, raising awareness of the rich and varied environment of Poole through educational activities. The outstanding natural environment in Poole is recognised as a major contributor to the economy of the borough, in particular supporting tourism and recreation as well as being a significant contributor to the social wellbeing of local residents. Opportunities for encouraging partnership working fosters great sharing of skills and experience, embracing broad sectors of the community such as business, health and education. Leading and involving local people in formulating their own plans will enable Place Shaping to occur naturally and will provide greater benefit for the whole community.

9.11 The quality and variety of public open space is important in terms of variety of spaces together with the quantity necessary for opportunities to improve health and well being. Green Infrastructure Standards ensure that that Poole’s carrying capacity is not exceeded by increased population from new residential development coming forward. Emerging standards will be set to ensure that Poole continues to be an attractive place for its residents, visitors and businesses and meets the recreational needs of the growing population of Poole.

9.12 The proposed Green Infrastructure Standards will include a wider range of categories beyond just open space and the basis for the new standards is predicated on quantity, quality and accessibility of provision. It accounts for the projected increase in population allowed for over the life of the Core Strategy (2026). The work has been benchmarked against a number of other local authorities in particular those of a similar geographical context i.e. coastal town and the result is a GI standard that is about average compared with comparator authorities. The requirement for GI provision must reflect the range of different types of greenspace that residents of the Borough of Poole currently enjoy.





9.13 Public Open Space is largely made up of Local Nature Reserves (LNRs), woodland, ponds and lakes, plus playing fields and parks. It is mostly in Council control with adequate public access but it is unevenly spread across the Borough. Urban Greenspace, which may have restricted public access, is also unevenly spread and includes school playing fields, allotments, cemeteries, some highway landscaping/verges and private open space. Whilst such space is protected, there may be exceptional cases where its loss or alteration may be accepted, for instance school playing fields may be used to extend school buildings where pupil numbers are growing, or small scale cafes/kiosks may be permitted to enhance the use and facilities within parks.



9.14 Developer contributions pooled through the Delivering Poole's Infrastructure DPD can help to bring forward green infrastructure projects such as the provision of new allotments, community gardens and space for growing food, play and pitch provision as well cycleways and footpaths and the provision of new pedestrian signage.

## Biodiversity



9.15 Biodiversity, by definition, is the degree of variation of life forms within a given ecosystem, and it is a measure of an ecosystem's health. Planning is one of the key mechanisms of controlling and reducing pressure on biodiversity, by securing benefits to it and minimising negative impacts. Poole boasts several biodiversity rich environments, including heathland and wetlands which are of international, national and local importance. The Heathlands and Poole Harbour are afforded the highest level of designation being a combination of Ramsar sites, SPA's, SAC's and SSSIs and with local SNCl's these shall be supported, protected and enhanced. Within the Borough there are significant important natural habitat types and species which are identified as being of principle importance in the conservation of biodiversity of England (NERC Act 2006 s.41). The Borough will continue to identify opportunities to enhance and add to them.



9.16 Green infrastructure can present biodiversity opportunities to:-

- create habitats resilient to climate change;
- manage, protect and enhance our best habitats;
- support healthy flora and fauna; and
- connect and expand habitats with the surrounding environment.

These key principles are reflected in the Dorset Biodiversity Strategy (2003) and Dorset Nature Map.



## DM 9: Green Infrastructure and Biodiversity

Existing Green Infrastructure and biodiversity assets will be protected, maintained, enhanced and expanded in accordance with objectives set out in the Dorset Biodiversity Strategy, South West Nature Map, Heathlands DPD and South East Dorset Green Infrastructure Strategy.

### Green Infrastructure

#### A. Public Open Space and Urban Greenspace

Proposals for development that would result in the loss of public open space or urban greenspace, as shown on the Proposals Map, will not be permitted except:-

- i. On Public Open Space:-
  - Where replacement open space of an equivalent or greater area and value is provided in the same locality; or
  - There is an overriding requirement for the development for essential community purposes.



## ii. On Urban Greenspace:-

- Greenspace of an equivalent or greater area and value is provided in the same locality;
- or
- Its use is complementary to the function of the greenspace.

### B. Green Corridors

Development proposals will be expected to facilitate improved links to footpaths, cycleways, bridle paths in accordance with Policy DM 7: Accessibility and Safety and the links shown on the Proposals Map.

### C. Open Space Standards

Residential development should make appropriate provision for Green Infrastructure directly related to, and necessary for, the development, having regard to the type, location, scale and cumulative impact of the development proposed.

The Council's proposed levels of Green Infrastructure provision, made up from contributions towards the following typologies of space, are:-

Type of Space	Ha/1000 population	m2 per person	%of total provision
Borough strategic parks	0.75	7.5	16
Local parks and amenity green spaces	1.0	10	22
Accessible natural & semi-natural spaces	1.5	15	32
Formal play spaces	0.2	2	4
Playing pitches	1.0	10	22
Allotments	0.2	2	4
<b>Total</b>	<b>4.65</b>	<b>46.5</b>	<b>100</b>

### D. Allotments, Community Gardens/Orchards and Space for Growing Food

Green infrastructure projects which increase opportunities for communities to pursue a healthy lifestyle e.g. the provision of new allotments, community gardens/orchards and space for growing food, will be supported in areas of urban greenspace where site conditions allow.

The Council supports the desire to provide more allotments in Poole. Leisure Services, in conjunction with Planning and Regeneration Services, will work proactively to try to secure additional land, if and when it becomes available, for allotment sites and spaces for growing food.

The Borough of Poole will encourage and facilitate other landowners/managers (for example, Poole Housing Partnership Limited, schools, employers and church land etc) within the Borough to provide allotment sites and spaces for growing food.

### E. Renewable Energy

With the move towards renewable energy and the generation of energy needs locally, green space has the potential to offer opportunities to deliver energy sources such as producing fuel, subject to relevant planning policies including PCS31 that relate to the delivery of renewable energy, where it does not compromise the provision of Green Infrastructure.



## Biodiversity

Natural features and processes distinctive to Poole's environment will be protected in the interests of supporting biodiversity and for the social, economic and environmental benefit of the community.

New development and the management of existing sites should have regard to the ecological variety and value of biodiversity within the surrounding environment and seek ways to incorporate measures to include and enhance biodiversity within a site.

### F. Poole Harbour SPA and Ramsar Site

In addition to Policy PCS 29, development will be required to incorporate measures to secure effective avoidance and mitigation of the adverse effects of nutrient loading on the ecological integrity of Poole Harbour SPA and Ramsar arising from increased nitrogen entering the harbour from treated waste water discharges.

Development proposals that could result in adverse impacts on Poole's biodiversity assets, other than those internationally designated sites covered by Core Strategy policies PCS 28 - Dorset Heath International Designations and PCS 29 - Poole Harbour SPA and Ramsar Site, will be subject to the following:-

### G. Sites of Special Scientific Interest (SSSIs)

Development proposals on land within or outside those SSSIs in Poole, not designated as sites of international importance and likely to have an adverse effect on an SSSI, either individually or cumulatively with other developments, will only be permitted where:-

- i. it can be clearly demonstrated that the benefits of the development outweigh the impacts on the site's notified special interest features; and
- ii. it does not result in any broader impacts on the local network of SSSIs.

### H. Local Sites of Biodiversity

Proposals for development that would adversely affect undesignated local sites of biodiversity such as Local Nature Reserves and Sites of Nature Conservation Interest within Poole, as identified by the Dorset Environmental Records Centre, will only be permitted provided that:-

- i. the need for the development clearly outweighs the likely impact on the nature conservation importance of the site; and
- ii. where practicable, measures to avoid or mitigate harm are identified and capable of being implemented.

The loss of Ancient woodlands and trees will not be permitted.

### I. Regional Sites of Geological Interest

Development that would adversely impact on the Regionally Important Geological site at Whitecliff, identified on the Proposals Map, will not be permitted.



## Upton Country Park

<b>Location</b>	Upton Country Park and Upton Park Farm are located to the north and north-west of Holes Bay.
<b>Site Description</b>	<p><b>Upton Country Park</b></p> <p>Upton Country Park consists of formal gardens and wooded parkland, extending to approximately 40 hectares, surrounding Upton House, a Grade II* listed building. The Park adjoins mudflats and marshes to the south which are protected as a site of international importance for wildlife conservation. Visitor trails and cycleways within the estate and along the shore of Poole Harbour connect the Park with the nearby residential areas of Hamworthy and Creekmoor.</p> <p><b>Upton Park Farm</b></p> <p>Upton Park Farm comprises fields located either side of Upton Country Park and to the north of the A350. The main farm buildings at Upton Park Farm fall within the administrative area of Purbeck District Council. The farmland surrounding the Country Park is important in forming a barrier between the Park and urban development to the north and west. The Country Park and Farm falls within the South East Dorset Green Belt</p>
<b>Site Area (ha)</b>	66.0 (approximately) - Upton Park Farm
<b>Ward</b>	Creekmoor/Hamworthy West
<b>Location Map</b>	
<b>Ownership</b>	Upton Country Park and Upton Park Farm are in the ownership of the Borough of Poole.





<b>Relevant Core Strategy Policies</b>	PCS 23: Local Distinctiveness PCS 26: Delivering Locally Distinctive, Self-reliant Places PCS 28: Dorset Heaths International Designations PCS 29: Poole Harbour SPA and Ramsar Site PCS 30: Poole's Green Belt PCS 36: Joint Working PCS 37: The Role of Developer Contributions in Shaping Places
<b>Infrastructure Implications</b>	None.



## Upton Country Park

9.17 Upton Country Park is important not only as a visitor attraction but also because it provides important recreational space, helps to support nature conservation interests and contributes to mitigating the impacts of development and a rising population.

9.18 In June 2009, a Mission Statement on the proposed future of Upton House and Country Park was adopted by the Borough of Poole Cabinet setting out the following intent:-

*'Caring for Upton Country Park and House, now and for the future, improving public access and value for money through events and opportunities for recreation and learning'.*



## Upton Park Farm

9.19 The release of Upton Park Farm for 'Suitable Alternative Natural Greenspace' (SANG), is a critical component of the Council's need to provide additional open space and will provide a number of benefits which include:-

- the mitigation of cumulative impacts from new residential development, particularly that planned for central Poole;
- helping to reduce recreational pressures from areas of internationally designated heathland by deflecting users, particularly dog walkers, to an alternative location that can offer a similar experience; and
- delivering opportunities for recreation that will contribute to improving health and well-being and meeting public health objectives.

9.20 The creation of SANG at Upton Park Farm is identified as a key project of the Dorset Heathland Interim Planning Framework 2010-2011 (April 2010) and is likely to be identified as a key project within the emerging South East Dorset Green Infrastructure Strategy. The project will also contribute to the delivery of the Green Infrastructure component in the award of Poole's Growth Point status.



## SSA 25: Upton Country Park

Upton Country Park and the adjoining Upton Park Farm will be the focus of investment to extend and enhance recreational opportunities and facilities that will contribute to:-

- mitigating the cumulative impacts of new residential development across the town, particularly the town centre and Regeneration Area, and the wider sub-region;
- reducing recreational pressures on internationally designated heathland habitats;
- increasing connectivity of green infrastructure and natural habitats within and beyond Poole;
- mitigating the effects of climate change; and
- the achievement of health and well-being and public health objectives.

### A. Upton Country Park

At Upton Country Park proposals for new development, extensions and improvements to existing facilities will be permitted where they:-

- i. contribute to enhanced recreational use and opportunities;
- ii. protect and support nature conservation interests and contribute to increased biodiversity;
- iii. deliver improvements to infrastructure such as seating, bridges, boardwalks, cycleways, pathways and directional/interpretation signage;
- iv. provide footpath/cycleway routes that deliver permeability through the Park and connectivity to surrounding areas and footpath/cycle routes beyond;
- v. do not conflict with the purposes of including land within the Green Belt; and
- vi. Contribute to providing a premier and dynamic country park as an important greenspace destination for South East Dorset.

### B. Upton Park Farm

Upton Park Farm is identified as a significant opportunity to deliver a Country Park based on wildlife and conservation and local food production including allotment space and Suitable Alternative Natural Greenspace (SANG).

The multi-functional space it can provide will include:-

- i. new greenspace that is designed and zoned in a way that respects, complements and protects the adjoining Poole Harbour Special Protection Area and Ramsar designations and enhances wildlife value to the benefit of biodiversity and people;
- ii. new footpath/cycle access routes that deliver permeability through the site and connectivity to the adjoining Country Park, surrounding areas and footpath/cycle routes beyond;
- iii. habitat enhancement to benefit biodiversity and mitigate the effects of climate change;
- iv. enhanced opportunities for wildlife and allotments; and
- v. enhancing the Farm's function as a visitor attraction that reflects the valued natural setting adjoining Poole Harbour.



## Major Developed Sites in the Green Belt

9.21 National planning advice provided by Planning Policy Guidance 2: Green Belts (PPG2), acknowledges that Green Belts can contain substantial developed sites. PPG2 allows for the identification of such 'Major Developed Sites' and provides criteria, which if satisfied, allows for limited infilling or redevelopment that will not be considered inappropriate development within the Green Belt.

### Existing allocated Major Developed Sites in the Green Belt

9.22 Two such sites at Canford School and Corfe Hills School were identified in the Poole Local Plan First Alteration (March 2004), as it was considered essential these schools be allowed to continue to satisfactorily meet educational needs, provided that the Green Belt is not prejudiced. These sites will continue to be allocated as Major Developed Sites in the Green Belt.

#### Site Control Centre south of Magna Road

<b>Location</b>	South of Magna Road and located at the south western end of the access road to Canford Park Arena.
<b>Site Description</b>	Site combining a waste treatment facility and landfill gas power station operated by New Earth Solutions, together with a materials recovery facility (MRF)
<b>Site Area (ha)</b>	7.65
<b>Ward</b>	Merley and Bearwood
<b>Location Map</b>	<p>© Crown copyright and database rights 2012 Ordnance Survey 10024248</p> <p>Stoa's Hill Canford Park (Sports Ground) New Covert Sinks Pav MAGNA ROAD Canford Park (Events Arena) Works Track Drain Path</p> <p><b>KEY</b>   Waste Local Plan allocation   Boundary of Major Developed Site in the Green Belt allocation</p>
<b>Ownership</b>	The site is privately owned by New Earth Solutions Canford Ltd and W H White Ltd
<b>Relevant Core Strategy Policies</b>	PCS 26: Delivering Locally Distinctive, Self-reliant Places PCS 28: Dorset Heaths International Designations PCS 30: Poole's Green Belt
<b>Infrastructure Implications</b>	None.

9.23 The Site Control Centre is currently allocated in the Bournemouth, Dorset and Poole Waste Local Plan (June 2006), and is identified at Inset 10 (p.103) under the heading 'Range of facilities being considered' as:-

*"Existing site capable of expansion:*

*Existing permission for enclosed composting Aggregates recycling."*



9.24 The Site Control Centre facility at Canford has developed incrementally over a number of years and combines a waste treatment facility and landfill gas power station. The existing patented in-vessel composting facility has the capacity to treat 70,000 tonnes of waste per year and offers a sustainable method of recovering recyclates and treating biodegradable material from the waste stream. Planning permission was granted on appeal (August 2009) for an extension to the existing composting facility that will increase capacity by a further 50,000 tonnes. This extension falls outside of the boundary of the current Waste Local Plan allocation.



9.25 The current planning permissions are time-limited to January 2027, a period that covers the projected time-scale required for monitoring and management of the adjoining Whites Pit landfill site. The permissions require that subsequent to the expiry date, the approved use will be discontinued, any associated buildings and structures removed and the site returned to its previous authorised state as agricultural land.

9.26 Set against this is the need to deliver a range of sustainable waste facilities across Dorset to meet current and future demand. The Bournemouth, Dorset and Poole Waste Core Strategy, which will replace the current Waste Local Plan (June 2006), is scheduled to start in 2012, with a current projected adoption date in August 2014.



9.27 Bearing in mind that the Canford facility is subject to a time-limited lifespan, the future operation of the site as a waste facility will be comprehensively reviewed as part of the Bournemouth, Dorset and Poole Waste Core Strategy process. This will provide the opportunity to fully consider and assess the future need for this facility, together with its allocation as a Major Developed Site in the Green Belt, set within a Dorset-wide context.



## SSA 26: Major Developed Sites in the Green Belt

Proposals for limited infilling or redevelopment will be permitted within the boundaries of 'Major Developed Sites in the Green Belt', identified on the Proposals Map, as follows:-

### i. Canford School, Canford Magna

Facilities that support and enhance the educational functions of the school, provided that:-

- development does not affect the setting of listed buildings or the distant views of them;

### ii. Corfe Hills School, Broadstone

Facilities that support and enhance the educational functions of the school that:-

- Do not exceed the height of the main school building;

### iii. Site Control Centre south of Magna Road

Development that is ancillary to the composting and recycling facilities on the site, provided that:-

- development does not result in any direct or indirect, individual or cumulative adverse effect upon the integrity of the adjacent Dorset Heaths International designated habitat; and
- proposals that would result in additional trip generation associated with the development/operation of the site, will be subject to a transport assessment to determine any adverse impacts on the operation of the Strategic Road Network and identify the measures required to mitigate adverse impacts.



# 10 Monitoring and Implementation

10.1 Implementation of the site, area specific and development management policies contained in this document will be crucial to the successful delivery of the key outcomes of the Strategic Objectives identified in the Core Strategy. The following monitoring plan identifies the delivery methods, assessment criteria and indicators of achievement for each topic area including the production of Supplementary Planning Documents, Local Lists, Local Area Design Statements and Development Briefs.

10.2 Site allocations identify locations suitable to meet housing, employment and other needs identified in the Core Strategy. Key monitoring targets are set out for each site specific allocation over the plan period to 2026.

10.3 The Annual Monitoring Report will provide the measurement of success of delivery and will provide a yearly snapshot to review progress in achieving the targets set out below.

## DM 1: Design

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 1:** To Transform and Revitalise the Town Centre of Poole.

**Strategic Objective 2:** To Meet Poole's Housing Needs and Provide the Right Homes in the Right Places.

**Strategic Objective 3:** To Nurture Economic Prosperity.

**Strategic Objective 4:** To Promote Safe, Sustainable and Convenient Access.

**Strategic Objective 5:** To Provide Better Life Opportunities and Improved Quality of Life for All.

**Strategic Objective 6:** To Deliver High Quality, Distinctive and Self-reliant Places.

**Strategic Objective 7:** To Protect Our Natural Environment.

**Strategic Objective 8:** To Address Climate Change.

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Creation of a distinctive, attractive and safe urban environment.	Through preparation of a Design Supplementary Planning Document.	Borough of Poole	Adoption of Design Supplementary Planning Document.	Adopt Design Supplementary Planning Document by end of 2011,
A qualitative improvement in the design of residential development	Through the application of the Building for Life Standard in all development delivering a minimum of 10 residential units.	Developers/Agents/ Local Authority	Incorporation of Building for Life Standard criteria in Design and Access Statements.	100% of qualifying residential developments to achieve a minimum Building for Standard of 'Good'.

### Core Strategy monitoring relevant to policy DM 1.

Table 7.1b - Indicators, Targets and Milestones for SO1: To Transform and Revitalise the Town Centre of Poole - Design quality and accessibility for all. (p.127).



## DM 2: Heritage Assets

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 1:** To Transform and Revitalise the Town Centre of Poole.

**Strategic Objective 6:** To Deliver High Quality, Distinctive and Self-reliant Places.

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
New development enhances or better reveals the significance of Heritage Assets & their setting	Through preparation of a Heritage Assets Supplementary Planning Document providing detailed guidance in respect of Heritage Assets and the development process	Borough of Poole	Adoption of Heritage Assets Supplementary Planning Document	Adopt Heritage Assets Supplementary Planning Document by Dec 2012
				100% of applications where a Heritage Asset is affected by development proposals results in an outcome that enhances or better reveals the significance of the Heritage asset &/or its setting
				Monitor/review appeal decisions affecting Heritage Assets on an annual basis
Review of the existing 'List of Buildings of Local Importance', to produce an amended Local Heritage Assets List in line with guidance in PPSS: Planning for the Historic Environment	The production of an amended Local Heritage Assets List following a Borough-wide Survey & comprehensive public consultation	Borough of Poole, Local Interest Groups (e.g. Community Working Group &/or Local Engagement Forum) & the general public	Completion of a revised Local Heritage Assets List to accompany the Heritage Assets Supplementary Planning Document	Complete Local Heritage Assets List by Dec 2012
				Update the Local Heritage Assets List bi-annually, identifying new assets & deletions from the list

**Core Strategy monitoring relevant to policy DM 2.**

Table 7.6b - Indicators, Targets and Milestones for SO6: To Deliver High Quality, Distinctive and Self-reliant Places - That new development preserves or enhances assets of historic or archaeological importance (p140)





### DM 3: Shopping

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 1:** To Transform and Revitalise the Town Centre of Poole.

**Strategic Objective 6:** To Deliver High Quality, Distinctive and Self-reliant Places.

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Creation of a distinctive, attractive & safe urban Town Centre	Through Retailing Strategy to direct major retail & leisure development to the Town Centre	Borough of Poole/Developers	Improved vitality in the Centre in terms of activity levels & the range of attractions for different age groups	Borough of Poole Retail Monitoring Report  Rankings for retail use in the local centre not to decrease, year on year
Improvements in Accessibility & the Public Realm	Developer contributions through CIL - 'Delivering Poole's Infrastructure' DPD	Borough of Poole	Increased footfall, higher patronage of local shops, low vacancy rates	Adopt 'Our Streets & Spaces' Strategy by Dec 2011  Local Centre Heathchecks through the Borough of Poole Annual Retail Monitoring Report

**Core Strategy monitoring relevant to policy DM 3.**

Table 7.2a - Indicators, Targets and Milestones for SO6: To Deliver High Quality, Distinctive and Self-reliant Places (p140)

### DM 4: Coastal Zone

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 2:** To meet Poole's housing needs & provide the right homes in the right places

**Strategic Objective 7:** To protect our natural environment

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Ensuring appropriate new development on the coastal zone & Sandbanks beachline does not adversely affect the appearance & character of the natural environment or the heritage significance of maritime archaeological sites	Protection of AONB, shoreline & coastal zone  Liaison with Poole Maritime Trust & Poole Harbour Commissioners	Borough of Poole  Poole Harbour Commissioners	Update Poole Harbour Aquatic Management Plan by 2011	Monitored through the Core Strategy  100% of all development required to preserve or undertake rescue excavations of significant maritime archaeological sites in association with relevant statutory bodies

**Core Strategy monitoring relevant to policy DM 4.**

Table 7.7a - Indicators, Targets and Milestones for SO6: To protect our natural environment (p.141)

## DM 5: Tourism and the Evening Economy

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 1:** To Transform and Revitalise the Town Centre of Poole

**Strategic Objective 3:** To Nurture Economic Prosperity

**Strategic Objective 6:** To Deliver High Quality, Distinctive and Self-reliant Places

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Ensure protection of environmentally sensitive areas & preservation of heritage assets whilst supporting redevelopment opportunities in tourism zones	Private investment	Borough of Poole, & the private sector	No net loss in area of SSSI, Ramsar site or SPA	Monitored through the Core Strategy
Improved tourism offer during day & evening in Poole's Town & Local Centres	Private investment	Private Sector	Increased vitality & viability of the Town and Local Centre	Borough of Poole Retail Monitoring Report shows an increase in uses related to the evening economy increased in Town & Local Centres
			Greater satisfaction with quality & experience of Poole's tourism offer	To be determined by Poole Tourist Board
Legible public realm, with good quality lighting, signage, hard & soft landscaping to enhance the appearance of the public realm	Through production of 'Our Streets & Spaces Strategy'	Private Sector/Local Authority	Planning permission compliance with policy & developer contributions towards public realm	Adopt 'Our Streets & Spaces' Strategy by Dec 2011
Delivery of sustainable tourism measures for visitors to Poole		Borough of Poole primarily Transportation Services	Completion or a range of junction & street improvement including cycleways & pedestrian priority measures	Monitored through LTP3
Maintain the stock of small scale tourist accommodation	Through the Development Management process	Borough of Poole Planning & Regeneration Services	No net loss of small scale tourist accommodation	Annual Monitoring Report

**Core Strategy monitoring relevant to policy DM 5.**

Table 7.7a - Indicators, Targets and Milestones for SO6: To protect our natural environment (p.141)





<b>DM 6: Accommodation for an Ageing Population</b>				
Core Strategy Strategic Objective(s) that Policy Supports				
<b>Strategic Objective 1:</b> To Transform and Revitalise the Town Centre of Poole				
<b>Strategic Objective 2:</b> To meet Poole's housing needs and provide the right homes in the right places				
<b>Strategic Objective 4:</b> To promote safe, sustainable and convenient access				
<b>Strategic Objective 5:</b> To provide better life opportunities and improved quality of life for all				
Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
To provide a broad range of accommodation for the elderly in accessible locations & close to community facilities	Private investment	Developers & private investors	100% of accommodation for the elderly delivered in sustainable locations, close to local services & amenities	Development approved within 400m of local shops & services
<b>Core Strategy monitoring relevant to policy DM 6.</b>				
Table 7.2a&b - Indicators, Targets and Milestones for SO6: Provide between 500 & 700 additional care home bed spaces (p.128) and net change in care home bed spaces (p.129)				

<b>DM 7: Accessibility and Safety</b>				
Core Strategy Strategic Objective(s) that Policy Supports				
<b>Strategic Objective 4:</b> To promote safe, sustainable and convenient access				
<b>Strategic Objective 8:</b> To address climate change				
Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Junction Improvements at key locations	Transportation schemes; LTP funding, private developers & developer contributions, delivered through Poole's Infrastructure DPD	Borough of Poole  (Principally Transportation Services)	Completion of junction improvement to include: <ul style="list-style-type: none"> <li>• Cycleways</li> <li>• Dropped kerbs</li> <li>• Pedestrian priority measures</li> </ul>	Monitor against timeframe set out in the LTP3  All minor junction improvements to be completed by 2016
Reducing CO2 emissions	Influencing policy to retain & use existing port rail link & rail freight facilities & transport policy	Borough of Poole	Ni186: Per capita reduction in CO2 emissions in the Local Authority area against base line figures	Reduce CO2 emissions by 30% (from 2005 base data levels) by at least: 14% by 2015 25% by 2020
<b>Core Strategy monitoring relevant to policy DM 7.</b>				
Table 7.5a - Indicators, Targets and Milestones for SO5: To provide better life opportunities & improved quality of life for all - location of new dwellings in places with good access to public transport & local facilities (p.138) bus prioritisation, servicing & general accessibility (p.137).				
Table 7.4a - Indicators, Targets & Milestones for SO4: To promote safe, sustainable & convenient access - supporting modal shift in public transport, walking & cycling. Environmental enhancements at key locations such as local centres, main junctions & public spaces (p.132/133)				
Table 7.4b - Significant transport proposals for Poole 2006-2026 (p.133/134/135)				

## DM 8: Demand Management

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 4:** To promote safe, sustainable and convenient access

**Strategic Objective 5:** To provide better life opportunities and improved quality of life for all

**Strategic Objective 6:** To deliver high quality, distinctive and self-reliant places

**Strategic Objective 8:** To address climate change

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Reduce proportion of single occupancy trips by car	Promoting user hierarchy of pedestrians, cyclists & vehicles	Borough of Poole (Principally Transportation Services)	100% of major applications submitted with a travel plan	Number of travel plans as a proportion of major planning applications
Opportunities for modal shift to improve health & well-being & reduce carbon emissions				
Improved public transport links & perception of safety in the public realm	Transportation schemes; LTP funding, private developers & developers contributions, delivered through Poole's Infrastructure DPD	Borough of Poole (Principally Transportation Services)	Greater uptake of local bus journeys  Adoption of 'Our Streets & Spaces Strategy'	Year on year increase in usage
Active & safe streets	Through ensuring that the principles in Manual for Streets 2007 & 2010 are considered as part of parking provision for new development	Borough of Poole (Principally Transportation Services)	Adoption of Parking & Development Layout Supplementary Planning Document	No net loss of on-street parking

### Core Strategy monitoring relevant to policy DM 8.

Table 7.4a - Indicators, Targets & Milestones for SO4: Improved public transport efficiency & reliability (p.132)

Table 7.5a - Indicators, Targets & Milestones for SO5: To provide better life opportunities & improved quality of life for all - location of new dwellings in places with good access to public transport & local facilities (p.138)

Table 7.6a - Indicators, Targets and Milestones for SO6 - Development & infrastructure provision helps to make communities safer (p.139)





## DM 9: Green Infrastructure and Biodiversity

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 4:** To promote safe, sustainable and convenient access

**Strategic Objective 5:** To provide better life opportunities and improved quality of life for all

**Strategic Objective 6:** To deliver high quality, distinctive & self-reliant places

**Strategic Objective 7:** To protect our natural environment

**Strategic Objective 8:** To address climate change

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Creation of pedestrian & cycle accesses linking to green corridors	Through the Development Management Process	Borough of Poole (Principally Transportation Services, Leisure Services)	Improved & new green corridors	Adoption of the South East Dorset Green Infrastructure Strategy
Creation of new habitats resilient to climate change	Through the Development Management Process	Developers & private investors	Improvements in biodiversity	No downward trend in the number & mix of species
Retention of quality recreational spaces for existing & future recreation needs	Protection of recreation facilities	Borough of Poole	No net loss of public open space or urban greenspace - benchmark against Green Infrastructure Standards	Adoption of Open Spaces Standards 2011

### Core Strategy monitoring relevant to policy DM 9.

Table 7.7b - Indicators, Targets and Milestones for SO7: Quantity of green links area/length & improved biodiversity in the Borough - (p.142)

## SSA 1: Ashley Cross Local Centre

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 4:** To promote safe, sustainable and convenient access

**Strategic Objective 5:** To provide better life opportunities and improved quality of life for all

**Strategic Objective 6:** To deliver high quality, distinctive & self-reliant places

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
To provide a vision for the Ashley Cross Local Centre, a framework to guide future planning decisions	Through production of a Local Area Design Statement	Borough of Poole (Principally Planning & Regeneration Services & Transportation Services)	Adoption of LADS	Adoption of LADS by 2014
To work with the local community & with key stakeholders	Through production of Local Area Design Statement	Borough of Poole (Principally Planning & Regeneration Services & the local community - residents, visitors & businesses)	Workshops, public consultations, focus group	Adoption of LADS by 2014

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
To enhance the quality of the Public Realm	Through the production of Local Area Design Statement and the production of Borough of Poole 'Our Streets & Spaces' Strategy	Borough of Poole (Principally Planning & Regeneration Services & Transportation Services) & Leisure Services, Town Centre Management Board	Adoption of Borough of Poole 'Our Streets & Spaces' Strategy	Adoption of Borough of Poole 'Our Streets & Spaces' Strategy by 2011
To reduce community severance & traffic congestion through bus prioritisation measures & to improve pedestrian safety	Through Transportation schemes, Local Transport Plan funding - Developer contributions	Borough of Poole (Principally Planning & Regeneration Services & Transportation Services) & Leisure Services	Adoption of LTP3 Adoption of Borough of Poole 'Our Streets & Spaces' Strategy	Adoption of LTP3 by 2011 & Borough of Poole 'Our Streets & Spaces' Strategy by 2011
Improvements to vitality & viability of Ashley Cross Local Centre	Through planning applications for new development, redevelopment or change of use	Private investment opportunities	Borough of Poole Annual Retail Monitoring Report figures shows the breakdown of retail uses in Ashley Cross Local Centre	Rankings for retail use in the local centre not to decrease, year on year

**Core Strategy monitoring relevant to policy SSA 1.**

Table 7.5a - Indicators, Targets and Milestones for SO4: To promote safe, sustainable & convenient access - environmental enhancements at key locations such as local centres, main junctions & public spaces (p.132)  
 Table 7.5b - Indicators, Targets and Milestones for SO5: To provide better life opportunities & improved quality of life for all - infrastructure funding to support enhancement of quality, vitality & function of local centres (p.138)  
 table 7.6a - Indicators, Targets and Milestones for SO6: To deliver high quality, distinctive & self-reliant places (p.140)

**SSA 2: Bournemouth and Poole College Playing Field, North Road**

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 5:** To provide better life opportunities and improved quality of life for all

**Strategic Objective 6:** To deliver high quality, distinctive & self-reliant places

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Development of Bournemouth & Poole College playing field for public open space	Through negotiation of long lease of site from Bournemouth & Poole College of Further Education	Bournemouth & Poole College of Further Education as landowner & Borough of Poole (principally through Leisure Services)	Securing long lease that enables site to come forward for use as public open space	Complete necessary works & open for use by general public by March 2012

**Core Strategy monitoring relevant to policy SSA 2.**

Table 7.5b - Indicators, Targets and Milestones for SO5: To provide better life opportunities & improved quality of life for all - improved provision of open space & recreation facilities in Poole (p.138)





### SSA 3: Fleets Corner and Sopers Lane

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 3:** To Nurture Economic Prosperity

**Strategic Objective 5:** To provide better life opportunities and improved quality of life for all

**Strategic Objective 8:** To address climate change

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
The delivery of additional jobs in key growth sectors & knowledge-based industries	Investment opportunities on privately owned land	The private sector	Redevelopment &/or intensification which delivers employment in the RES priority sectors or in health & education sectors in conformity with Core Strategy Policy PCS2	Incremental development over the plan period
Increase the supply of energy from renewable sources	Private developers. Renewable energy delivered on site	Borough of Poole & developers	Improved energy efficiency of new development	100% of new development to meet BREEAM very good or excellent standards
Measures to reduce travel to work by private car. Encourage greater uptake of commuting by public transport, cycling & walking	Through development management process - planning applications to be supported by Travel Plans	Borough of Poole & developers	Reduction in congestion during rush hours/ commuting times	Monitor against LTP3 targets  100% of new development to be supported by Travel Plans
Remediation of contaminated land from previous employment uses	Through development management process - planning applications to be supported by remediation measures	Borough of Poole - Planning & Regeneration & Environmental & Consumer Protection Services	Remediation measures setting out actions to safely prepare groundworks for redevelopment	100% of new development to be supported by contaminated land methodology & work schedule

**Core Strategy monitoring relevant to policy SSA 3.**

Table 7.3a - Indicators, Targets and Milestones for SO3: To nurture economic prosperity Sopers Lane: health sector employment specialisms & Fleets Corner: marine/advanced engineering specialisms (p.130)

Table 7.8a - Delivery Framework for SO8: To address climate change - alleviating & adapting to flood risk (p.143)

Table 7.8b - Indicators, Targets & Milestones for SO8: To address climate change: Poole's CO2 emissions (p.144)

## SSA 4: Crown Closures Ltd, Lake Road

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 2:** To meet Poole's Housing Needs and provide the right homes in the right places

**Strategic Objective 3:** To nurture economic prosperity

**Strategic Objective 4:** To promote safe, sustainable & convenient access

**Strategic Objective 5:** To provide better life opportunities and improved quality of life for all

**Strategic Objective 8:** To address climate change

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Comprehensive redevelopment of existing under-utilised isolated employment site	Through private sector investment	Private sector developers	Planning permission for development that delivers key outcome	Redevelopment of site by end of 2015
Creation of pedestrian & cycle accesses linking to green corridors		Borough of Poole (Principally Transportation Services, Leisure Services)	Improved & new green corridors	Adoption of the South East Dorset Green Infrastructure Strategy

### Core Strategy monitoring relevant to policy SSA 4.

Table 7.3b - Indicators, Targets and Milestones for SO3: To nurture economic development - minimum number of net additional jobs delivered (p.131)

Table 7.7b - Indicators, Targets and Milestones for SO7: Quantity of green links area/length & improved biodiversity in the Borough (p.142)

Table 7.8a - Delivery Framework for SO8: Reductions in carbon emissions from commercial development, to be phased over plan period (p.143)

Table 7.8b - Indicators, Targets and Milestones for SO8: To address climate change - Poole's CO2 emissions (p.144)

## SSA 5: Land at Sembcorp Bournemouth Water Ltd, Water Treatment Works, Francis Avenue

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 3:** To nurture economic prosperity

**Strategic Objective 8:** To address climate change

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Development of site for employment generating use	Through private sector investment	Private sector developers	Planning permission for development that delivers key outcome	Development of site by 2015

### Core Strategy monitoring relevant to policy SSA 5.

Table 7.3a - Delivery Framework for SO3: To nurture economic development - minimum 13,700 additional jobs in Poole (p.130)

Table 7.3b - Indicators, Targets and Milestones for SO3: To nurture economic development - minimum number of net additional jobs delivered (p.131)

Table 7.8a - Delivery Framework for SO8: Reductions in carbon emissions from commercial development, to be phased over plan period (p.143)

Table 7.8b - Indicators, Targets and Milestones for SO8: To address climate change - Poole's CO2 emissions (p.144)





## SSA 6: Land at Sterte Avenue West, Sterte Avenue

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 3:** To nurture economic prosperity

**Strategic Objective 8:** To address climate change

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Development of site for uses that deliver employment opportunities in relation to the Regional Economic Strategy	Through private sector investment	Private sector developers	Planning permission for development that delivers key outcome	Development of site from 2015 onwards

### Core Strategy monitoring relevant to policy SSA 6.

Table 7.3a - Delivery Framework for SO3: To nurture economic development - minimum 13,700 additional jobs in Poole and existing employment areas & Poole Port: secure new investment & efficient use of sites for uses which require such locations(p.130)

Table 7.3b - Indicators, Targets and Milestones for SO3: To nurture economic development - Amount of employment land to be developed (p.131) & minimum number of net additional jobs delivered (p.131)

Table 7.8a - Delivery Framework for SO8: Reductions in carbon emissions from commercial development, to be phased over plan period & alleviating & adapting to flood risk (p.143)

Table 7.8b - Indicators, Targets and Milestones for SO8: To address climate change - Attainment of complete coastal defences & Poole's CO2 emissions (p.144)

## SSA 7: The Regeneration Area - Urban Design

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 1:** To Transform and Revitalise the Town Centre of Poole

**Strategic Objective 4:** To promote safe, sustainable & convenient access

**Strategic Objective 6:** To deliver high quality, distinctive & self-reliant places

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
To meet the urban design principles set out in the policy	Through the development management process	Borough of Poole in conjunction with applicants, consultants & developers	Planning permission for development proposals that incorporate required urban design principles	Monitored through the Core Strategy

### Core Strategy monitoring relevant to policy SSA 7.

Table 7.1a and Table 7.1b- Indicators, Targets and Milestones for SO1: To transform & revitalise the Town Centre of Poole: Access & the Public Realm (p.124) & Design quality & accessibility for all (p.127).

Table 7.4b - Indicators, Targets and Milestones for SO4: To promote safe, sustainable & convenient access: significant transport proposals for Poole 2006-2026: Poole Regeneration Area - remainder of network, inc new pedestrian quaysides & traffic calming (p.133)

Table 7.6b - Indicators, Targets and Milestones for SO6: To deliver high quality, distinctive & self-reliant places: Environmental enhancement schemes for regeneration area (p.140)

## SSA 8: The Regeneration Area - Infrastructure

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 1:** To Transform and Revitalise the Town Centre of Poole

**Strategic Objective 2:** To meet Poole's Housing Needs and provide the right homes in the right places

**Strategic Objective 8:** To address climate change

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
To meet the principles set out in the policy relating to affordable housing & flood defences for the Regeneration Area	Through the development management process	Borough of Poole in conjunction with applicants, consultants & developers	Planning permission for development proposals required to provide for affordable housing & contributions towards flood defence measures	Monitored through the Core Strategy

### Core Strategy monitoring relevant to policy SSA 8.

Table 7.1a - Indicators, Targets and Milestones for SO1: To transform & revitalise the Town Centre of Poole: Affordable Housing - 1,400 units, specified mix of tenure & dwelling size, on-site provision preferred (p.124)

Table 7.2a - Indicators, Targets and Milestones for SO2: To meet Poole's housing needs & provide the right homes in the right places: secure 3,500 new affordable homes (p.128)

Table 7.8b - Indicators, Targets and Milestones for SO8: To address climate change: attainment of complete coastal defences - 100% of Town Centre waterfront sites capable of accommodating flood defences to incorporate these within development (p.127)

## SSA 9: The Regeneration Area - Land between Poole Bridge and Twin Sails Bridge

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 1:** To Transform and Revitalise the Town Centre of Poole

**Strategic Objective 4:** To promote safe, sustainable & convenient access

**Strategic Objective 6:** To deliver high quality, distinctive & self-reliant places

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
To meet the urban design principles set out in the policy	Through the development management process	Borough of Poole in conjunction with applicants, consultants & developers	Planning permission for development proposals that incorporate required urban design principles	Monitored through the Core Strategy

### Core Strategy monitoring relevant to policy SSA 8.

Table 7.1b - Indicators, Targets and Milestones for SO1: To transform & revitalise the Town Centre of Poole: Design quality & accessibility for all (p.127)





## SSA 10: The Regeneration Area - Land on the Hamworthy side of the Black Water Channel

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 1:** To Transform and Revitalise the Town Centre of Poole

**Strategic Objective 6:** To deliver high quality, distinctive & self-reliant places

**Strategic Objective 7:** To protect our natural environment

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
To meet the urban design principles set out in the policy	Through the development management process	Borough of Poole in conjunction with applicants, consultants & developers	Planning permission for development proposals that incorporate required urban design principles	Monitored through the Core Strategy

**Core Strategy monitoring relevant to policy SSA 10.**

Table 7.1b - Indicators, Targets and Milestones for SO1: To transform & revitalise the Town Centre of Poole: Design quality & accessibility for all (p.127)

Table 7.7a - Indicators, Targets and Milestones for SO7: To protect our natural environment: No harm to integrity of Poole Harbour SPA/Ramsar Sites (p.141)



## SSA 11: Lagland Street

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 1:** To Transform and Revitalise the Town Centre of Poole

**Strategic Objective 2:** To meet Poole's Housing Needs and provide the right homes in the right places

**Strategic Objective 5:** To provide better life opportunities and improved quality of life for all

**Strategic Objective 8:** To address climate change

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Affordable homes to meet local needs	Private sector investment	Private sector & Housing associations	Rise in number of affordable homes being delivered	In line with SHLAA timescales  Monitored through the Core Strategy & Annual Monitoring Report
New residential development achieving Code of Sustainable Homes Level 3 & Lifetime Homes Standards	Private sector investment	Private sector & Housing associations	Year on year rise in number of Planning Permissions achieving Code Level 3	Borough of Poole Annual Monitoring Report
Enhance the quality of the public realm	Through the production of Borough of Poole 'Our Streets & Spaces' Strategy	Borough of Poole - principally Planning & Regeneration Services, Transportation Services, Leisure Services, Town Centre Management Board	Adoption of Borough of Poole 'Our Streets & Spaces' Strategy	Adoption by 2011



**Core Strategy monitoring relevant to policy SSA 11.**

Table 7.1a - Indicators, Targets and Milestones for SO1: To transform & revitalise the Town Centre of Poole: Improvements to the vitality of the High Street (p.125)

Table 7.2a - Indicators, Targets and Milestones for SO2: To meet Poole’s housing needs & provide the right homes in the right places: An annual increase in the proportion of all dwellings achieving Lifetime Homes Standards (p.128)

Table 7.5a - Indicators, Targets and Milestones for SO5: To provide better life opportunities & improved quality of life for all: New development to support the creation of safe, healthy, inclusive, accessible & attractive places (p.136). Public Realm improvements & reduced community severance (p.137)

Table 7.8a - Indicators, Targets and Milestones for SO8: To address climate change - reduction in carbon emissions from dwellings, to be phased over plan period (p.143)

**SSA 12: The Goods Yard**

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 1:** To Transform and Revitalise the Town Centre of Poole

**Strategic Objective 2:** To meet Poole’s Housing Needs and provide the right homes in the right places

**Strategic Objective 3:** To nurture economic prosperity

**Strategic Objective 4:** To promote safe, sustainable & convenient access

**Strategic Objective 5:** To provide better life opportunities and improved quality of life for all

**Strategic Objective 6:** To deliver high quality, distinctive & self-reliant places

**Strategic Objective 7:** To protect our natural environment

**Strategic Objective 8:** To address climate change

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Delivery of a high quality mixed use scheme	Private sector investment	Borough of Poole, Network Rail & private sector partner	Adopted Local Area Design Statement for area north of Towngate Bridge	In line with SHLAA timescales  Adoption of LADS by 2013  Monitored by Core Strategy
			Net additional jobs created  Numbers of new residential development	NOMIS official labour market statistics
Remediation of contaminated site	Secured through the development management process	Site owner/ developer	Planning permission for development that secures plan for remediation	N/A





### Core Strategy monitoring relevant to policy SSA 12.

Table 7.1a - Indicators, Targets and Milestones for SO1: To transform and revitalise the Town Centre of Poole - Number of new homes, new business and retail floorspace built in the Town Centre (p.126) Improved Town Centre Bus Service. Resident satisfaction with Poole's centre (based on New Business Survey - to be carried out every 3 years). Town Centre health checks - % of vacant units, number of independent outlets. Retail yield.

Table 7.3a - Indicators, Targets and Milestones for SO4: To promote safe, sustainable and convenient access - highest densities in most accessible locations. Improved public transport efficiency and reliability. Supporting modal shift to public transport, walking and cycling. Environmental enhancements at key locations such as local centres, main junctions and public spaces (p.132).

Table 7.4b - Significant Transport Proposals for Poole 2006-2026 - New rail services pattern with SW Trains new franchise.

Table 7.5a - Indicators, Targets and Milestones for SO5: To provide better life opportunities and improved quality of life for all - Employment opportunities which benefit LAA target areas. New development to support the creation of safe, healthy, inclusive, accessible and attractive places. Mixed development - shops, residential, community use (p.136/7).

Table 7.6a - Indicators, Targets and Milestones for SO6: To deliver high quality, distinctive and self-reliant places - developer contributions - expenditure on improvements to public realm, accessibility and tackling community severance (p.140).

Table 7.7a - Indicators, Targets and Milestones for SO7: To protect our natural environment - no harm to integrity of Poole Harbour SPA/Ramsar sites (p.141).

Table 7.8a - Indicators, Targets and Milestones for SO8: Reduction in carbon emissions from dwellings and commercial development, to be phased over plan period. Alleviating, and adapting to flood risk (p.143).

Table 7.8b - Indicators, Targets and Milestones for SO8: The number of new dwellings attaining 2006 Building Regulations standards for reductions in CO2 emissions, Poole's CO2 emissions. Attainment of complete coastal defences (p.144).

### SSA 13: Land at Lifeboat Quay

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 4:** To promote safe, sustainable & convenient access

**Strategic Objective 5:** To provide better life opportunities and improved quality of life for all

**Strategic Objective 6:** To deliver high quality, distinctive & self-reliant places

**Strategic Objective 7:** To protect our natural environment

**Strategic Objective 8:** To address climate change

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Delivery of a high quality, energy efficient B1 office & hotel accommodation scheme	Private investment	The private sector	Numbers of additional jobs created	Development complete by end 2013  NOMIS official labour market statistics
			BREEAM 'excellent' rating for commercial development	Annual Monitoring Report
To deliver flood defences for the Town Centre	Through Flood Risk Management Strategy & production of 'Delivering Poole's Infrastructure DPD'	Private sector - Community Infrastructure Levy developer contributions	Adoption of Borough of Poole Infrastructure DPD	Adoption by 2012

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Remediation of contaminated site	Secured through the development management process	Site owner/ developer	Planning permission for development that secures plan for remediation	N/A

**Core Strategy monitoring relevant to policy SSA 13.**  
 Table 7.5a – Indicators, Targets and Milestones for SO4: To Promote safe, sustainable & convenient access – Environmental enhancements at key locations such as local centres, main junctions & public spaces (p.132)  
 Table 7.5a - Indicators, Targets and Milestones for SO5: To provide better life opportunities & improved quality of life for all - New development to support the creation of safe, healthy, inclusive, accessible & attractive places (p.136).  
 Table 7.6a - Indicators, Targets and Milestones for SO6: To deliver high quality, distinctive & self-reliant places - developer contributions - expenditure on improvements to public realm, accessibility & tackling community severance (p.140).  
 Table 7.7a - Indicators, Targets and Milestones for SO7: To protect our natural environment - no harm to integrity of Poole Harbour SPA/Ramsar sites (p.141).  
 Table 7.8a - Indicators, Targets and Milestones for SO8: Reduction in carbon emissions from commercial development, to be phased over plan period. Alleviating, & adapting to flood risk (p.143).  
 Table 7.8b Indicators, Targets and Milestones for SO8: The number of new dwellings attaining 2006 Building Regulations standards for reductions in CO2 emissions, Poole’s CO2 emissions. Attainment of complete coastal defences (p.144).

### SSA 14: Former East Quay Depot and Quay Thistle Hotel

- Core Strategy Strategic Objective(s) that Policy Supports
- Strategic Objective 1:** To Transform and Revitalise the Town Centre of Poole
  - Strategic Objective 2:** To meet Poole’s Housing Needs and provide the right homes in the right places
  - Strategic Objective 3:** To nurture economic prosperity
  - Strategic Objective 4:** To promote safe, sustainable & convenient access
  - Strategic Objective 5:** To provide better life opportunities and improved quality of life for all
  - Strategic Objective 6:** To deliver high quality, distinctive & self-reliant places
  - Strategic Objective 7:** To protect our natural environment
  - Strategic Objective 8:** To address climate change

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
To deliver mixed use scheme compatible with the tourism offer of the Quay without compromising the vitality & viability of the Town Centre	Private sector investment	Private sector	Development proposals in conformity with Core Strategy & Development Management Policies	Development complete by end 2015  100% of planning permissions in conformity with policy
To deliver development & parking provision that protects & enhances the character & appearance of the Quay Conservation Area		Borough of Poole - Planning & Regeneration Services & Transportation Services	Development proposals in conformity with Quay Conservation Area designation & Heritage Assets policy  Adoption of Parking Supplementary Planning Document	Adoption by 2011





Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
To deliver flood defences for the Town Centre	Through Flood Risk Management Strategy & production of 'Delivering Poole's Infrastructure DPD'	Private sector - Community Infrastructure Levy developer contributions	Adoption of Borough of Poole Infrastructure DPD	Adoption 2012
Ensuring appropriate remediation of contaminated site	Secured through the development management process	Developer	Planning permission for development that secures plan for remediation	N/A

**Core Strategy monitoring relevant to policy SSA 14.**

Table 7.2a - Indicators, Targets and Milestones for SO2: To meet Poole's housing needs and provide the right homes in the right places - An annual increase in the proportion of all dwellings achieving Lifetime Homes standards (p.128).

Table 7.2b - Indicators, Targets and Milestones for SO2: To meet Poole's housing needs and provide the right homes in the right places - Mix of new dwellings between market housing and affordable housing.

Table 7.5a - Indicators, Targets and Milestones for SO5: To provide better life opportunities and improved quality of life for all - New development to support the creation of safe, healthy, inclusive, accessible and attractive places (p.136).

Table 7.6a - Indicators, Targets and Milestones for SO6: To deliver high quality, distinctive and self-reliant places - Development and infrastructure provision helps to make communities safer (p.139).

Table 7.6b - Indicators, Targets and Milestones for SO6: To deliver high quality, distinctive and self-reliant places - that new development preserves or enhances assets of historic or archaeological importance (p.140).

Table 7.7a - Indicators, Targets and Milestones for SO7: To protect our natural environment - no harm to integrity of Poole Harbour SPA/Ramsar sites (p.141).

Table 7.8a - Indicators, Targets and Milestones for SO8: Reduction in carbon emissions from dwellings and commercial development, to be phased over plan period. Alleviating, and adapting to flood risk (p.143).

Table 7.8b - Indicators, Targets and Milestones for SO8: The number of new dwellings attaining 2006 Building Regulations standards for reductions in CO2 emissions, Poole's CO2 emissions. Attainment of complete coastal defences (p.144).

**SSA 15: Land at Park Lake Road**

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 1:** To Transform and Revitalise the Town Centre of Poole

**Strategic Objective 5:** To provide better life opportunities and improved quality of life for all

**Strategic Objective 6:** To deliver high quality, distinctive & self-reliant places

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Development of land at Park Lake Road for public open space/leisure use	Through negotiation of lease arrangement with Poole Harbour Canoe Club	Borough of Poole as landowner - principally through Asset Management & Property Services & Leisure Services, Poole Harbour Canoe Club & Friends of Poole Park	Securing lease that enables part of the site to come forward to use by Poole Harbour Canoe Club	Complete lease agreement by summer 2011
			Landscaping of remaining area of site	Complete landscaping by March 2012

**Core Strategy monitoring relevant to policy SSA 15.**

Table 7.5b – Indicators, Targets and Milestones for SO5: To Provide Better Life Opportunities and Improved Quality of Life for All – improved provision of open space and recreation facilities in Poole (p.138).

## SSA 16: Talbot Village - Houses in Multiple Occupation

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 2:** To meet Poole's Housing Needs and provide the right homes in the right places

**Strategic Objective 5:** To provide better life opportunities and improved quality of life for all

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Level of student accommodation, in the form of Houses in Multiple Occupation, does not adversely impact on the character & appearance of the area & amenity of neighbouring properties	Through implementation of an Article 4 Direction removing permitted development rights for Change of Use from Use Class C3: Dwelling Houses to C4: Houses in Multiple Occupation	Borough of Poole	Implementation of Article 4 Direction	<p>Article 4 Direction made, advertised &amp; effective by autumn 2012</p> <p>Annual monitoring of level of student accommodation in Talbot Village to be undertaken annually in Oct/Nov &amp; based on:</p> <ul style="list-style-type: none"> <li>Data on student numbers/addresses provided by Bournemouth University &amp; the Arts University College at Bournemouth and</li> <li>Data on properties exempt from Council Tax in Talbot Village</li> </ul>

### Core Strategy monitoring relevant to policy SSA 16.

Table 7.2a - Indicators, Targets and Milestones for SO2: Secure appropriate mix of housing types, sizes and tenures (p.128).

Table 7.6a - Indicators, Targets and Milestones for SO5: All new development contributes positively to local distinctiveness (p.139).





## SSA 17: Bournemouth and Poole College Site, Constitution Hill Road

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 2:** To meet Poole's Housing Needs and provide the right homes in the right places

**Strategic Objective 4:** To promote safe, sustainable & convenient access

**Strategic Objective 5:** To provide better life opportunities and improved quality of life for all

**Strategic Objective 7:** To protect our natural environment

**Strategic Objective 8:** To address climate change

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
To meet the varied needs of an ageing population including provision of a care home & extra care housing	Through private investment opportunities	Primarily the private sector	Planning permission for development in accordance with the policy	Development complete by end 2018  Monitored through the Core Strategy & the Annual Monitoring Report
To provide energy efficient homes in sustainable & accessible places; and to meet, where appropriate; Lifetime Homes Standards, Code for Sustainable Homes standards & BREEAM ratings for commercial development				
To retain protected trees, enhance existing natural landscape features & improve biodiversity in the Borough		Borough of Poole - Planning & Regeneration Services	No net loss of significant landscaping	N/A

### Core Strategy monitoring relevant to policy SSA 17.

Table 7.2a - Indicators, Targets and Milestones for SO2: To meet Poole's housing needs and provide the right homes in the right places - provide between 500 and 700 additional care home bed spaces, an annual increase in the proportion of all dwellings achieving Lifetime Homes standards (p.128).

Table 7.4c - Indicators, Targets and Milestones for SO4: Location of new dwellings in places with good access to public transport and local facilities (criterion i(a-d) locations in PCS 5) (P.135).

Table 7.5a - Indicators, Targets and Milestones for SO5: New development to support the creation of safe, healthy, inclusive, accessible and attractive places. Schools, community centres, medical facilities, provision of new community infrastructure (p.136).

Table 7.8a - Indicators, Targets and Milestones for SO8: Reduction in carbon emissions from dwellings and commercial development, to be phased over plan period (p.143).

Table 7.8b - Indicators, Targets and Milestones for SO8: The number of new dwellings attaining 2006 Building Regulations standards for reductions in CO2 emissions, Poole's CO2 emissions (p.144).

## SSA 18: St. Mary's Maternity Hospital, St. Mary's Road

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 2:** To meet Poole's Housing Needs and provide the right homes in the right places

**Strategic Objective 4:** To promote safe, sustainable & convenient access

**Strategic Objective 5:** To provide better life opportunities and improved quality of life for all

**Strategic Objective 8:** To address climate change

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
To provide energy efficient homes in sustainable & accessible places; and to meet, where appropriate; Lifetime Homes Standards, Code for Sustainable Homes Standards and BREEAM ratings for commercial development	Investment opportunities & through the development management process	Private sector. Also Housing Associations	Planning permission for development in accordance with the policy	Dependent on complete of new maternity unit planned for Poole Hospital site  Monitored through the Core Strategy & the Annual Monitoring Report
To meet the varied needs of an ageing population including provision of a care home & extra care housing		Private sector		
Provision of local health & medical facility		Private sector		

### Core Strategy monitoring relevant to policy SSA 18.

Table 7.1a - Indicators, Targets and Milestones for SO1: To transform and revitalise the Town Centre of Poole - Community Facilities (Health Provision) (p.125).

Table 7.2a - Indicators, Targets and Milestones for SO2: To meet Poole's housing needs and provide the right homes in the right places - provide between 500 and 700 additional care home bed spaces, an annual increase in the proportion of all dwellings achieving Lifetime Homes standards (p.128).

Table 7.4c - Indicators, Targets and Milestones for SO4: Location of new dwellings in places with good access to public transport and local facilities (criterion i(a-d) locations in PCS 5) (P.135).

Table 7.5a - Indicators, Targets and Milestones for SO5: New development to support the creation of safe, healthy, inclusive, accessible and attractive places. Schools, community centres, medical facilities, provision of new community infrastructure (p.136).

Table 7.8a - Indicators, Targets and Milestones for SO8: Reduction in carbon emissions from dwellings and commercial development, to be phased over plan period (p.143).

Table 7.8b - Indicators, Targets and Milestones for SO8: The number of new dwellings attaining 2006 Building Regulations standards for reductions in CO2 emissions, Poole's CO2 emissions (p.144).





## SSA 19: Bourne House, Langside Avenue

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 2:** To meet Poole's Housing Needs and provide the right homes in the right places

**Strategic Objective 4:** To promote safe, sustainable & convenient access

**Strategic Objective 5:** To provide better life opportunities and improved quality of life for all

**Strategic Objective 6:** To deliver high quality, distinctive & self-reliant places

**Strategic Objective 8:** To address climate change

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Development of site to contribute to the projected need for additional care home bedspaces	Through private sector investment	Private sector	Planning permission for development of site	Development completed by summer 2013

### Core Strategy monitoring relevant to policy SSA 19.

Table 7.2a - Delivery Framework for SO2: To Meet Poole's Housing Needs and Provide the Right Homes in the Right Places (p.128).

Table 7.2b - Indicators, Targets and Milestones for SO2: To Meet Poole's Housing Needs and Provide the Right Homes in the Right Places (p.129).

Table 7.3a - Delivery Framework for SO3: To Nurture Economic Prosperity (p.130).

Table 7.3b - Indicators, Targets and Milestones for SO3: To Nurture Economic Prosperity (p.131).

Table 7.5a - Delivery Framework for SO5: To Provide Better Life Opportunities and Improved Quality of Life for All (p.136).

Table 7.5a - Indicators, Targets and Milestones for SO5: To Provide Better Life Opportunities and Improved Quality of Life for All (p.138).

## SSA 20: Land south of Wallisdown Road, Talbot Village

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 2:** To meet Poole's Housing Needs and provide the right homes in the right places

**Strategic Objective 4:** To promote safe, sustainable & convenient access

**Strategic Objective 5:** To provide better life opportunities and improved quality of life for all

**Strategic Objective 6:** To deliver high quality, distinctive & self-reliant places

**Strategic Objective 7:** To protect our natural environment

**Strategic Objective 8:** To address climate change

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
To deliver high quality homes in a community comprising range of tenures, sizes & types together with affordable homes to meet local needs	Through the development management process	Primarily the private sector, also Housing Associations	Planning permission for a mixed use development set out in the policy	Monitored through the Core Strategy & Annual Monitoring Report  Development completed by end 2016
To deliver sustainable, energy efficient homes in accessible places & to meet Lifetime Homes Standards & Code for Sustainable Homes standards			Planning permissions - conditions attached ensuring compliance	Monitored through the Core Strategy & Annual Monitoring Report

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Ensuring new development does not adversely affect the natural environment & no adverse impact upon heathland habitat				
To increase the supply of energy from renewable sources & assist the ability of the natural environment to adjust to climate change				Monitored through the Core Strategy & Annual Monitoring Report
To achieve higher educational attainment & greater prosperity in terms of income & improved skills in the workforce			Number of students in education, employment & training	NOMI official Labour market statistics. Adoption of Borough of Poole Economic Development Strategy 2016

**Core Strategy monitoring relevant to policy SSA 20.**

Table 7.2a - Indicators, Targets and Milestones for SO2: To meet Poole's housing needs and provide the right homes in the right places - Secure appropriate mix of housing types, sizes and tenures, secure 3,500 new affordable homes, an annual increase in the proportion of all dwellings achieving lifetime homes standards (p.128).

Table 7.4c - Indicators, Targets and Milestones for SO4: Location of new dwellings in places with good access to public transport and local facilities (criterion i(a-d) locations in PCS 5) (P135).

Table 7.5a - Indicators, Targets and Milestones for SO5: New development to support the creation of safe, healthy, inclusive, accessible and attractive places (p.136).

Table 7.7a - Indicators, Targets and Milestones for SO7: No harm to integrity of heathland SPA/Ramsar sites (p.141).

Table 7.7b - Indicators, Targets and Milestones for SO7: Protection of European Designations and, quantity of green links (area/length) (p.142).

Table 7.8a - Indicators, Targets and Milestones for SO8: Reduction in carbon emissions from dwellings and commercial development, to be phased over plan period (p.143).

Table 7.8b - Indicators, Targets and Milestones for SO8: The number of new dwellings attaining 2006 Building Regulations standards for reductions in CO2 emissions, Poole's CO2 emissions (p.144).





## SSA 21: Land at Yarrow Road, Manning Heath

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 1:** To Transform and Revitalise the Town Centre of Poole

**Strategic Objective 4:** To promote safe, sustainable & convenient access

**Strategic Objective 7:** To protect our natural environment

**Strategic Objective 8:** To address climate change

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Reduce solo car commuter traffic into Poole Town Centre & to key attractions for shoppers, business travellers & tourists	Public/private sector partnership working	Borough of Poole, LTP funding, private sector investment	Improvement in air quality	Reduced CO2 emissions from 2005 base data in the Bournemouth, Dorset & Poole Energy Efficiency Strategy
Supporting modal shift to public transport, cycling & walking	Through LTP & developer contributions	Borough of Poole, LTP partners, private sector investment	Development of Yarrow Road, Mannings Heath as a Park & Ride facility	Year on year increase in bus passengers
Relocation of bus maintenance depot from the Town Centre	Public/private sector partnership working	Borough of Poole, LTP funding, private sector investment	Planning permission for new maintenance depot at Yarrow Road, Mannings Heath	Monitored through the Core Strategy

### Core Strategy monitoring relevant to policy SSA 21.

Table 7.1b - Indicators, Targets and Milestones for SO1: To transform and revitalise the town centre of Poole – modal share of trips to/from town centre.

Table 7.4a - Indicators, Targets and Milestones for SO4: To promote safe, sustainable and convenient access - Supporting modal shift to public transport, walking and cycling (p.132).

Table 7.4c - Indicators, Targets and Milestones for SO4: To promote safe, sustainable and convenient access – Air quality, hospital referrals for asthma, and provision of bus passenger waiting facilities (p.135).

Table 7.7a - Indicators, Targets and Milestones for SO7: To protect our natural environment - no harm to integrity of heathland SPA/Ramsar sites.

Table 7.8b - Indicator, Targets and Milestones for SO8: To address climate change - Poole's CO2 emissions.

## SSA 22: Local Centres - Priorities for Investment

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 4:** To promote safe, sustainable & convenient access

**Strategic Objective 5:** To provide better life opportunities and improved quality of life for all

**Strategic Objective 6:** To deliver high quality, distinctive & self-reliant places

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
To provide a vision for Local Centre at Creekmoor, Canford Heath, Wallisdown & Hamworthy, as a framework to guide future planning decisions	Through the production of Development Briefs for each area	Borough of Poole principally Planning & Regeneration Services, Leisure Services & Transportation Services	Adoption of Development Briefs	Phased adoption of Development Briefs by 2015
To work with the local community & with key stakeholders as part of the place shaping agenda	Through the production of Development Briefs for each of the four areas	Borough of Poole principally Planning & Regeneration Services & the local community - residents, visitors & businesses	Development of Yarrow Road, Mannings Heath as a Park & Ride facility	Year on year increase in bus passengers
		Borough of Poole in conjunction with Bournemouth Borough Council for the Wallisdown Local Centre		
To enhance the quality of the public realm	Through the production of Borough of Poole 'Out Streets & Spaces' Strategy	Borough of Poole principally Planning & Regeneration Services, Transportation Services, Leisure Services, Town Centre Management Board	Adoption of Borough of Poole 'Out Streets & Spaces' Strategy	Adoption of Borough of Poole 'Out Streets & Spaces' Strategy by 2011
	Secured through Development Management process			
	By way of developer contributions through CIL - 'Delivering Poole's Infrastructure' DPD			

### Core Strategy monitoring relevant to policy SSA 22.

Table 7.4a - Indicators, Targets and Milestones for SO4: To promote safe, sustainable and convenient access - Environmental enhancements at key locations such as local centres, main junctions and public spaces (p.132) and Table 7.4b - Bus Showcase Corridors, Bus and traffic management improvements in Winton and Wallisdown Prime Transport Corridors (p.133) .

Table 7.5b - Indicators, Targets and Milestones for SO5: To provide better life opportunities and improved quality of life for all - Infrastructure funding to support enhancement of quality, vitality and function of local centres.; and Improve health outcomes in neighbourhoods where there are more disadvantages (p.138) .

Table 7.6a - Indicators, Targets and Milestones for SO6: To deliver high quality, distinctive and self-reliant places - Developer contributions expenditure on improvements to public realm, accessibility and tackling community severance (p.140).





SSA 23: Hamworthy - Redevelopment Site				
Core Strategy Strategic Objective(s) that Policy Supports				
<b>Strategic Objective 2:</b> To meet Poole's Housing Needs and provide the right homes in the right places				
<b>Strategic Objective 4:</b> To promote safe, sustainable & convenient access				
<b>Strategic Objective 5:</b> To provide better life opportunities and improved quality of life for all				
<b>Strategic Objective 6:</b> To deliver high quality, distinctive & self-reliant places				
<b>Strategic Objective 8:</b> To address climate change				
Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Comprehensive redevelopment of under-utilised sites at 243-249 Blandford Road	Through private investment opportunities & implementation of Development Brief in accordance with SSA19: Local Centres - Priorities for Investment Policy	Private developers	Adoption of Development Brief for Hamworthy	Adoption by 2014
Achieve a mix of retail, residential & community uses	Through Core Strategy Policies PCS22(C) & PCS23(D)	Private developers	Development proposals in accordance with the policy	Monitored through the Core Strategy
Uplift in environmental quality of public space	Through the production of the Borough of Poole 'Our Streets & Spaces' Strategy	Borough of Poole principally Planning & Regeneration Services, Transportation Services, Leisure Services, Town Centre Management Board	Adoption of Borough of Poole 'Our Streets & Spaces' Strategy	Adoption by 2011
Enhancement in servicing arrangements for new retail uses	Through the production of Borough of Poole 'Parking & Development Layout' SPD	Borough of Poole principally Planning & Regeneration Services, Transportation Services	Adoption of Borough of Poole 'Parking & Development Layout' SPD	Adoption by 2011
<b>Core Strategy monitoring relevant to policy SSA 23.</b>				
Table 7.2a - Indicators, Targets and Milestones for SO2: To meet Poole's housing needs and provide the right homes in the right places - Secure 3,500 new affordable homes and, An annual increase in the proportion of all dwellings achieving Lifetime Homes Standards (LTH) (p.128).				
Table 7.5a - Indicators, Targets and Milestones for SO4: To promote safe, sustainable and convenient access - Environmental enhancements at key locations such as local centres, main junctions and public spaces (p.132).				
Table 7.5b - Indicators, Targets and Milestones for SO5: To provide better life opportunities and improved quality of life for all - Infrastructure funding to support enhancement of quality, vitality and function of local centres (p.138).				
Table 7.6a - Indicators, Targets and Milestones for SO6: To deliver high quality, distinctive and self-reliant places - Developer contributions on improvements to public realm, accessibility and tackling community severance (p.140).				

## SSA 24: Ashley Road Local Centre

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 4:** To promote safe, sustainable & convenient access

**Strategic Objective 5:** To provide better life opportunities and improved quality of life for all

**Strategic Objective 6:** To deliver high quality, distinctive & self-reliant places

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
To provide a vision for the Ashley Road Local Centre, as a framework to guide future planning decisions	Through production of a Local Area Design Statement (LADS)	Borough of Poole principally Planning & Regeneration Services, Transportation Services	Adoption of LADS	Adoption of LADS by 2013
To work with the Local community & with key stakeholders	Through the production of Local Area Design Statement (LADS)	Borough of Poole principally Planning & Regeneration Services & the local community - residents, visitors & businesses	Workshops, public consultations, focus groups	Adoption of LADS by 2013
To enhance the quality of the Public Realm	Through the production of the Local Area Design Statement & the production of Borough of Poole 'Our Streets & Spaces' Strategy	Borough of Poole principally Planning & Regeneration Services, Transportation Services, Leisure Services, Town Centre Management Board	Adoption of Borough of Poole 'Our Streets & Spaces' Strategy	Adoption of Borough of Poole 'Our Streets & Spaces' Strategy by 2011
To reduce community severance & traffic congestion through bus prioritisation measures & to improve pedestrian safety	Through Transportation Schemes, Local Transport Plan funding - Developer contributions	Borough of Poole principally Planning & Regeneration Services, Transportation Services & Leisure Services	Adoption of LTP3 Adoption of Borough of Poole 'Our Streets & Spaces' Strategy	Adoption of LTP3 by 2011 & Borough of Poole 'Our Streets & Spaces' Strategy by 2011
Improvements to vitality & viability of Ashley Road Local Centre	Through planning applications for new development, redevelopment or change of use	Private investment opportunities	Borough of Poole Annual Retail Monitoring Report figures shows the breakdown of retail uses in Ashley Road Local Centre	Rankings for retail use in the local centre not to decrease, year on year

### Core Strategy monitoring relevant to policy SSA 24.

Table 7.5a - Indicators, Targets and Milestones for SO4: To promote safe, sustainable and convenient access - Environmental enhancements at key locations such as local centres, main junctions and public spaces (p.132).

Table 7.5b - Indicators, Targets and Milestones for SO5: To provide better life opportunities and improved quality of life for all - Infrastructure funding to support enhancement of quality, vitality and function of local centres (p.138).

Table 7.6a - Indicators, Targets and Milestones for SO6: To deliver high quality, distinctive and self-reliant places - developer contributions expenditure on improvements to public realm, accessibility and tackling community severance (p.140).





## SSA 25: Upton Country Park

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 5:** To provide better life opportunities and improved quality of life for all

**Strategic Objective 7:** To protect our natural environment

**Strategic Objective 8:** To address climate change

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Development, extension & improvement of facilities at Upton Country Park	Through contributions secured through Heathlands Interim Planning Framework & possible joint funding from Access to Nature	Borough of Poole principally Leisure Services	Development proposals in conformity with policy	N/A
Delivery of Upton Park Farm as suitable alternative natural greenspace	Through contributions secured through Heathlands Interim Planning Framework & possible joint funding from various sources	Borough of Poole principally Leisure Services	Buy out of farm tenancy lease	Farm tenancy lease bought out by end of 2011
			Development of site e.g. cycleways, footpaths, dog walking routes, signage & play trail	Works commence early 2012

### Core Strategy monitoring relevant to policy SSA 25.

Table 7.5b - Indicators, Targets and Milestones for SO5: To Provide Better Life Opportunities and Improved Quality of Life for All – Improved provision of open space and recreation facilities in Poole (p.138).

Table 7.7b - Indicators, Targets and Milestones for SO7: To protect our natural environment - Retention of Green Belt (p142).

Table 7.8b - Indicators, Targets and Milestones for SO8: To address climate change - Area of habitat creation (p144).

## SSA 26: Major Developed Sites in the Green Belt

Core Strategy Strategic Objective(s) that Policy Supports

**Strategic Objective 7:** To protect our natural environment

**Strategic Objective 8:** To address climate change

Key Outcomes	How will these be delivered	Who is responsible for delivery?	Indicators of Achievement	Targets/Monitoring
Policy framework for allowing limited infilling or redevelopment at specified 'Major Developed Sites in the Green Belt'.	Through application of the policy through the development management process	Site owners	Development proposals in conformity with policy	N/A

### Core Strategy monitoring relevant to policy SSA 26.

Table 7.7a - Delivery Framework for SO7: To Protect Our Natural Environment – No harm to integrity of Heathland SPA/Ramsar sites and Retention of Green Belt (p.141).

Table 7.7b - Indicators, Targets and Milestones for SO7: To Protect Our Natural Environment – Protection of European designations and Retention of Green Belt (p.142).

Table 7.8b - Indicators, Targets and Milestones for SO8: To Address Climate Change - Poole's CO2 emissions (p.144).

## Implementation Schedule for Site and Area Specific Policies

10.4 The following table sets out the schedule for the implementation of site and area specific policies contained in the Site Specific Allocations and Development Management Policies DPD.

10.5 Policies SSA 7 - 10, provide development and design guidance in respect of the Regeneration Area sites and support Core Strategy indicators, targets and milestones.

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
SSA 1: Ashley Cross Local Centre																
SSA 2: Bournemouth and Poole College Playing Field, North Road																
SSA 3: Fleets Corner																
SSA 3: Sopers Lane																
SSA 4: Crown Closures Ltd, Lake Road																
SSA 5: Land at Semboorp Bournemouth Water, Francis Avenue																
SSA 6: Land at Sterte Ave West, Sterte																
SSA 7: The Regeneration Area – Urban Design																
SSA 8: The Regeneration Area – Infrastructure																
SSA 9: The Regeneration Area – Land between Poole Bridge and Twin Sails Bridge																
SSA 10: The Regeneration Area – Land on the Hamworthy side of Back Water Channel																
SSA 11: Lagland Street																
SSA 12: The Goods Yard																
SSA 13: Land at Lifeboat Quay																
SSA 14: Former East Quay Depot and Quay Thistle Hotel																
SSA 15: Land at Park Lake Road																
SSA 16: Talbot Village – Houses in Multiple Occupation																
SSA 17: Bournemouth & Poole College Site, Constitution Hill Road																
SSA 18: St. Mary's Maternity Hospital, St. Mary's Road																
SSA 19: Bourne House, Langside Avenue																
SSA 20: Land south of Wallisdown Road, Talbot Village																
SSA 21: Facilities for Park & Ride																
SSA 22: Local Centres – Priorities for Investment - Canford Heath																
SSA 22: Local Centres – Priorities for Investment - Creekmoor																
SSA 22: Local Centres – Priorities for Investment - Wallisdown																
SSA 22: Local Centres – Priorities for Investment - Hamworthy																
SSA 23: Hamworthy – Redevelopment Site																
SSA 24: Ashley Road Local Centre																
SSA 25: Upton Country Park																
SSA 26: Major Developed Sites in the Green Bell																

Subject to regular review



## II Glossary of Terms

Affordable Housing	The range of both subsidised and market housing designed for those whose incomes generally deny them the opportunity to purchase houses on the open market as a result of the local relationship between income and market price.
Ancient Tree	A tree which is very old in comparison with other trees of the same species.
Ancient Woodland	Areas which are believed to have continuously carried tree cover for at least 400 years.
Area of Outstanding Natural Beauty (AONB)	A national designation protecting areas of countryside that are identified because of their scenic value.
Article 4 Direction	The means by which a local authority can restrict or remove permitted development rights granted by the General Permitted Development Orders (GPDO).
Built Environment	Term that refers to the man-made surroundings that provide the setting for human activity, ranging in scale from personal shelter to neighborhoods to large-scale civic surroundings.
Character	Individual distinctiveness created from a combination of natural and man-made elements with historic, socio-economic and other factors.
Climate Change	Any change in global temperatures and precipitation over a period of time due to natural variability or as a result of human activity.
Coastal Zone	A strip of land adjacent to the sea which has a visual or other relationship with the coastline. Its full extent is determined partly by topography and so it can extend some distance inland.
Constraint	A limiting factor that affects development.
Core Strategy	Document that sets out the long-term spatial vision and spatial objectives for the local planning authority and the strategic policies and proposals to deliver that vision. It contains a set of primary policies for delivering the core strategy. Broad locations for development may be set out in a key diagram.
Development Plan Documents (DPDs)	Spatial planning documents subject to independent examination and prepared by the relevant plan-making authority.
European Protected Species (EPS)	Sites which support EPS such as sand lizards, smooth snakes or all species of bats, but which lie outside of designated nature conservation sites are subject to protection under Regulation 41(1) a, b, c, d, and Regulation 43 of the Habitats Regulations 2010. Regulation 9(5) requires that Planning Authority have regard for the implications of the Regulations on EPS and any mitigation measures proposed at the application stage and prior to any application to Natural England for an EPS license.
Evening Economy	That element of the local economy centred around social, cultural and tourism activities that take place outside the normal retail trading hours and which includes cinemas, theatres, restaurants, public houses, bars, night clubs and cafes.
Green Belt	Land which is designated as a means of restricting the physical expansion of urban areas.
Heritage Asset	A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions

House in Multiple Occupation (HMO)	Small shared dwelling houses or flats occupied by between 3 and 6 unrelated individuals who share basic amenities.
Infrastructure	The supporting networks needed to service a development site such as roads, sewers, flood defences, electricity, gas and social facilities
Local Area Design Statement (LADS)	Supplementary Planning Guidance that is intended to provide more specific guidance that addresses some particular planning issue.
Local Centres	Areas, varying in size, containing shops or other facilities which serve an essentially local catchment population
Local Development Framework (LDF)	A portfolio of Local Development Documents that provide a framework for delivering the spatial planning strategy for the area. It also contains a number of other documents, including the Annual Monitoring Report (AMR) and any 'saved' plans that affect the area.
Local Development Document (LDD)	Either a Development Plan Document or a Supplementary Planning Document contained in a Local Development Framework.
Local Transport Plan (LTP)	A statutory document that looks at the transport needs of an area and sets out a strategy and implementation plan to deliver those needs in a sustainable way.
Monitoring (and review)	The process of measuring (in terms of quantity and quality), the changes in conditions and trends, impact of policies, performance of the plan, against its objectives and targets and progress in delivering outputs.
Open Space	An open area within or adjacent to a group of buildings and planned to perform a visual, access, amenity or recreational function.
Proposal	A positively worded policy that proposes a course of action or an allocation of land for a particular use or development
Proposals Map	The function of the proposals map is to illustrate the policies and proposals in the development plan documents and any saved policies that are included in the local development framework. It has a geographical base at a scale that allows the policies and proposals to be illustrated clearly in map form.
Public Space	The total amount of space between buildings and in open areas used by the public for activities such as journeys, access and leisure.
Ramsar site	Wetlands of international importance designated under the Ramsar Convention
Site(s) of Special Scientific Interest (SSSI)	Sites of national or international importance due to their flora, fauna or geological features which are designated by Natural England.
Special Areas of Conservation (SACs)	SACs are areas which have been given special protection under the European Union's Habitats Directive. They provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity
Site-specific Allocations and Policies	Allocations for sites for specific or mixed use development contained in development plan documents. Policies will identify any specific requirements for individual proposals.
Special Protection Area (SPA)	Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the 'Birds Directive 1979' which provides enhanced protection given by the Site of Special Scientific Interest (SSSI) status all SPAs also hold.





Strategic Housing Land Availability Assessment (SHLAA)	Evidence of available housing land prepared on behalf of each Local Authority to support the delivery of sufficient land for the next 5, 10, and 15 years.
Suitable Alternative Natural Greenspace (SANG)	Alternative improved or new recreational areas for use by residents of new development.
Supplementary Planning Documents (SPDs)	Documents covering a wide range of issues on which the plan-making authority wishes to provide policies or guidance to supplement the policies and proposals in Development Plan Documents. They do not form part of the development plan or are subject to independent examination.
Urban Greenspace	Green features such as parks, playing fields or tree belts, which provide some landscape amenity and/or recreational benefit.
Use Classes Order	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.
Viability	A scheme's feasibility, especially in terms of its economic ability to be implemented.
Vitality	Term generally applied to areas or premises which have a lively character as a result of the type of activity and the number of people attracted.

# 12 Appendix I: Schedule of Saved Policies

Proposed Programme of Replacement of 'Saved' Local Plan Policies <sup>1</sup>		Comments on Purpose of Policy	DPD Policy that 'Saved' Policy is replaced by, or reason for deletion:
Policy	Subject	Comments on Purpose of Policy	DPD Policy that 'Saved' Policy is replaced by, or reason for deletion:
BE1	Design Code	Widely used policy that provides general principles to be considered in relation to impact of development on surroundings. Supported by SPG entitled "A Design Code". Builds on design advice provided in PPS3 – Housing (Para 35).	<b>PCS 23:</b> Local Distinctiveness. <b>DM 1:</b> Design
BE2	Landscaping	Policy that promotes landscaping as an integral part of the development process. Supported by Supplementary Planning Guidance entitled "The Landscape and Natural Environment Design Code".	<b>DM 1:</b> Design
BE3	Topography	Policy that seeks to control development that could adversely impact on hills and the skyline. Supporting advice contained in Supplementary Planning Guidance entitled "A Design Code".	<b>DM 1:</b> Design
BE4	Shopfronts	Policy used to control design of new shopfronts. Detailed design guidance provided by Supplementary Planning Guidance entitled "Guidelines for Shopfronts and Shop Signs".	Delete - existing SPG provides appropriate guidance
BE5	Security Shutters	General policy which seeks to control the use and appearance of security shutters, particularly where they would prejudice the character of an area. Additional guidance provided in SPG "Guidelines for Shopfronts and Shop Signs".	Delete - existing SPG provides appropriate guidance
BE6	Advertisements - Residential Areas	General policy controlling advertisement consents in residential areas.	Delete - national policy guidance, Core Strategy policy & SPG are considered to provide appropriate guidance in respect of determining applications for advertisements in residential areas
BE7	Advertisements - Free Standing	General policy controlling free standing advertisements to ensure no adverse effect upon public safety/amenity.	Delete - national policy guidance, Core Strategy policy & SPG are considered to provide appropriate guidance in respect of determining applications for free standing advertisements





### Proposed Programme of Replacement of 'Saved' Local Plan Policies<sup>1</sup>

Policy	Subject	Comments on Purpose of Policy	DPD Policy that 'Saved' Policy is replaced by, or reason for deletion:
BE8	Hoardings	General policy controlling hoardings to ensure no adverse effect on visual amenity/public safety.	Delete - national policy & Borough of Poole local guidance provides appropriate level of guidance in respect of determining applications for hoardings
BE9	Public Art	General policy promoting negotiation with developers for provision of art works at gateway locations/prominent sites. Supported by Supplementary Planning Guidance entitled "Percent for Art".	<b>DM 1:</b> Design & emerging Public Realm Strategy SPD
BE10	Tele-communications	General policy controlling the impact of telecommunications installations.	Delete - national policy provides appropriate guidance in respect of determining telecommunications applications
BE11	Energy Efficiency	General policy used to deliver energy efficiency principles through the design, layout and orientation of development. Supporting advice contained in Supplementary Planning Guidance entitled "A Design Code".	<b>PCS31:</b> Sustainable Energy General
BE12	Listed Buildings - Alterations	A Policy used to protect listed buildings where alterations/extensions are proposed.	Delete - national policy provides appropriate guidance in respect of determining applications for Listed Buildings
BE13	Listed Buildings - Change of Use	Policy used to protect listed buildings where a change of use is proposed.	Delete - national policy provides appropriate guidance in respect of determining applications for Listed Buildings
BE14	Listed Buildings - Settings	Policy used to protect the setting of a listed building.	<b>PCS23:</b> Local Distinctiveness
BE15	Buildings of Local Importance	Policy which affords a protection to buildings of local importance.	<b>DM2:</b> Heritage Assets
BE16	Conservation Areas	Important policy used to control development to ensure that the character/appearance of a conservation area is preserved/enhanced.	<b>DM2:</b> Heritage Assets
BE17	Conservation Areas - Buildings of Local Importance	Policy seeking to prevent demolition, in whole or in part, of buildings of local importance within a conservation area.	<b>DM2:</b> Heritage Assets
BE18	Conservation Areas - Shopfronts	Policy used to control proposals for new shopfronts in specific conservation areas.	Delete - existing shopfronts & shop signs SPG provides appropriate guidance. Emerging Local Area Design Statements & Design SPD will also provide guidance

Proposed Programme of Replacement of 'Saved' Local Plan Policies<sup>1</sup>

Policy	Subject	Comments on Purpose of Policy	DPD Policy that 'Saved' Policy is replaced by, or reason for deletion:
BE19	Conservation Areas – Upper Floors	Policy used to control the use of upper floors in specified conservation areas.	Delete - proposals relating to occupancy of upper floors in Conservation Areas related to ground floor use will be determined on own merit
BE20	Upper Floors	Policy used to control permitted uses of upper floors in local centres.	Delete - national policy provides appropriate guidance in respect of determining applications related to heritage assets. Proposals relating to occupancy of upper floors for non residential uses will be determined on own merit
BE21	Quay Conservation Area - Character	Policy which seeks to protect the character of The Quay conservation area.	<b>PCS23:</b> Local Distinctiveness <b>DM5:</b> Tourism
BE22	Quay Conservation Area - Vitality	Policy which seeks to promote vitality The Quay conservation area.	<b>PCS23:</b> Local Distinctiveness <b>DM5:</b> Tourism
BE23	Conservation Areas – Low Density Development	Policy restricting the density of development within specific conservation areas.	<b>PCS23:</b> Local Distinctiveness
BE24	Conservation Areas - Character	Policy used to control development within specific conservation areas to ensure character will not be adversely affected.	<b>PCS23:</b> Local Distinctiveness
BE25	Historic Parks and Gardens	Policy which seeks to protect the character, appearance and setting of Historic Parks and Gardens and areas of historic landscape interest.	<b>DM2:</b> Heritage Assets
BE26	Archaeology – Nationally Important Sites	Policy which seeks to protect the site or setting of Scheduled Ancient Monuments or nationally important remains.	Delete - national policy provides appropriate guidance in respect of determining applications affecting nationally important archaeological sites
BE27	Archaeology – Locally Important Sites	Policy affording protection to the site or setting of unscheduled archaeological remains of local importance.	<b>DM2:</b> Heritage Assets
NE1	Pollution and Noise	Policy that provides protection against development that would be detrimental to the natural/built environment by virtue of pollution or noise.	<b>DM1:</b> Design
NE2	New Buildings in the Green Belt	Area specific policy restricting construction of new buildings in the Green Belt to those uses specified as exceptions.	Delete - national policy provides sufficient guidance in relation to applications for new buildings in the Green Belt.





### Proposed Programme of Replacement of 'Saved' Local Plan Policies<sup>1</sup>

Policy	Subject	Comments on Purpose of Policy	DPD Policy that 'Saved' Policy is replaced by, or reason for deletion:
NE3	Open Character of the Green Belt	Area specific policy seeking to prevent proposals in the Green Belt that would prejudice the openness of, or fails to respect the character/appearance of the countryside.	Delete - National policy provides sufficient guidance in determining applications for development within the south-east Dorset Green Belt
NE4	Existing Buildings in the Green Belt	Area specific policy that allows conversion/alteration/change of use of existing buildings in the Green Belt providing proposals are in compliance with specified criteria.	Delete - National policy provides sufficient guidance in determining applications relating to existing buildings in the Green Belt
NE5	Major Developed Sites in the Green Belt	Policy providing for limited infilling on identified major developed sites in the Green Belt, subject to compliance with specified conditions.	<b>SSA26:</b> Major Developed Sites in the Green Belt
NE6	North Poole	Area specific policy limiting development to that appropriate in the Green Belt.	<b>PCS30:</b> Poole's Green Belt policy provides sufficient protection to safeguard land at North Poole
NE7	Arrowsmith Road	Area specific policy that seeks to control development in an area with distinctive characteristics.	<b>PCS23:</b> Local Distinctiveness
NE8	Land North of Broadstone Golf Course	Area specific policy that seeks to control formal recreation activity which would require significant ancillary buildings or car parking.	Delete - National policy provides sufficient guidance in determining applications for development
NE11	Equestrian Activities	Policy providing for equestrian activities/keeping of horses in the Green Belt on condition that the open character of the Green Belt is maintained/improved and does not result in the loss of the best and most versatile agricultural land.	Delete - National policy provides sufficient guidance in determining applications for development related to equestrian activities
NE12	Housing for Agricultural Workers in the Green Belt	Policy providing for new housing in the Green Belt for specified occupations where operational need is demonstrated. Expands on provisions of PPG 2: Green Belts – Paragraph 3.4.	Delete - National policy provides sufficient guidance in determining applications relating to housing for agricultural workers in the Green Belt
NE13	Subdivision of Dwellings in the Green Belt	General Green Belt policy allowing for the subdivision/ replacement of dwellings subject to set criteria. Provides additional detail to Planning Policy Guidance 2: Green Belts – Paragraph 3.6.	Delete - National policy provides sufficient guidance in determining applications relating to existing buildings in the Green Belt
NE14	Upton Country Park and Farm	Area specific policy that provides for development provided that the purpose for including the land within the Green Belt is protected.	<b>SSA25:</b> Upton Country Park <b>DM9:</b> Green Infrastructure & Biodiversity

Proposed Programme of Replacement of 'Saved' Local Plan Policies<sup>1</sup>

Policy	Subject	Comments on Purpose of Policy	DPD Policy that 'Saved' Policy is replaced by, or reason for deletion:
NE15	Sites of International Importance	Policy that seeks to protect internationally important nature conservation sites from development that would adversely affect the integrity of the site.	<b>PCS 28:</b> Dorset Heaths International Designations & <b>PCS 29:</b> Poole Harbour SPA & RAMSAR site
NE16	Sites of Special Scientific Interest	Policy that seeks to protect SSSI's from development likely to result in a significant adverse affect.	<b>DM9:</b> Green Infrastructure & Biodiversity (identified on the Proposals Map)
NE17	Development Adjacent to Heathland	Policy that seeks to allow for development adjacent to heathlands subject to specified conditions. Now supplemented by document entitled Dorset Joint Heathlands Heathlands Interim Planning Framework that seeks to ensure that development does not lead to net increase in urban pressures on internationally important heathland.	<b>PCS 28:</b> Dorset Heaths International Designations & <b>PCS 29:</b> Poole Harbour SPA & RAMSAR site & Joint Heathlands DPD
NE18	Heathland Reserve Centre	Policy that provides for a heathland reserve centre subject to specified conditions.	Delete - No identified requirement for this facility
NE19	Sites of Nature Conservation Interest	Policy that provides for development on SNCI's subject to specified conditions.	<b>DM9:</b> Green Infrastructure & Biodiversity
NE20	Other Features of Nature Conservation Interest	General policy that provides for development on undesignated sites with nature conservation value, on condition that proposals retain, where possible, the special features of the site.	<b>DM9:</b> Green Infrastructure & Biodiversity
NE21	Legally Protected Species	General policy, relating to development sites that contain statutorily protected flora and fauna, which seeks to ensure their retention/relocation.	Delete - National policy states that wildlife species receiving statutory protection should not be subject to specific policies in local development documents
NE22	Regionally Important Geological Sites	Site specific policy that protects a regionally important geological site from development that would result in an adverse impact.	<b>DM9:</b> Green Infrastructure & Biodiversity
NE23	Coastal Zone and Shoreline Character	Policy that provides for development in the coastal zone subject to criteria based assessment. Supported by Supplementary Planning Guidance entitled "Shoreline Character Areas".	<b>DM4:</b> Coastal Zone
NE24	Beach Huts & Chalets	Location specific policy that permits proposals for beach huts and chalets subject to criteria based assessment.	<b>DM4:</b> Coastal Zone





**Proposed Programme of Replacement of 'Saved' Local Plan Policies<sup>1</sup>**

<b>Policy</b>	<b>Subject</b>	<b>Comments on Purpose of Policy</b>	<b>DPD Policy that 'Saved' Policy is replaced by, or reason for deletion:</b>
NE25	Beach Huts on Raised Sites	Location specific policy that seeks to limit the height of beach hut developments or redevelopment on raised sites.	<b>DM4:</b> Coastal Zone
NE26	Unstable Ground	General policy that requires development on or near unstable ground to incorporate measures to eliminate the instability in a manner compatible with the character of the area.	Delete - National policy provides sufficient guidance in determining applications for development on unstable ground
NE27	Individual or Grouped Trees	General policy that seeks to allow development on sites containing individual or grouped trees not covered by a tree preservation order subject to adherence to specified provisions.	<b>DM1:</b> Design
NE28	Tree Preservation Orders	General policy that seeks to protect or mitigate the loss of a tree affected by development which is covered by a tree preservation order.	<b>DM1:</b> Design
NE29	Development Adjacent to Open Space	General policy that provides for development adjacent to open space subject to specified conditions.	Delete - National policy provides sufficient guidance & protection in determining applications for development adjacent to open space
NE30	Network of Urban Greenspace and Open Spaces	General policy that requires development respect the urban greenspace/open space network and provide for its protection and where appropriate contribute to its expansion.	<b>DM7:</b> Accessibility & Safety <b>DM9:</b> Green Infrastructure & Biodiversity
T1	Safeguarding Cycle Routes	General policy that seeks to ensure that proposed development does not prejudice the implementation of links to the cycleway network.	<b>DM7:</b> Accessibility & Safety (proposals map)
T2	Cycling Provision in New Development	Policy that provides for development likely to generate significant cycle use subject to compliance with specified conditions	<b>DM7:</b> Accessibility & Safety
T3	Provision for Pedestrians in New Development	General policy providing for safe, convenient and direct pedestrian routes and facilities in proposed developments.	<b>DM7:</b> Accessibility & Safety
T4	Key Public Transport Routes	Policy that seeks to protect key public transport routes from development that would be detrimental to the operation of such services.	<b>DM7:</b> Accessibility & Safety
T5	Bus Priority Measures	Policy that affords protection to four identified locations from development that would adversely affect bus priority measures.	<b>DM7:</b> Accessibility & Safety

Proposed Programme of Replacement of 'Saved' Local Plan Policies<sup>1</sup>

Policy	Subject	Comments on Purpose of Policy	DPD Policy that 'Saved' Policy is replaced by, or reason for deletion:
T6	Development of Rail Services	Policy that seeks to control development adjacent to railway lines/stations, which would adversely impact on the operation of rail services.	<b>DM7:</b> Accessibility & Safety
T7	Enhancement of Rail Freight	Site specific policy seeking to secure improvements to rail freight facilities in two locations	<b>DM7:</b> Accessibility & Safety
T8	Park and Ride –Marshes End	Site specific allocation (partially implemented) supported by Local Transport Plan.	<b>SSA21:</b> Park & Ride Facilities
T9	Park and Ride –Mannings Heath Canford Way/ Mannings Heath Road)	Site specific policy seeking to secure park and ride facility or alternatively employment related use.	<b>SSA21:</b> Park & Ride Facilities
T10	Park and Ride – Poole Station	Site specific policy seeking to secure increased park and ride capacity for rail users.	<b>SSA12:</b> The Goods Yard
T11	Car Parking Maxima	General policy which sets maximum levels of parking provision for development proposals. Supported by Supplementary Planning Guidance: Parking Guidelines and the Local Transport Plan.	Delete - Emerging Parking & Development Layout SPD
T12	Coach and Lorry Park	Site specific policy that provides for coach and lorry parking including associated facilities.	Retain 'Saved' Policy
T13	Traffic Generated by Development	General policy that seeks to restrict the affects of new development. supported by Supplementary Planning Guidance: Travel Plans.	Delete - Emerging Parking & Development Layout SPD & Travel Plans SPG
T14	Access to the Highway	General policy that seeks to prevent additional access, parking, crossing and turning movements on primary and distributor roads.	<b>DM8:</b> Demand Management
T15	Rear Access and Servicing	General policy that provides for improvements in rear servicing for commercial properties.	<b>DM7:</b> Accessibility & Safety
T16	Junction Improvements	Policy relating to the improvement of two specific road junctions (partially implemented).	<b>DM7:</b> Accessibility & Safety
T17	West Quay Transport Network	Area specific policy seeking to provide improvements to the transport network. See also Policy T19.	<b>DM7:</b> Accessibility & Safety





### Proposed Programme of Replacement of 'Saved' Local Plan Policies<sup>1</sup>

Policy	Subject	Comments on Purpose of Policy	DPD Policy that 'Saved' Policy is replaced by, or reason for deletion:
T18	Lower Hamworthy Transport Network	Area specific policy seeking to provide improvements to the transport network. See also Policy T19.	Delete - Emerging Masterplan Refresh for Poole Bridge Regeneration Initiative
T19	New Harbour Crossing	Site specific policy that combined with policies T17 and T18 provides comprehensive proposals to deliver area wide improvements to the transport network centred on a regeneration initiative.	Delete - Twin Sails Bridge under construction
T20	Highway Improvements	Policy that seeks to protect five specific highway improvement schemes from development that would prejudice their implementation.	<b>DM7:</b> Accessibility & Safety
T21	New Highways and Highway Improvement Schemes	General policy that seeks to ensure that new highways and highway improvement schemes provide a range of environmental improvements.	<b>DM7:</b> Accessibility & Safety
H1	Housing Allocations	Policy that provides details of allocated residential development sites.	Delete - Superseded by Core Strategy & Site Specific Allocations DPD
H2	Former Southern Print Works	Site specific policy relating to detailed design requirements for residential development.	Delete - Outline Approval
H3	Talbot Village	Site specific policy detailing levels of residential, development, student accommodation and academic floorspace for Bournemouth University and Arts Institute subject to identified criteria.	<b>SSA20:</b> Land South of Wallisdown Road, Talbot Village
H4	Housing Development	General policy that provides criteria against which proposals for residential development will be assessed.	<b>PCS5:</b> Broad Locations for Residential Development; <b>PCS6:</b> Affordable Housing; <b>PCS15:</b> Access & Movement & <b>PCS23:</b> Local Distinctiveness
H5	Affordable Housing	Policy that specifies threshold for the provision of affordable housing on residential development sites. Provides additional detail supplementing provisions of PPS3: Housing – Paragraph 29. Supported by SPG entitled "Affordable Housing".	<b>PCS6:</b> Affordable Housing
H7	Affordable Housing – Green Belt	Policy that provides for affordable housing in the Green Belt limited to specific circumstances.	Delete - National Planning Policy provides adequate guidance in respect of affordable housing in the Green Belt

Proposed Programme of Replacement of 'Saved' Local Plan Policies<sup>1</sup>

Policy	Subject	Comments on Purpose of Policy	DPD Policy that 'Saved' Policy is replaced by, or reason for deletion:
H8	Gypsy Site	Site specific policy relating to the retention of an existing gypsy site.	<b>PCS9:</b> Gypsy & Traveller Accommodation. Emerging Joint South East Dorset Partnership approach on the provision of residential & transit sites delivered by Joint SED Gypsy & Traveller DPD
H9	High Density Housing	General policy that provides for higher density housing development outside of low density and flat character development areas.	<b>PCS5:</b> Broad Locations for Residential Development
H10	Low Density Housing	Policy which seeks to maintain low density housing character of specific areas.	<b>PCS23:</b> Local Distinctiveness. Emerging Design SPD
H11	Security Through Design	Policy that seeks to aid crime prevention through the development design process. Provides detail additional to the provisions of PPS1: Delivering Sustainable Development and PPS3: Housing.	<b>PCS 27:</b> Safer Communities. Emerging Design SPD
H12	House Alterations and Extensions	General policy that requires the visual integration of alterations and extensions to existing buildings to ensure that the privacy and amenity of adjoining properties is not compromised.	<b>DM1:</b> Design
H13	Purpose Built Flats, Bedsits, Hostels & Sheltered Housing	General policy that provides criteria against which proposals for purpose built flats, bedsits, hostels and sheltered housing will be assessed.	<b>PCS5:</b> Broad Locations for Residential Development <b>PCS23:</b> Local Distinctiveness
H14	Flats – Sandbanks Peninsula	Area specific policy that seeks to control the density and scale of new flat developments.	<b>PCS5:</b> Broad Locations for Residential Development
H15	Sandbanks Beachline	Development control policy that limits the proximity of new development to the landward edge of the beachline.	<b>DM4:</b> Coastal Zone
H16	Flats – Sandbanks Causeway	Area specific policy that seeks to control the density and scale of new flat developments.	<b>PCS5:</b> Broad Locations for Residential Development
H17	Flats – Lilliput	Area specific policy that seeks to control the density and scale of new flat developments.	<b>PCS5:</b> Broad Locations for Residential Development
H18	Flats – Cliff Drive	Area specific policy that seeks to control the density and scale of new flat developments	<b>PCS5:</b> Broad Locations for Residential Development





### Proposed Programme of Replacement of 'Saved' Local Plan Policies<sup>1</sup>

Policy	Subject	Comments on Purpose of Policy	DPD Policy that 'Saved' Policy is replaced by, or reason for deletion:
H19	Flats – Martello Park and Westminster Road	Area specific policy that seeks to control the density and scale of new flat developments.	<b>PCS5:</b> Broad Locations for Residential Development
H20	Flats – The Avenue Area East	Area specific policy that seeks to control the density and scale of new flat developments.	<b>PCS5:</b> Broad Locations for Residential Development
H21	Flats – The Avenue Area North	Area specific policy that seeks to control the density and scale of new flat developments.	<b>PCS5:</b> Broad Locations for Residential Development
H22	Flats – The Avenue Area West	Area specific policy that seeks to control the density and scale of new flat developments.	<b>PCS5:</b> Broad Locations for Residential Development
H23	Flats – The Avenue Area South-East	Area specific policy that seeks to control the density and scale of new flat developments.	<b>PCS5:</b> Broad Locations for Residential Development
H24	Flats – Surrey Road	Area specific policy that seeks to control the density and scale of new flat developments.	<b>PCS5:</b> Broad Locations for Residential Development
H25	Flats – Lower Parkstone	Area specific policy that seeks to control the density and scale of new flat developments.	<b>PCS5:</b> Broad Locations for Residential Development
H26	Flats – Bournemouth Road	Area specific policy that seeks to control the density and scale of new flat developments.	<b>PCS5:</b> Broad Locations for Residential Development
H27	Flats – Mount Road	Area specific policy that seeks to control the density and scale of new flat developments.	<b>PCS5:</b> Broad Locations for Residential Development
H28	Flats – Parkstone Road West	Area specific policy that seeks to control the density and scale of new flat developments.	<b>PCS5:</b> Broad Locations for Residential Development
H29	Flats – Parkstone Road West Detail	Area specific policy that seeks to control infilling of balconies and conversion of flat roofs to pitched form.	<b>PCS5:</b> Broad Locations for Residential Development
H30	Flats – Parkstone Road East	Area specific policy that seeks to control the density and scale of new flat developments.	<b>PCS5:</b> Broad Locations for Residential Development

Proposed Programme of Replacement of 'Saved' Local Plan Policies<sup>1</sup>

Policy	Subject	Comments on Purpose of Policy	DPD Policy that 'Saved' Policy is replaced by, or reason for deletion:
H31	Conversion to Flats, Bedsits, Hostels and Sheltered Housing	General policy that provides criteria against which proposals for the conversion of existing buildings into purpose built flats, bedsits, hostels and sheltered housing will be assessed.	<b>PCS5:</b> Broad Locations for Residential Development
H32	Rest Homes and Nursing Homes	General policy that provides criteria against which proposals for the conversion of existing buildings into rest/nursing homes will be assessed.	<b>PCS7:</b> Care Homes
E1	Employment Land	Policy that seeks to retain identified allocated employment land for employment uses.	Retain as 'saved' PLPFA policy. To be used in the context of <b>PCS2:</b> Existing Employment Areas
E2	Existing Employment Areas	Policy that seeks to retain employment land within existing employment areas for employment uses.	<b>PCS2:</b> Existing Employment Areas
E3	Existing Employment Sites and Premises Outside Identified Employment Areas and Allocated Sites	Policy providing for development proposals for alternative uses on sites/premises outside of identified employment areas, subject to specified conditions.	<b>PCS4:</b> Isolated Employment Sites
E4	New Employment Development Outside Allocated Sites and Employment Areas	General policy that provides for new employment development outside allocated sites and employment areas on condition that the development can be served by energy efficient forms of transport.	Delete - No longer restricted to B Use Classes so this restrictive policy redundant
E5	Small Firms	Policy requiring provision of small units on sites greater than 0.5 ha	Delete - Employment Monitoring size of units shows market is delivering sufficient number of small units
E6	Major B1 Office Development	Policy that seeks to direct major office development in excess of 2,000 square metres to Poole Town Centre unless specified exceptions apply.	<b>PCS 10:</b> Revitalising the Town Centre
E7	Temporary Use of Vacant Employment Sites	Policy permitting proposals for the temporary use of vacant employment sites on condition that the proposal does not prejudice the availability of The land for B1-B8 uses.	Delete - Temporary permissions to be decided on merits of case
E8	Port-Related Development	Area specific policy that provides for development proposals in the port area, subject to meeting specified criteria.	<b>PCS 3:</b> Poole Port





### Proposed Programme of Replacement of 'Saved' Local Plan Policies<sup>1</sup>

Policy	Subject	Comments on Purpose of Policy	DPD Policy that 'Saved' Policy is replaced by, or reason for deletion:
E9	Port Rail Link	Site specific policy which seeks to protect the railway and associated area for rail freight use from development that would prevent/hinder those facilities.	<b>PCS 3:</b> Poole Port
E10	Deep Water Frontage	Location specific policy reserving identified deep-water frontage for port/harbour related uses.	<b>PCS 3:</b> Poole Port
E11	The Fulcrum	Site specific policy that reserves land at The Fulcrum for B1-B8 class uses, subject to meeting specified criteria.	<b>PCS 2:</b> Existing Employment Land
E12	Mannings Heath – Residential Properties	Policy relating to identified sites that provides for the loss of residential properties to B1-B8 uses subject to compliance with specified conditions.	Delete - Policy has not achieved specified aim
E13	Nuffield Estate Extension	Area specific policy that provides for the extension of the Nuffield Industrial Estate subject to compliance with specified conditions.	Delete - Substantially developed
E14	Cabot Lane	Area specific policy that provides for employment development at Cabot Lane subject to compliance with specified conditions.	Delete - Developed
E15	Sterte Avenue West	Site specific policy that provides for employment development at Sterte Avenue West subject to compliance with specified conditions.	<b>SSA6:</b> Land at Sterte Avenue, West Sterte
E16	Location and Layout of Potentially Polluting Uses	General policy permitting proposals having the potential to cause pollution and/or involve storage/use of hazardous substances, subject to compliance with specified conditions.	Delete - National Planning Policy provides adequate guidance in respect of polluting substances
E17	Sites Near to Potentially Polluting Uses	General policy preventing proposals in areas that have the potential to cause pollution or which deal with hazardous substances, if complying with specified criteria.	Delete - National Planning Policy provides adequate guidance in respect of sites near polluting uses
E18	Existing Potentially Polluting Uses	General policy that provides for the extension/consolidation of uses that have the potential to cause pollution or which deal with hazardous substances, providing measures are included to protect amenities of other land users/environment from potential impact of pollution.	Delete - National Planning Policy provides adequate guidance in respect of polluting substances
E19	Contaminated Sites	General policy that requires sites suspected of contamination to have an approved scheme for remediation to be implemented as part of the development.	Delete - National Planning Policy provides adequate guidance in respect of contaminated sites
T01	Tourism Assets	Policy that seeks to protect Poole's tourism assets from development likely to cause harm to those features which contribute to the character of those assets.	<b>DM5:</b> Tourism

Proposed Programme of Replacement of 'Saved' Local Plan Policies!

Policy	Subject	Comments on Purpose of Policy	DPD Policy that 'Saved' Policy is replaced by, or reason for deletion:
T02	Existing Tourist Attractions	Policy which allows for development including redevelopment/change of use of existing tourist attractions where it result in the provision of new/improved tourist facilities.	<b>DM5:</b> Tourism
T03	Rockley Park	Site specific policy requiring new development at Rockley Park to respect the sensitive nature of the site.	<b>DM5:</b> Tourism (proposals map)
T04	Tower Park	Site specific policy requiring identified land at Tower Park to be retained For leisure/tourism use.	<b>DM5:</b> Tourism (proposals map)
T05	The Quay	Policy permitting development at The Quay provided it protects/improves features that attract tourists and makes a positive contribution to the tourist environment.	<b>DM5:</b> Tourism (proposals map)
T06	Tourism Zones	Policy that seeks to control development within identified tourism zones.	<b>DM5:</b> Tourism (proposals map)
T07	Retention of Hotels & Guest Houses	Policy that seeks prevent development affecting hotels/guest houses where it would result in a loss of accommodation.	<b>DM5:</b> Tourism
T08	Hotels on Employment Land	Policy that permits hotel development on employment land providing it satisfies the requirements of other specified local plan policies.	Delete - Development would be determined against <b>PCS1:</b> Principal Locations for Economic Investment & <b>PCS2:</b> Existing Employment Areas
T09	Hotels and Guest Houses	General policy permitting proposals for the development/extension to hotels/guest houses providing the development satisfies specified criteria.	<b>DM1:</b> Design, <b>DM5:</b> Tourism & <b>PCS23:</b> Local Distinctiveness
T010	Improving Hotels and Guest Houses	Policy permitting proposals for development that improves the quality of existing hotels/guest houses providing they meet the criteria of Policy T09.	<b>DM1:</b> Design, <b>DM5:</b> Tourism & <b>PCS23:</b> Local Distinctiveness
T011	Hotels and Guest House Facilities	Policy that seeks to permit proposals for development to improve facilities on existing hotel sites ancillary to the hotel use, subject to meeting the criteria of Policy T09.	<b>DM1:</b> Design, <b>DM5:</b> Tourism & <b>PCS23:</b> Local Distinctiveness
T012	Bed and Breakfast	General policy permitting change of use of dwellings to bed and breakfast subject to compliance with specified criteria.	<b>DM5:</b> Tourism
T013	Chalets and Caravans	Policy seeking to prohibit the development of new or the extension/intensification of use of existing sites for holiday chalets/static holiday caravans.	Delete





**Proposed Programme of Replacement of 'Saved' Local Plan Policies<sup>1</sup>**

<b>Policy</b>	<b>Subject</b>	<b>Comments on Purpose of Policy</b>	<b>DPD Policy that 'Saved' Policy is replaced by, or reason for deletion:</b>
T014	Rural Buildings	Policy that permits the change of use of rural buildings to tourist accommodation subject to compliance with specified criteria	Delete - National Planning Policy for Greenbelt provides adequate guidance in respect of development of rural buildings
T015	Visitor Management	Policy permitting development, subject to other policies, which enables improved visitor management.	Delete - Development related to visitor management will be determined on its own merit
T016	Tourist Information	Policy defining requirements for tourist information signs and interpretation boards.	Delete - National policy guidance is considered to provide appropriate guidance in respect of determining applications for advertisements
L1	Public Open Space	Policy that seeks to prevent the loss of significant areas of public open space through development except in specific identified circumstances.	<b>DM9:</b> Green Infrastructure & Biodiversity (retained & identified on Proposals Map)
L2	Urban Greenspace	Policy that seeks to prevent the loss of urban greenspace through development except in specific identified circumstances.	<b>DM9:</b> Green Infrastructure & Biodiversity (retained & identified on Proposals Map)
L3	Public Open Space -former Oakdale Middle School	Site specific policy for the provision of public open space (Partly implemented).	Delete - Policy implemented
L4	Leisure Development	Policy that provides for leisure based development within parks and open spaces subject to specified conditions.	Delete - National policy guidance is considered to provide appropriate guidance in respect of determining leisure development within parks & open spaces
L5	Playing Fields	Policy that seeks to prevent the loss of playing fields through development.	Delete - National policy guidance is considered to provide appropriate guidance in respect of determining development affecting playing fields
L6	All Weather Floodlit Sports Facilities	Policy providing for all weather floodlit sports facilities provided specified conditions are met.	Delete - National policy guidance is considered to provide appropriate guidance in respect of determining development affecting all weather floodlit sports facilities
L7	Ancillary Facilities on Recreation Sites	Policy that permits the provision of ancillary facilities at public/private outdoor recreation sites subject to specified conditions	Delete - National policy guidance is considered to provide appropriate guidance in respect of determining ancillary facilities on recreation sites
L8	Golf Courses	Policy providing for new golf course facilities subject to specified conditions.	Delete - Any new proposals would be subject to consideration of all relevant material considerations

Proposed Programme of Replacement of 'Saved' Local Plan Policies<sup>1</sup>

Policy	Subject	Comments on Purpose of Policy	DPD Policy that 'Saved' Policy is replaced by, or reason for deletion:
L9	Recreation & Leisure Facilities	Policy providing for new public/private recreation facilities subject to specified conditions.	Delete - National policy guidance, Core Strategy policies & <b>DM9</b> : Green Infrastructure & Biodiversity is considered to provide appropriate guidance in respect of determining applications for recreation & leisure facilities
L10	Public Access to Shore	Policy that requires new development to provide for public access to the Shore.	Delete - National policy guidance is considered to provide appropriate guidance in respect of determining applications for public access to the shore
L11	Marina, Jetty, Slipway or Other Boating or Mooring Facilities	Policy that provides for development involving new/extended marina, jetty, slipway or other boating or mooring facilities subject to specified conditions.	Delete - National policy guidance, Core Strategy policies & <b>DM9</b> : Green Infrastructure & Biodiversity is considered to provide appropriate guidance in respect of determining applications in respect of mooring facilities
L12	Boatyards & Boat Storage	Policy seeking to prevent the loss through development of boatyards/boat storage areas.	Delete - National policy guidance is considered to provide appropriate guidance in respect of loss of boating facilities
L13	Outdoor Recreation – Canford Heath	Site specific policy providing for suitable outdoor sport/recreation of a non-intensive character and compatible with green belt status, subject to compliance with specified criteria (Partially implemented).	Delete - National policy guidance, Core Strategy policies & <b>DM9</b> : Green Infrastructure & Biodiversity is considered to provide appropriate guidance in respect of recreation facilities at Canford Heath
L14	Access and Links to Open Space	General policy that requires new development to include public footpath/cycleway/bridleway links where they would facilitate improved access to open space etc, particularly in relation to specified countryside routes.	Joint Heathlands DPD, <b>DM9</b> : Green Infrastructure & Biodiversity (proposals map)
L15	Commercial Entertainment & Leisure	Policy permitting development for commercial entertainment and leisure facilities providing it complies with specified conditions.	Delete - National policy guidance is considered to provide appropriate guidance in respect of entertainment & leisure facilities
L16	Art and Cultural Facilities	General policy seeking to prevent the loss of art/cultural facilities and providing for new art/cultural facilities in the town/local centres providing they meet criteria established in Policy L9.	Delete - National policy guidance identifies arts & cultural facilities as main town centre uses. Core Strategy policy <b>PCS10</b> & <b>DM4</b> provide additional support in respect of arts & cultural facilities





Proposed Programme of Replacement of 'Saved' Local Plan Policies'

Policy	Subject	Comments on Purpose of Policy	DPD Policy that 'Saved' Policy is replaced by, or reason for deletion:
L17	Provision for Recreation Facilities	General policy seeking to deliver appropriate provision for recreation facilities in new development, to specified open space standards. Supported by Supplementary Planning Guidance entitled "Planning Obligations: Recreation Facilities".	<b>PCS37:</b> The Role of Developer Contributions in Shaping Places
S2	Town Centre – Primary Retail Frontage	Area specific policy that seeks to restrict uses within the primary retail frontage of the town centre.	<b>DM3:</b> Shopping & Proposals Map showing retail boundary
S3	Town Centre – Secondary Retail Frontage	Area specific policy that seeks to restrict uses within the secondary retail frontage of the town centre.	<b>DM3:</b> Shopping & Proposals Map showing retail boundary
S4	Retail Development in Local Centres	Location specific policy providing for retail development in local centres subject to compliance with specified conditions.	<b>DM3:</b> Shopping
S5	Small Scale Retail Proposals	Proposed Programme of Replacement of 'Saved' Local Plan Policies General policy permitting small scale retail developments under a specified size, serving a local need.	<b>DM3:</b> Shopping
S6	Retail Parks	Policy that seeks to reserve three identified retail parks for non-food retail warehousing for the sale of bulky durable, garden or DIY goods.	<b>PCS13:</b> Retail Growth outside the Town Centre
S7	Retail Warehousing	Policy permitting retail warehousing for the sale of bulky durable, garden or DIY goods subject to compliance with specified locational hierarchy.	<b>DM3:</b> Shopping
S8	Amusement Centres	Policy permitting the provision of amusement centres subject to compliance with specified criteria.	<b>DM3:</b> Shopping
S9	Temporary Retail Uses	General policy providing for the use of vacant land for temporary retail uses providing there is no loss of amenity to the surrounding area.	Delete - Determinate proposals for temporary retail uses on a case-by-case basis
CF1	School Sites	Policy which identifies two specific sites to be reserved for educational use.	Saved PLPFA Policy
CF2	University & Arts Institute	Policy that provides for extensions to the University and Arts Institute dependent on inclusion of measures to limit private vehicle trips.	<b>PCS23:</b> Local Distinctiveness, <b>DM1:</b> Design, <b>DM9:</b> Demand Management, Emerging Talbot Campus Masterplan
CF3	Poole Hospital	Policy that reserves land to the west of the main hospital building for an extension to the hospital.	Delete - No evidence that existing allocation is required for future hospital expansion

Proposed Programme of Replacement of 'Saved' Local Plan Policies!

Policy	Subject	Comments on Purpose of Policy	DPD Policy that 'Saved' Policy is replaced by, or reason for deletion:
CF4	Child Care Facilities	Policy which provides criteria for use of premises as day nurseries.	Delete - Determine proposals for childcare facilities on a case-by-case basis
CF5	Retention of Community Facilities	Policy that seeks to prevent loss of premises used, or last used, for community purposes.	<b>PCS 25:</b> Self Reliant Communities
CF6	Planning Obligations – Community Facilities	Policy that requires development proposals to contribute towards the provision of community facilities to enable its implementation.	<b>PCS 26:</b> Delivering Locally Distinctive, self reliant places & <b>PCS 37:</b> The Role of Developer Contributions in Shaping Places
CA1	Holes Bay Basin –Urban Design	Area specific policy that provides urban design criteria for the delivery of development. Supported by Supplementary Planning Guidance entitled "Poole Bridge Regeneration Initiative - Planning and Urban Design Guidance for the Central Area of Poole".	<b>SSA7:</b> Regeneration Area - Urban Design
CA2	Holes Bay Basin – Delivery Mechanism	Area specific policy that allows for development providing it does not undermine comprehensive regeneration of the area. Supported by Supplementary Planning Guidance entitled "Poole Bridge Regeneration Initiative – Planning Obligations".	<b>PCS11:</b> The Regeneration Area - Infrastructure DPD - see Policies <b>IN1</b> & <b>IN3</b>
CA3	Land to the East of RNLI, West Quay Road	Area specific policy detailing the mix of uses to be included in development proposals, together with criteria that need to be satisfied to obtain planning permission. Supported by Supplementary Planning Guidance entitled "Poole Bridge Regeneration Initiative – Planning and Urban Design Guidance for the Central Area of Poole".	Delete - Substantially developed - remaining area subject to <b>SSA13:</b> Land at Lifeboat Quay
CA4	RNLI, West of West Quay Road	Area specific policy reserving land occupied by the RNLI for operational purposes. Supported by SPG entitled "Poole Bridge Regeneration Initiative – Planning and Urban Design Guidance for the Central Area of Poole".	<b>PCS11:</b> The Regeneration Area, <b>SSA7:</b> Regeneration Area - Urban Design & <b>SSA8:</b> Regeneration Area - Infrastructure
CA5	Land Between Wilkins Way & RNLI	Area specific policy detailing the mix of uses to be included in development proposals and conditions relating to core design principles. Supported by SPG entitled "Poole Bridge Regeneration Initiative - Planning and Urban Design Guidance for the Central Area of Poole".	<b>PCS11:</b> The Regeneration Area, <b>SSA7:</b> Regeneration Area - Urban Design & <b>SSA8:</b> Regeneration Area - Infrastructure





Proposed Programme of Replacement of 'Saved' Local Plan Policies<sup>1</sup>

Policy	Subject	Comments on Purpose of Policy	DPD Policy that 'Saved' Policy is replaced by, or reason for deletion:
CA6	Land Between Poole Bridge & Wilkins Way	Area specific policy detailing the mix of uses to be included in development proposals and conditions relating to core design principles. Supported by SPG entitled "Poole Bridge Regeneration Initiative - Planning and Urban Design Guidance for the Central Area of Poole".	<b>PCS11:</b> The Regeneration Area, <b>SSA9:</b> Regeneration Area - Land between Poole Bridge & Twin Sails Bridge & <b>SSA8:</b> Regeneration Area - Infrastructure
CA7	Land Occupied by Pilkington Tiles & Sydenham Timber Yard	Area specific policy detailing the mix of uses to be included in development proposals and conditions relating to core design principles. Supported by SPG entitled "Poole Bridge Regeneration Initiative - Planning and Urban Design Guidance for the Central Area of Poole".	<b>PCS11:</b> The Regeneration Area, <b>SSA10:</b> The Regeneration Area - Land on the Hamworthy site of the Back Water Channel & <b>SSA8:</b> Regeneration Area - Infrastructure
CA8	Former Power Station, Oil Depot & Land East of Rigler Road	Area specific policy detailing the mix of uses to be included in development proposals and conditions relating to core design principles. Supported by SPG entitled "Poole Bridge Regeneration Initiative - Planning and Urban Design Guidance for the Central Area of Poole".	<b>PCS11:</b> The Regeneration Area, <b>SSA10:</b> The Regeneration Area - Land on the Hamworthy site of the Back Water Channel & <b>SSA8:</b> Regeneration Area - Infrastructure
CA9	Former Pilkington Tile Site & Adjoining Land	Area specific policy detailing the mix of uses to be included in development proposals and conditions to be applied.	Delete - Policy Implemented
CA10	Lagland Street	Area specific policy that provides for small scale infill development.	<b>SSA11:</b> Lagland Street
CA11	Goods Yard	Site Specific policy defining mix of uses to be included in development proposals	<b>SSA12:</b> The Goods Yard
CA12	Kingland Road	Site specific policy defining uses to be included in development proposals (Partly implemented).	<b>PCS12:</b> Town Centre North
CA13	Land Adjacent Dolphin Swimming Pool, Kingland Road	Site specific policy defining uses to be included in development proposals (Partly implemented).	Delete - Substantially implemented. Remaining area subject to <b>SSA15:</b> Land at Park Lake Road
CA15	Pitwines West	Site specific policy defining uses to be included in development proposals (Partly implemented).	Delete - Developed
CA16	Former East Quay Depot & the Quay Thistle Hotel	Site specific policy defining mix of uses to be included in development proposals.	<b>SSA14:</b> Former East Quay Depot & Quay Thistle Hotel

## Proposed Programme of Replacement of 'Saved' Local Plan Policies<sup>1</sup>

Policy	Subject	Comments on Purpose of Policy	DPD Policy that 'Saved' Policy is replaced by, or reason for deletion:
LC1	Commercial & Retail Frontage	Policy applying to identified areas of commercial and retail frontage that seeks to protect the vitality/viability of a local centre.	<b>DM3:</b> Shopping
LC2	Commercial & retail Frontage – Other uses	Policy applying to identified areas of commercial and retail frontage that permits proposals for specified non-commercial/retail uses provided it does not harm the vitality/viability of a local centre.	<b>DM3:</b> Shopping
LC3	Upper Parkstone – Primary Retail Frontage	Area specific policy which seeks to protect primary retail frontage from uses that would harm the vitality/viability of the local centre.	<b>DM3:</b> Shopping
LC4	Upper Parkstone – Secondary Retail Frontage	Area specific policy that permits specified uses within the secondary retail frontage.	<b>DM3:</b> Shopping
LC5	Broadstone – Redevelopment Site	Site specific policy providing for mixed-use redevelopment to incorporate rear servicing and parking.	Delete - Partially implemented, any remaining redevelopment proposals to be considered in line with <b>DM3:</b> Shopping
LC6	Broadstone – Rear Access to Commercial Properties	Site specific policy providing for rear access/servicing as part of any redevelopment proposals.	<b>DM7:</b> Accessibility & Safety
LC7	Oakdale – Redevelopment Site	Site specific policy providing for mixed-use redevelopment to incorporate sheltered housing and retail provision.	Delete - Partially implemented, any remaining redevelopment proposals to be considered in line with <b>DM3:</b> Shopping
LC8	Hamworthy – Redevelopment Site	Site specific policy providing for mixed use redevelopment: local shopping, residential and community facilities.	<b>SSA23:</b> Hamworthy - Redevelopment Site

### <sup>1</sup> Poole Local Plan First Alteration (Adopted in March 2004) as amended by Secretary of State's Direction, September 2007

#### Definitions:

- PCS 1 - PCS 37: Core Strategy policy number
- DM1 - 10: Development Management Policy contained in the Site Specific Allocations and Development Management Policies Development Plan Document
- SSA1 - 25: Site Specific Allocation contained in the Site Specific Allocations and Development Management Policies Development Plan Document
- Joint Heathlands DPD: Dorset Heathlands (joint) Development Plan Document
- Infrastructure DPD: Delivering Poole's Infrastructure Development Plan Document





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