Notice of Council

Date: Tuesday, 5 January 2021 at 7.00 pm

Venue: Virtual meeting

Chairman:
Cllr D A Flagg

Vice Chairman:
Cllr L Fear

Cllr H Allen
Cllr L Allison
Cllr M Anderson
Cllr S C Anderson
Cllr M Andrews
Cllr J Bagwell
Cllr S Baron
Cllr S Bartlett
Cllr J Beesley
Cllr D Borthwick
Cllr P Broadhead
Cllr M F Brooke
Cllr N Brooks
Cllr D Brown
Cllr S Bull
Cllr R Burton
Cllr D Butler
Cllr D Butt
Cllr J J Butt
Cllr E Coope
Cllr M Cox
Cllr M Davies
Cllr N Decent
Cllr L Dedman
Cllr B Dion
Cllr B Dove
Cllr B Dunlop
Cllr M Earl
Cllr J Edwards
Cllr L-J Evans
Cllr G Farquhar
Cllr D Farr
Cllr A Filer
Cllr N C Geary
Cllr M Greene
Cllr N Greene
Cllr A Hadley
Cllr M Haines
Cllr P R A Hall
Cllr N Hedges
Cllr P Hilliard
Cllr M Howell
Cllr M Iyengar
Cllr C Johnson
Cllr T Johnson
Cllr A Jones
Cllr J Kelly
Cllr D Kelsey
Cllr R Lawton
Cllr M Le Poidevin
Cllr L Lewis
Cllr R Maidment
Cllr C Matthews
Cllr S McCormack
Cllr D Mellor
Cllr P Miles
Cllr S Moore
Cllr L Northover
Cllr T O'Neill
Cllr S Phillips
Cllr M Phipps
Cllr K Rampton
Cllr Dr F Rice
Cllr C Rigby
Cllr R Rocca
Cllr M Robson
Cllr V Slade
Cllr A M Stribley
Cllr T Trent
Cllr M White
Cllr L Williams
Cllr K Wilson
Vacancy
Vacancy

All Members of the Council are summoned to attend this meeting to consider the items of business set out on the agenda below.

The press and public are welcome to view the live stream of this meeting at the following link: https://democracy.bcpcouncil.gov.uk/ieListDocuments.aspx?MId=4286
If you would like any further information on the items to be considered at the meeting please contact: Democratic Services by email at democratic.services@bcpcouncil.gov.uk

Press enquiries should be directed to the Press Office: by email at press.office@bcpcouncil.gov.uk

This notice and all the papers mentioned within it are available at democracy.bcpcouncil.gov.uk

Available online and on the Mod.gov app

GRAHAM FARRANT
CHIEF EXECUTIVE

23 December 2020

Maintaining and promoting high standards of conduct

Declaring interests at meetings

Familiarise yourself with the Councillor Code of Conduct which can be found in Part 6 of the Council's Constitution.

Before the meeting, read the agenda and reports to see if the matters to be discussed at the meeting concern your interests

Do any matters being discussed at the meeting relate to your registered interests?

Disclosable Pecuniary Interest

Yes

Declare the nature of the interest

Do NOT participate in the item at the meeting. Do NOT speak or vote on the item EXCEPT where you hold a dispensation

You are advised to leave the room during the debate

Local Interest

Yes

Declare the nature of the interest

Applying the bias and pre-determination tests means you may need to refrain from speaking and voting

You may also need to leave the meeting. Please seek advice from the Monitoring Officer

No

Do you have a personal interest in the matter?

Yes

Consider the bias and pre-determination tests

You may need to refrain from speaking & voting

You may also need to leave the meeting. Please seek advice

No

You can take part in the meeting speak and vote

What are the principles of bias and pre-determination and how do they affect my participation in the meeting?

Bias and predetermination are common law concepts. If they affect you, your participation in the meeting may call into question the decision arrived at on the item.

Bias Test

In all the circumstances, would it lead a fair minded and informed observer to conclude that there was a real possibility or a real danger that the decision maker was biased?

Predetermination Test

At the time of making the decision, did the decision maker have a closed mind?

If a councillor appears to be biased or to have predetermined their decision, they must NOT participate in the meeting.

For more information or advice please contact the Monitoring Officer (susan.zeiss@bcpcouncil.gov.uk)

Selflessness

Councillors should act solely in terms of the public interest

Integrity

Councillors must avoid placing themselves under any obligation to people or organisations that might try inappropriately to influence them in their work. They should not act or take decisions in order to gain financial or other material benefits for themselves, their family, or their friends. They must declare and resolve any interests and relationships

Objectivity

Councillors must act and take decisions impartially, fairly and on merit, using the best evidence and without discrimination or bias

Accountability

Councillors are accountable to the public for their decisions and actions and must submit themselves to the scrutiny necessary to ensure this

Openness

Councillors should act and take decisions in an open and transparent manner. Information should not be withheld from the public unless there are clear and lawful reasons for so doing

Honesty & Integrity

Councillors should act with honesty and integrity and should not place themselves in situations where their honesty and integrity may be questioned

Leadership

Councillors should exhibit these principles in their own behaviour. They should actively promote and robustly support the principles and be willing to challenge poor behaviour wherever it occurs

AGENDA

Items to be considered while the meeting is open to the public

1. Apologies

To receive any apologies for absence from Councillors.

2. Declarations of Interests

Councillors are requested to declare any interests on items included in this agenda. Please refer to the workflow on the preceding page for guidance.

Declarations received will be reported at the meeting.

3. Confirmation of Minutes 9 - 44

To confirm and sign as a correct record the minutes of the meeting held on 24 November 2020 and the adjourned meeting held on 8 December 2020.

4. Announcement and Introductions from the Chairman

To receive any announcements from the Chairman.

5. Public Issues

To receive any public questions, statements or petitions submitted in accordance with the Constitution, which is available to view at the following link:

https://democracy.bcpcouncil.gov.uk/ieListMeetings.aspx?CommitteeID=151&Info=1&bcr=1

The deadline for the submission of a public question is 4 clear working days before the meeting.

The deadline for the submission of a public statement is midday the working day before the meeting.

The deadline for the submission of a petition is 10 working days before the meeting.

6. Questions from Councillors

The deadline for questions to be submitted to the Monitoring Officer is 23 December 2020.

7. Recommendations from Cabinet and other Committees

Please refer to the recommendations detailed below.

(a) Audit and Governance Committee 26 November 2020 - Minute No. 47 - Report of the Constitution Review Working Group - Changes to the Council's Constitution 45 - 60

RECOMMENDED to Council:

Procedure Rule 36

(a) That Procedure Rule 36 be amended to read "Any motion under Procedure Rule 12 (Motions on Notice), to vary or revoke these Rules shall, when proposed and seconded, stand adjourned without discussion to the next ordinary meeting of the Council";
(b) That Procedure Rule 36 (as amended) be moved from Sub Part C (General Provisions) to Sub Part A (Council Meetings);

Member Call-in of Planning Applications

(c) That the Constitution be amended in Part 3, Section 2, Paragraph 2.2 to remove the 30-day time limit for member call-in of planning applications although the requirement for there to be dialogue between the Councillor calling-in an application and the applicable Planning Officer be retained;
(d) That the Member Call-in protocol set out at Appendix 1 to the report of the Audit and Governance Committee report be adopted;

Neighbourhood Forum Call-in of Planning applications

(e) That the call-in of planning applications upon receipt of a petition from local residents should not be added to the current process for call-in;

Petition call-in of planning applications

(f) That the call-in of planning applications upon receipt of a petition from local residents should not be added to the current process for call-in;

Role of Parish Councils in relation to amended plans

(g) That the current arrangements for consultation with Parish and Town Councils after a subsequent amendment be retained;
(h) That the protocol set out at Appendix 2 to the report of the Audit and Governance Committee report be adopted;

Process for considering Tree Preservation Orders

(i) That Tree Preservation Orders continue to be processed and determined at Officer level and not be referred to the Planning Committee for determination;

Planning Committee Structure

(j) That the current structure of the BCP Council Planning Committee system remain unchanged;

Procedural – Form of address for person presiding at meetings

(k) That no change be made to current practice relating to the form of address for the person presiding at meetings and that this be left as a matter of choice for each individual person presiding;
(l) That Democratic Services should ascertain, in each case, the preference of individual Councillors as they are appointed;

	Appointment of substitutes for one agenda item only (m) That no change be made to current practice of substitution.	
(b)	Licensing Committee 10 December 2020 - Minute No 15 - New BCP Council Sex Establishment Policy RECOMMENDED that the Council approves the adoption of the legislation, that is, Schedule 3 of the Local Government (Miscellaneous Provisions) Act 1982 (as amended by Section 27 of the Policing and Crime Act 2009)	
(c)	Licensing Committee 10 December 2020 - Minute No.16 - New BCP Council Scrap Metal Dealer Policy RECOMMENDED that the Council approves the final version of the new BCP Council Scrap Metal Dealer Policy, as agreed, without amendment by the Committee.	61 - 84
(d)	Cabinet 16 December 2020 - Minute No. 263 - Housing Development Scheme - Cynthia House (Cynthia Close, Poole) RECOMMENDED that Council:- (a) Approve a £4.543 million scheme to redevelop Cynthia house to provide 22 new homes; (b) Approve the financing of the scheme including £3.019 million of prudential borrowing, £1.096 million of Right to Buy Receipts and £428k of capital receipts from the shared ownership element of the scheme; and (c) Approve the award of the construction contract to the preferred bidder.	85 - 116
(e)	Cabinet 16 December 2020 - Minute No. 269 - Quarter 2 Budget Monitoring 2020-21 and Medium-Term Financial Plan (MTFP) Update Report RECOMMENDED that Council:- (a) Approve the capital virement as set out in paragraph 108; (b) Approve the refinancing of £4.8 million historic infrastructure spending via CIL and S106 funds to support the 2021/22 budget position as referenced in paragraphs 140 to 142 and Appendix D1; and (c) Approve the Discretionary Business Rates Relief policy of BCP Council as set out in paragraphs 151 to 155 and appendix E.	117 - 216
(f)	Cabinet 16 December 2020 - Minute No. 271 - Bournemouth Christchurch and Poole Parking Standards Supplementary Planning Document RECOMMENDED that:- (a) Council adopt the Bournemouth Christchurch and Poole Parking Standards Supplementary Planning Document (SPD); and (b) The making of any minor changes to the SPD and publication arrangements are delegated to the Director of Growth and Infrastructure in consultation with the Portfolio Holder for Regeneration, Economy and Strategic Planning.	217 - 486

(g)	Cabinet 16 December 2020 - Minute No. 272 - Dorset Nature Park RECOMMENDED that:- (a) In principle agreement to award grant of £2,047,500 to Dorset Wildlife Trust to offset the nitrate impact upon Poole Harbour Special Protection Area from planned housing and tourism accommodation during 2020/21; (b) In principle agreement to award Dorset Wildlife Trust an additional £741,000 to mitigate planned development during 2021/22; and (c) The Council finance this proposal from community infrastructure levy and planning obligations, as a grant with conditions attached, naming Dorset Wildlife Trust as beneficiary.	487 - 496
(h)	Cabinet 16 December 2020 - Minute No. 274 - Housing Scheme at Wilkinson Drive, Bournemouth RECOMMENDED that Council approves the proposed £2.771m housing development, including specifically: (a) Approval to commence and completion of build subject to the conditions set out in the Financial Strategy and authorises the Corporate Director for Environment and Community to approve necessary contractual and legal agreements in consultation with the Monitoring Officer and Chief Finance Officer; (b) Approve the proposed funding model for the scheme, with specific approval for the use of £1.2m new prudential borrowing to be repaid from the Housing Revenue Account (HRA) over 50 years; (c) Approves the designation of the development as 'social rented' housing and acknowledges the financial impact of this decision as summarised in paragraphs 24, 25 & 48; and (d) Authorise the Section 151 Officer in consultation with the Portfolio Holder for Finance to determine the detailed funding arrangements.	497 - 542
(i)	Cabinet 16 December 2020 - Minute No 275 - Housing Scheme at Duck Lane (Phase 2), Bournemouth RECOMMENDED that Council approves the proposed £2.405m housing development, including specifically: (a) Approval to commence and completion of build subject to the conditions set out in the Financial Strategy and authorises the Corporate Director for Environment and Community to approve necessary appropriations and contractual and legal agreements in consultation with the Monitoring Officer and Chief Finance Officer. (b) Approve the proposed funding model for the scheme, with specific approval for the use of £1.684m of prudential borrowing to be repaid from the Housing Revenue Account (HRA) over 50 years. (c) Authorise the Section 151 Officer in consultation with the Portfolio Holder for Finance to determine the detailed funding arrangements.	543 - 582

8. Decisions taken by the Chief Executive under the urgency powers

The Council is advised of the decisions taken by the Chief Executive in accordance with the relevant urgency powers on the Financial support for BH Live which the Council is asked to note.

The link to the above decision records has previously been circulated to all Councillors and published on the website.

9. Notice of Motions in accordance with Procedure Rule 12

The following motion submitted in accordance with Procedure Rule 12 of the Meeting Procedure Rules has been proposed by Councillor L-J Evans and seconded by Councillor Lisa Lewis:-

“That Council resolves to use gender-neutral language in all reports and formal communications, both verbal and written, in accordance with its commitment to uphold the 9 protected characteristics of the Equality Act 2010 and in combating prejudice and discrimination.”

No other items of business can be considered unless the Chairman decides the matter is urgent for reasons that must be specified and recorded in the Minutes.

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BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL

COUNCIL

Minutes of the Meeting held on 24 November 2020 at 7.00 pm. The meeting adjourned at 11.15pm and reconvened at 7.00pm on 8 December 2020 concluding at 10.35pm.

Present:-

Cllr D A Flagg – Chairman

Cllr L Fear – Vice-Chairman

Present: Cllr H Allen, Cllr L Allison, Cllr M Anderson, Cllr S C Anderson, Cllr M Andrews, Cllr J Bagwell, Cllr S Baron, Cllr S Bartlett, Cllr J Beesley, Cllr D Borthwick, Cllr P Broadhead, Cllr M F Brooke, Cllr N Brooks, Cllr D Brown, Cllr S Bull, Cllr R Burton, Cllr D Butler, Cllr D Butt, Cllr J J Butt, Cllr E Coope, Cllr M Cox, Cllr M Davies, Cllr N Decent, Cllr L Dedman, Cllr B Dion, Cllr B Dove, Cllr B Dunlop, Cllr M Earl, Cllr J Edwards (8 December only), Cllr L-J Evans, Cllr G Farquhar, Cllr D Farr, Cllr A Filer, Cllr N C Geary, Cllr M Greene, Cllr N Greene, Cllr A Hadley, Cllr M Haines, Cllr P R A Hall, Cllr N Hedges, Cllr P Hilliard, Cllr M Howell, Cllr M Iyengar, Cllr C Johnson, Cllr T Johnson, Cllr A Jones (24 November only), Cllr J Kelly, Cllr D Kelsey, Cllr R Lawton, Cllr M Le Poidevin, Cllr L Lewis, Cllr R Maidment, Cllr C Matthews, Cllr S McCormack, Cllr D Mellor, Cllr P Miles, Cllr S Moore, Cllr L Northover, Cllr T O'Neill, Cllr S Phillips, Cllr M Phipps, Cllr K Rampton, Cllr Dr F Rice, Cllr C Rigby, Cllr R Rocca, Cllr M Robson (24 November only), Cllr V Slade, Cllr A M Stribley, Cllr T Trent, Cllr M White, Cllr L Williams and Cllr K Wilson

49. Apologies

The Chief Executive reported that Councillor J Edwards may join the meeting later.

On 24 November 2020 it was agreed that the Council meeting be adjourned to a suitable alternative date to be agreed. Voting: For 45: Against 25 and 1 Abstention. The meeting was then reconvened on 8 December 2020.

In light of the above the Chief Executive reported that apologies had been received from Councillors A Jones and M Robson. It should be noted that Councillor J Edwards was in attendance for the adjourned meeting.

50. Declarations of Interests

There were no declarations made for this meeting.

51. Confirmation of Minutes

The Minutes of the Ordinary Council meeting on 15 September 2020 and the Extraordinary Council meeting held on 1 October 2020 were confirmed.

52. Announcements and Introductions from the Chairman

The Chairman reported on the following:

A – Complaint against Councillor J Butt

The Chairman reported that following an incident at the Extraordinary meeting of the Council on 1 October 2020 a subsequent complaint was made to the Standards Committee against Councillor Butt. He explained that Councillor Butt had made an apology which he had accepted. The Chairman read out the letter of apology. In addition, he reported that in order to time speeches for virtual meetings arrangements had been made for a virtual clock to be visible to assist Councillors.

B – Former Councillor Mike Wise

The Chairman with great sadness reported the recent death of former Borough of Poole Councillor Mike Wise. He called on Councillor Mike Brooke who paid tribute to Mike Wise as follows:

"Mike Wise was first elected to Poole Borough Council in 1983 as a Conservative Councillor representing Creekmoor ward, but in 1985 he crossed the floor to join the SDP and Liberal opposition. Although he did not stand for re-election in 1987, he remained loyal to the Liberal Democrats for the rest of his life.

He made his mark on both the Amenities and Housing Committees where his passion for community and those less fortunate than himself shone through. He was a long-standing governor at Longspee Special School; Chairman of Poole Council for Voluntary Service from 1981 – 1986, and later became a non-executive director of South East Dorset Primary Care Trust, chairing its Palliative Care group.

Mike was truly inspirational. He had the ability and determination to turn dreams into reality. When the opportunity arose to lease an old farmhouse and buildings in Lytchett Minster he quickly set about converting them into a centre for local crafts, and in mid-1987 'The Courtyard Centre' opened its doors to the public for the first time. It was here that Mike met, and subsequently developed, a strong friendship with Julia Perks, a local children's nurse whose aspiration was to provide a hospice and respite care service for Dorset children. Sadly, Julia died prematurely from cancer, but Mike subsequently dedicated all his time and energy ensuring Julia's dream would be realised. He established the Charity "Julia's House" in 1997 and was awarded an MBE for his work in 2007.

Mike died on 16 November aged 84 after a long battle with Parkinson's disease. So many families and individuals will be forever grateful for Mike's passion and commitment and no one can doubt the immense legacy he leaves.

Our thoughts and prayers go out to his family. Mike, Rest in Peace."

The Council paid silent tribute to Former Borough of Poole Councillor Mike Wise.

53. Public Issues

The Chairman reported as follows:

A – Public Questions

In accordance with the Constitution the following public questions have been published on the website and a link circulated to all Councillors. Responses to these questions have also been published on the Council's website:

- Marion Pope - Green Belt
- Helen Ash - TROs
- Susan Lennon – Overview and Scrutiny
- Climate Change and other associated issues – Louisa Lindsey-Clark, Dr Phillipa Gillingham, Emma Appleton, Dr Ceri Edwards-Hawthorne, James Appleton, Julia Card, Clare Anderson, Mrs Wilkinson, Tina Cresswell, Dan Willis, Peter Estall, Melissa Carrington, Helen Woodall, Mary Thornton, Marcus Fidge, Ellen Dexter, Helen Nicol, Amanda Dilworth, Emma Draper, Hannah Hueston, Mike Oates, Francesca Hall, Pat Mathie, Clive Block, Anita Rose, Louise Kenchington, Alasdair Keddie, Mark Sanders
- Conor O'Luby – noise levels

B – Statements

In accordance with the Constitution the statement received as follows had been published on the website and a link circulated to all Councillors:

- Conor O'Luby - proportional voting system

C - Petitions

There were no petitions submitted for this Council meeting.

54. Recommendations from Cabinet and other Committees

6a - Health and Adult Social Care Overview and Scrutiny Committee - 2 March 2020 - Minute No 59 - The Big Plan 2018-21 Commissioning Strategy for Adults with Learning Disabilities Progress Report – Bill of Rights

The Portfolio Holder for Adults presented the report on the Bill of Rights from the People First Forum as set out on the agenda. The Portfolio Holder reported that the Bill of Rights had been adopted by the preceding Councils and that a briefing session had been held in October for all Councillors which gave representatives from the Forum the opportunity to present the Bill of Rights and to highlight the work that the Forum do prior to consideration of the document requesting that the Bill of Rights be adopted by the Council. Councillor Butler in seconding the recommendation welcomed the document and felt that it was a fantastic piece of work which should be supported by the Council.

The recommendations arising from the meeting of the Health and Adult Social Care Overview and Scrutiny Committee on 2 March 2020 relating to the above were approved.

Voting: Unanimous

6b – Licensing Committee – 17 September 2020 – Minute No 8 – Licensing 2003 – Review of Statement of Licensing Policy (SOLP)

The Chairman of the Licensing Committee presented the report on the review of the Statement of Licensing Policy as set out on the agenda. In presenting the recommendations Councillors were advised of the obligations of the BCP Licensing Authority under the Licensing Act 2003 which were responsible for the following:

- The sale of alcohol by retail
- Supply of alcohol by or on behalf of a club, or to the order of a member of the club
- The provision of regulated entertainment
- The provision of late-night refreshment

The BCP Licensing Authority was required to carry out its functions under the Licensing Act 2003 with the view to promoting the four stated licensing objectives being the prevention of crime and disorder, public safety, the prevention of public nuisance and protection of children from harm. The Licensing Authority of BCP Council was required by section 5 of the Licensing Act 2003 at five-year intervals to determine and publish a Statement of Licensing Policy. The devolved Boroughs of Bournemouth, Christchurch and Poole had all previously published individual policies. The Chairman explained that the Local Government Structural Changes General Amendment Regulations 2018 provided that the Licensing Authority had 24 months from the date of reorganisation being 1 April 2019 to prepare and publish a Statement of Licensing Policy for the new local government area. Councillors were advised of the requirements within the Licensing Act 2003 under section 5 sub section 3 to undertake the relevant consultation and the review arrangements detailed in section182 of the 2003 Act. The Chairman of the Committee explained the process undertaken in developing the Statement of Licensing Policy, the consultation and the associated timelines. In conclusion she presented the Statement of Licensing Policy for adoption.

In seconding the motion Councillor Julie Bagwell thanked all members of the Licensing Committee for the work undertaken to collate and contribute to the three preceding Council's policies and the dedication of the Licensing Officer team. Councillor Bagwell paid special thanks to Frank Wenzel, past BCP Licensing Manager, after a long successful career with the Borough of Poole, whose last task was to rewrite and collate the three preceding authorities policies in to the document that you have before you today.

Councillors made comments on the detail of the statement including the following:

- Section 8.16 – refers to Morris Dancing confirmation was requested on whether this would also include traditional dances from other cultures. The Chairman of the Licensing Committee indicated the need to be diverse in the application of the exemption.
- Section 9.1 – queuing for outlets within cumulative impact area – where should complaints be referred to. The Chairman of the Licensing Committee indicated that it would not be appropriate to use licensing powers to respond to the above issue.
- Section 10.7 – asking for an explanation of a vertical drinking establishments. Councillors were advised that these were premises where drink was served.
- with little to no seating.
- Section 7.5 – is the wording appropriate.
- Section 8.17 – suggestion that the wording relating to travelling circuses and exemptions was ambiguous and confusing. The Chairman reported that she would ask officers to clarify the position in respect of this section.
- Section 10.10 - some text had been left in red

A Councillor reported that he had been pleased to work on the policy and also suggested that Nananka Randle, Licensing Manager be thanked for the work that she had undertaken on the Policy.

The Chairman reported that she would ensure that any typographical errors would be addressed.

The recommendations arising from the meeting of the Licensing Committee on 17 September 2020 relating to the above were approved subject to the above comments.

Voting: Unanimous

6c Cabinet – 30 September 2020 – Minute No 239 – Highway Maintenance Funding 2020/21 Report

The Portfolio Holder for Transport and Sustainability presented the report on the Highways Maintenance Funding 2020/21 as set out on the agenda. He explained that the Council was requested to confirm the planned programme of maintenance for highways and structures, the spend comprised of capital funding of £7m which was part of the Government's pothole and challenge fund issued earlier in the summer together with a further £700k of previously awarded capital. The Portfolio Holder reported that the issue had been examined by the Overview and Scrutiny Board in September and recommended by the Cabinet on 30 September 2020.

The recommendations arising from the meeting of the Cabinet on 30 September 2020 relating to the above were approved.

Voting: Unanimous

6d Cabinet – 30 September 2020 – Minute No 241 – Flood Defences – Poole Bridge to Hunger Hill

The Portfolio Holder for Environment, Cleansing and Waste presented the report on the flood defences for Poole Bridge to Hunger Hill as set out on the agenda. He reported that the Overview and Scrutiny Board had considered the report in September 2020 and was recommended by Cabinet on 30 September 2020. The Portfolio Holder reported that the proposal would improve flood defences from Poole Bridge to Hunger Hill and fit with the work undertaken by the Environment Agency and Poole Harbour Commissioners on the flood alleviation work they had undertaken. Councillors were informed that scheme had been sent to the Environment Agency and considered by the large project group on 12 November. The Portfolio reported that he hoped that the scheme would be agreed in the near future.

A Ward Councillor for Poole Town welcomed the project. He explained that the project had previously been rated as zero CIL and he asked for assurance that the Council would be looking to reintroduce CIL so there was community benefit for any development taking place. Another Ward Councillor and previous Portfolio Holder echoed the views of his ward colleague and highlighted that the project would aid regeneration in the area.

The recommendations arising from the meeting of the Cabinet on 30 September 2020 relating to the above were approved.

Voting: Unanimous

6e Cabinet - 11 November 2020 - Minute No 249 - Western Gateway Rail Strategy

The Portfolio Holder for Transport and Sustainability presented the report on the Western Gateway Rail Strategy as set out on the agenda. He explained that the Strategy has been developed by the Western Gateway Sub National Transport Body which was a group of a dozen or so Local Authorities stretching from Christchurch to Bristol set up in 2018 in response to the Government's indications that they would expect future funding of major transport infrastructure to follow a regional approach. He explained that it was a major piece of work whilst not a detailed wish list it provided the collective hopes and aspirations for the next 20-25 years of the representatives on the above body. Councillors were reminded of the themes of the strategy namely decarbonisation, social mobility, productivity, connectivity and growth. The Portfolio Holder thanked officers and the previous portfolio holder for their work on the strategy which had been approved by the Western Gateway Sub National Transport Body which was with the constituent authorities for approval.

The Portfolio Holder in response to a question provided further detail on the "route maps" referred to in the Strategy.

The previous Portfolio Holder reported that the plans were welcomed he referred to the proposal to achieve 4-6 trains per hour, but one of the challenges was the limitations of the Poole level crossing. He explained that

Bournemouth and Poole had been highlighted as two of the worst connected stations in Western Gateway area. He highlighted that BCP Councillor Officers were taking a leading role in the development of the strategy.

The recommendations arising from the meeting of the Cabinet on 11 November 2020 relating to the above were approved.

Voting: Unanimous

6f Cabinet – 11 November 2020 - Minute No 250 - Recladding of Sterte Court blocks - HRA

The Portfolio Holder for Housing presented the report on the recladding of Sterte Court blocks as set out on the agenda. In presenting the recommendations the Portfolio Holder reported on the guidelines that had been issued by the Ministry of Housing Communities and Local Government regarding cladding on buildings over 18 metres earlier in 2020. As a result of the guidelines it was recommended to award a contract for the removal of the cladding and installation of new cladding. The Portfolio Holder acknowledged the large investment in this project but highlighted that you cannot put a price on residents' safety. He thanked the Officers and the previous Portfolio Holder for the work undertaken in bringing this report forward.

The Chairman referred to the exempt appendix and reminded Councillors that if they wished to discuss the detail of this document then the press and public would be excluded.

Councillors commented on the recommendations to maintain the safety of residents, the proposal to waive the rights to charge leaseholders, the use of the HRA which was funds paid in by tenants and the role of tenants in PHP.

The Portfolio Holder thanked the previous speakers for their comments and highlighted that tenant involvement was at the heart of his portfolio and he would take on Board the comments that had been made by Councillor Trent.

The recommendations arising from the meeting of the Cabinet on 11 November 2020 relating to the above were approved.

Voting: Unanimous

6g Cabinet - 11 November 2020 - Minute No 254 - 2020/21 Budget Monitoring & Medium-Term Financial Plan (MTFP) Update

The Leader of the Council presented the report on the 2020/21 Budget Monitoring & Medium-Term Financial Plan (MTFP) Update as set out on the report. He explained that the report had been through the Overview and Scrutiny Board process, provided an update on the refresh of the MTFP period, highlighted that he was proud of the work undertaken by Officers, referred to the £49.1m deficit which had been reduced to £13.4m

acknowledged that there was more work to do and reported that the Council was awaiting the Government's funding settlement.

Councillor Brooke whilst supporting the two recommendations set out on the agenda sought clarification on a couple of issues. He expressed his concern about the dependency on not filling staff vacancies, the potential impact on service delivery, referred to member priorities to be delayed including the climate ecological emergency and proposed new priorities areas. The Leader of the Council reported on the transformation programme and the aim of achieving £43.9 m in savings a large part of which would be a reduction in head count and the analysis of job families with the overall aim of providing head room to prioritise frontline services. In response to the second question the Leader explained that the administration had not delayed spending programmes in relation to the climate and ecological emergency and would be bringing forward new priority areas in a Cabinet report to the next meeting of the Cabinet. He emphasised that priorities were not being cancelled and the budget reset paper had referred to potential for further funding for the climate and ecological emergency through the community municipal bond.

Councillor Cox indicated that the setting of a robust and lawful budget would be a challenge. He highlighted that it was pleasing to report the conclusions of the Council's external auditors in respect of the first year of BCP Council and the UAs approach to financial sustainability and its response to the Pandemic.

The recommendations arising from the meeting of the Cabinet on 11 November 2020 relating to the above were approved.

Voting: Agreed

Councillor Diana Butler abstained from the above decision.

6h Cabinet - 11 November 2020 - Minute No 256 - Estates and Accommodation Project

The Leader of the Council presented the report on the Estates and Accommodation project as set out on the agenda. He explained that this was about reducing the exposure to a large and inefficient office accommodation estate and more importantly it was about delivering the single council identity through transformation. He reported on the significant investment through the three town centre Libraries to deliver customer services and the decoupling of the civic piece from the office accommodation strategy to consider how the Council wanted the civic accommodation to look. He also commented on the Member Working Group that would look at this issue. In seconding the proposal Councillor Broadhead highlighted the protection of the civic heritage and service provision which would be closer to the public.

Councillor Le Poidevin reported that clearly the report related to the Bournemouth Town Hall, but the decisions required do not make that clear and suggested that reference should be made in recommendation 'b' that it related to Bournemouth Town Hall. She asked why there was no mention of Poole Civic Centre as it was clearly the intention to decouple the front

listed section for Civic functions and Community use with the rear section being used for housing. Councillor Le Poidevin expressed her concern that the document referred to prudential borrowing to complete the work at Bournemouth and suggested that if the Poole section which was proposed for housing was included at this stage that may obviate the need for prudential borrowing.

Councillor Butler referred to the Poole Civic Centre which was not mentioned and the core assumptions which referred to the disposal of estates without identifying specific buildings. She requested that assurance be provided.

Councillor Moore acknowledged that the paper was about the future use of Bournemouth Town Hall and that the most important change was that customer services were to transfer to the town centre libraries which would be an improvement for her residents. She referred to the future of Poole Civic Centre, the approach taken previously in utilising the Guildhall at Poole and highlighted that this could be done again for the Civic Centre to preserve and protect this historic building. She welcomed the recommendation to set up a working group and hoped that this would be cross party.

The Leader of the Council in summing up explained that the paper was predominantly about the Bournemouth Town Hall but also about the Council's entire accommodation stock. He referred to previous discussions where he had confirmed maintaining the Poole Civic Centre. In respect of prudential borrowing he reported that this mechanism would be used more frequently to spread the cost. The Leader of the Council referred to the championing of the heritage assets by Councillor Butler and reported that he had confirmed through public forums his aspirations for the Poole Civic Centre. In conclusion he reported that the Member Working Group would be cross party.

Councillor Slade explained that it had always been the intention to maintain parts of the Poole Civic Centre. She referred to the ageing and environmentally inefficiency of legacy buildings of Poole and Christchurch and that there was no commitment to improve the environmental credentials of the Town Hall building. She requested that future reports should identify how the Council would proactively improve the sustainability of the building together with addressing the commitment to improve the working environment.

The Leader of the Council disagreed with the comments on the Poole Civic Centre made by Councillor Slade and referred to the history of the accommodation project up until June, the proposals to maintain the Poole Civic Centre and the reduction in the carbon footprint of the Town Hall.

The recommendations arising from the meeting of the Cabinet on 11 November 2020 relating to the above were approved.

Voting: Agreed

Councillors Lewis Allison, George Farquhar and Lisa Lewis voted against the above decision.

55. Review of the political balance of the Council and the allocation of seats

The Leader of the Council, Councillor Mellor presented a report on the review of the political balance of the Council and the allocation of seats, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'A' to these Minutes in the Minute Book.

The Council was asked to consider and approve the review of the political balance of the Council, the allocation of seats on Committees to each political group and the appointment of Councillors on Committees following the change in administration and two resignations from the Poole People and All Group.

The Leader of the Council outlined the proposal that the administration would not have the majority of seats on the Overview and Scrutiny Board. Members were referred to recommendation (f) and the Leader proposed that Councillor Steve Baron take up the unaligned seat on the Dorset and Wiltshire Joint Fire Authority. The Leader reported that currently there was no unaligned member identified to take the seat on the Lower Central Gardens Trust Board unless a nomination came forward for the Council to consider this seat would remain vacant. The proposal was seconded by Councillor Broadhead.

Councillor Rice reported that she no longer had a seat on the Dorset Pension Fund Committee following the review of the political balance of the Council but had thoroughly enjoyed her role on the Committee. In particular she highlighted the influence of Pension Funds and the impact on climate change. Councillor Brown expressed his concerned about recommendation (e) and the proposed change in the allocation of seats on the Pension Fund. In doing so he highlighted the significant training required and level of work as a member of the Committee. He paid tribute to Councillor Rice for her contribution which had been highly significant. Councillor Brown reported that he was not pleased with how this change had been managed in particular with regard to the circulation of papers for an upcoming meeting.

Councillor Earl proposed the following amendment to (c) and (d) of the recommendations in the report which she indicated would better reflect the proportionality of the Council:

Amendment:

(c) the allocation of seats to each political group, as set out in Table 2, be approved *with the following amendments:*

(i) The Liberal Democrat Group's allocation of seats on Audit & Governance Committee is reduced from three to two.

(ii) The Conservative Group's seats on Audit & Governance Committee is increased from four to five.

(iii) The Conservative Group's seats on Overview & Scrutiny Board is reduced from seven to six.

(iv) The Liberal Democrat Group's allocation of seats on Overview & Scrutiny Board is increased from three to four.

(d) the appointment of Councillors to Committees and Boards, taking into account the membership, as detailed in Table 3, and any nominations submitted by political groups, be approved *apart from those Lib Dem and Conservative seats on Audit & Governance and Overview & Scrutiny Board.*

Councillor Earl outlined the reasons for the above amendment taking account of the legislative requirements and felt there was currently a glaring imbalance in the proportionality on particular bodies. Councillor Phipps confirmed that she would second the amendment and highlighted the importance of scrutiny of the administration by the opposition and therefore felt that the unity alliance opposition should have a majority on the Overview and Scrutiny Board.

Councillors discussed the amendment as detailed above and the basis on which the political balance of the Council was calculated upon. A Councillor referred to ensuring that every single committee was balanced and the need for flexibility in the size of the Committee. The Leader of the Council indicated that it was not appropriate to make alternative proposals and clarified his proposal to reduce the conservative members on the Overview and Scrutiny Board from eight to seven.

The Chairman reported that the amendment was a variance to the proposals and would ask Members to vote on the amendment. He called on Councillor Earl to sum up who highlighted that proportionality was the issue.

The amendment was lost

Voting: For – 32; Against – 39; Abstention - 2

Members then spoke on the substantive motion.

Councillors commented on the role of pension funds and the effect on climate change. Councillors comments included the approach by a number of Pension Funds to divest from fossil fuels.

The Leader of the Poole People Group referred to the allocation of outside bodies and in particular the allocation of a seat on the Lower Central Gardens Trust Board to the Group which he had not been consulted upon.

The Chairman indicated that Councillor Brown had previously spoken on the amendment and had a right to speak on the substantive motion. However, he requested that Members focus on the political balance of the Council. A Councillor asked for clarification on the right of reply and how it applied. The Chairman confirmed that Councillor Brown did not have a right of reply.

A Councillor indicated that he was confused by the approach taken in respect of the appointments to outside bodies and indicated that none of these positions should be amended until annual council and suggested that this was not the correct approach and not open and transparent. The Monitoring Officer reported that outside bodies can be changed at the discretion of the Leader of the Council in accordance with the BCP Council's Constitution.

The substantive motion as follows was carried

Voting: For – 47; Against – 25; Abstentions - 1

It was RESOLVED that:-

(a) the revised political balance of the Council, as set out in Table 1 of this report, be approved;

(b) the number of seats on the Investigation and Disciplinary Committee be reduced from 7 to 6;

(c) the allocation of seats to each political group, as set out in Table 2, be approved;

(d) the appointment of Councillors to Committees and Boards, taking into account the membership, as detailed in Table 3, and any nominations submitted by political groups, be approved;

(e) the allocation of seats to each political group to the outside bodies as detailed in Table 4, be approved and the Group Leaders advise the proper officer of their representatives;

(f) subject to (e) above Councillor Steve Baron is appointed as the unaligned Member of the Dorset and Wiltshire Fire and Rescue Authority and Councillor Stephen Bartlett is appointed to the Lower Central Gardens Trust Board.

The meeting was adjourned from 9.18pm to 9.30pm

56. Members' Allowances Scheme 2020-2021

The Council considered a report on the Members' Allowances Scheme 2020, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'B' to these Minutes in the Minute Book.

The report incorporated the recommendations of the Independent Remuneration Panel (IRP) on their review of the Members' Scheme of Allowances for 2020/21. The report was deferred for consideration from the meeting of Council in June 2020 by the Chairman of Council due to the Coronavirus pandemic.

Following the change of political administration, a further review was commissioned and undertaken by the same IRP to consider the role of the Lead Members.

The Chief Executive advised members that in preparing the report the figures did not take account of the national pay award of 2.75%. He reported that these allowances would be uplifted effective from 1 April 2020 and payment would be made to Councillors in December.

John Quinton, Chairman of the Independent Remuneration Panel (IRP) presented the Panel's report. He explained that it has been acknowledged that post the election in May 2019 a further review would be necessary as the governance structure developed and this had been undertaken in December 2019. Mr Quinton reported on the method of consultation, the outcome of the review which suggested that there had been an increase in workload and that the basic allowance may be on the low side, and the

recommendations from the IRP indicated that the basic allowance be increased. Councillors were referred to paragraph 13.1 c of the report which referred to school admission appeals and with the consent of the Council asked to delete this reference in the Scheme of Members Allowances. Mr Quinton referred to appendix 2 and the proposals for the appointment of 6 Lead Members following the request from the Leader of the Council. He outlined the consultation which included Group Leaders and reported on the key findings which were set out in paragraph 5 of the report. Councillors were informed that the Panel had some concerns about the reporting arrangements, accountability and how success would be measured for the Lead Members and for that reason recommended an allowance of £5,000. The Chairman thanked John Quinton for his report and asked him to pass on his thanks to the Panel.

The Leader of the Council shared the following revised proposal with the Council and based on the principles proposed a revised set of recommendations:-

1. No increase in the Basic Allowance for 21/22 (IRP £1k or any further inflationary pay award)
2. Linking any future increases to the Local Government National Pay Award but not starting before 22/23
3. The Leader foregoing the additional Leader SRA in full for the length of this term
4. The ten Cabinet members having a reduction of £2,000 each
5. The introduction of an additional SRA for Lead Members of £10,000
6. An increase in the SRA for the Chairman of Licensing Committee to be on par with the Chairman of Planning Committee.

Councillor Drew Mellor moved the following revised proposals which were seconded by Councillor Philip Broadhead**.**

RECOMMENDED that:-

(a) Council notes the former decision of the Council to apply the Employees' National Salary Award for 2020/21;

(b) no members be entitled to a pension;

(c) the basic allowance remains unchanged for 2020/21 at £12,844;

(d) that the following special responsibility allowance be paid in recognition of the additional workload and levels of responsibility and accountability placed upon members appointed to these roles with immediate effect:-

(i) Leader - Reduced to £18,550;

(ii) Cabinet Members (including Deputy Leader) – Reduced to £18,550;

(iii) Lead Members - £10,275 (New);

(iv) Chairman of the Council - £10,275 (no change);

(v) Vice-Chairman of the Council - £5,138 (no change);

(vi) Chairman of Audit and Governance Committee - £10,275 (no change);

(vii) Chairman of Planning Committee - £10,275 (no change);

(viii) Chairman of the Overview and Scrutiny Board - £10,275 (no change);

(ix) Chairman of the Children's Services Overview and Scrutiny Committees – Reduced to £7,706;

(x) Chairman of the Health and Adult Social Care Overview and Scrutiny Committees – Reduced to £7,706;

(xi) Chairman of Licensing Committee – increased to £10,275;

(xii) Vice-Chairman of Licensing Committee - £2,569 (New);

(xiii) Chairman of Appeals Committee - £3,083 (no change);

(xiv) Chairman of Standards Committee - £3,083 (no change);

(xv) Group Leaders - £3,083 (no change);

(e) no SRAs be paid to vice-chairmen of committees (with the exception of the vice-chairman of Council and the Licensing Committee);

(f) members may not receive more than one SRA (and may elect which SRA to receive) with the exception that a Group Leader's SRA can be payable as a second SRA;

(g) no increase be applied to the Basic and Special Responsibility Allowances for 2021/22, and subsequently increased in line with the Employees' National Salary Award from 2022/23 onwards;

(h) travel allowances continue to be paid to members in line with MAP for undertaking official business;

(i) travel allowances be paid to members travelling to the BCP Council Offices for meetings and official business as set out in paragraph 12A of the current scheme of allowances;

(j) subsistence allowances be paid to members as set out within paragraph 11.3 of the appended report;

(k) carers' allowance be paid to recompense the actual cost expended as set out within paragraph 12.2 of the appended report (and is not payable to a member of the claimant's own household subject to the Monitoring Officer having the discretion to approve claims on a case by case basis);

(l) an allowance of £1,028 per annum be paid to co-optees and independent members as set out in paragraph 13.1 of the appended report.

(m) the Scheme of Members' Allowances for 2020/21 be amended to transfer the entitlement of a special responsibility allowance to an elected vice-chairman where the relevant chairman is permanently unavailable to perform their duties.

Councillor Evans indicated that all Members had an interest and therefore she did not understand why the Council was debating the issue as it should be agreed as written. She indicated that she was surprised by the

proposed amendment by the Leader on his own paper and requested that it should be deferred which was seconded by Councillor Ann Stribley. The Chairman following legal advice from Officers confirmed that only the Leader of the Council could defer this item. The Leader confirmed that he was not prepared to defer the item.

Mr Quinton, in response to a question on the revised proposal which was contrary to the IRPs recommendations reported that the IRP lives in an 'ideal world' and bases its recommendations on the evidence it receives whilst the Council lives in the real world and has budget responsibilities to consider and therefore every recommendations made by the IRP need to be considered in the context of the budget implications.

The Chairman requested that the Leader of the Council email his revised proposals to all Councillors.

Councillors discussed in detail the recommendations and advice of the IRP compared to the proposals from the Leader of the Council and commented on the timing of the submission of the revised recommendations, the budget implications and particular roles including the proposed allowances for the Lead Members.

The Monitoring Officer clarified that Councillors always had to vote on their own remuneration, and the reason for this was the Monitoring Officer gives a dispensation to vote which was provided for in law and in the Council's Constitution. The Monitoring Officer explained that this was not the Leaders report it was from the Monitoring Officer and the Head of Democratic Services and the IRP appointment was a requirement of the law.

Councillor Broadhead in seconding the proposal pointed out that this was a paper receiving the IRP recommendations and therefore needed to be amended if there were changes required. He referred to the full year budget implications of the IRP recommendations of £150K and emphasised that this was not the right time to implement such changes at the time of the pandemic. Councillor Broadhead confirmed the detail of the revised proposals which included a reduction in allowances for the Executive.

A Member referred to the proposed range of changes which he felt were not equitable. Councillor Brooke highlighted that it was the wrong time to implement these proposals due to the pandemic, expressed concerns about the proposed level of the lead members allowances, how the lead Members SRA would be funded and the cost of the overall revised proposals. A Member highlighted that he felt that the Leader of the Council was trying to progress the issue quickly following a previous comment that the Lead Member roles would be funded from the Cabinet SRA.

A Member expressed her concern about the language being used by some Councillors during the meeting. The Monitoring Officer addressed the Council and requested that when raising a point of order Councillors should identify the relevant part of the Constitution which was being breached. The Chief Executive reported that the Council can only work within the Constitution and therefore Councillors must specify the procedural rule or statutory provision and the way in which it has been breached when raising a point of order.

The Monitoring Officer clarified that the IRP recommendations had not been moved and the Leader of the Council had proposed different recommendations and therefore it would be appropriate if a Member wished to propose an amendment.

Two Leader Members explained their role and the work that they undertake in working with the Leader and Portfolio Holders. A Cabinet Member emphasised the level of work and commitment being demonstrated by Lead Members and supported the revised SRA being proposed by the Leader of the Council. A Councillor stressed that in accordance with the Constitution Councillors should have all the relevant information available to them before making a decision and felt that such information was not available in respect of the revised proposals circulated by the Leader of the Council.

Councillor Marcus Andrews proposed that the meeting be adjourned which was seconded by Councillor George Farquhar.

Clarification was sought on where this discussion would sit in light of the above proposal. The Chairman reported that if the meeting was adjourned when the meeting was reconvened the debate would continue and those Councillors that had spoken would not be able to speak again.

A Councillor raised a point of order that the 'motion be put'. The Chief Executive reported that as there was now a motion to adjourn the meeting that would be the motion that is put to the vote.

The motion to adjourn the meeting having been put to the vote was lost.

Voting: For – 33; Against – 38, Abstentions - 0

Councillors Susan Phillips and Ann Stribley did not vote.

Councillor Nicola Greene proposed that the question should now be put which was seconded by Councillor Bobbie Dove. The Chief Executive clarified the process. The majority of Councillors agreed the motion – Councillor Tony Trent wished to be recorded as voting against this motion.

The Leader of the Council summed up prior to the vote explaining the impact of his revised proposals as detailed above.

The motion on the revised proposals made by Councillor Drew Mellor and seconded by Councillor Phillip Broadhead as detailed above was carried

Voting: For – 37, Against – 32, Abstained – 3

Councillor Chris Rigby wished to be recorded as voting against

It was RESOLVED that:-

(a) Council notes the former decision of the Council to apply the Employees' National Salary Award for 2020/21;

(b) no members be entitled to a pension;

(c) the basic allowance remains unchanged for 2020/21 at £12,844;

(d) that the following special responsibility allowance be paid in recognition of the additional workload and levels of responsibility and accountability placed upon members appointed to these roles with immediate effect:-

(i) Leader - Reduced to £18,550;

(ii) Cabinet Members (including Deputy Leader) – Reduced to £18,550;

(iii) Lead Members - £10,275 (New);

(iv) Chairman of the Council - £10,275 (no change);

(v) Vice-Chairman of the Council - £5,138 (no change);

(vi) Chairman of Audit and Governance Committee - £10,275 (no change);

(vii) Chairman of Planning Committee - £10,275 (no change);

(viii) Chairman of the Overview and Scrutiny Board - £10,275 (no change);

(ix) Chairman of the Children's Services Overview and Scrutiny Committees – Reduced to £7,706;

(x) Chairman of the Health and Adult Social Care Overview and Scrutiny Committees – Reduced to £7,706;

(xi) Chairman of Licensing Committee – increased to £10,275;

(xii) Vice-Chairman of Licensing Committee - £2,569 (New);

(xiii) Chairman of Appeals Committee - £3,083 (no change);

(xiv) Chairman of Standards Committee - £3,083 (no change);

(xv) Group Leaders - £3,083 (no change);

(e) no SRAs be paid to vice-chairmen of committees (with the exception of the vice-chairman of Council and the Licensing Committee);

(f) members may not receive more than one SRA (and may elect which SRA to receive) with the exception that a Group Leader's SRA can be payable as a second SRA;

(g) no increase be applied to the Basic and Special Responsibility Allowances for 2021/22, and subsequently increased in line with the Employees' National Salary Award from 2022/23 onwards;

(h) travel allowances continue to be paid to members in line with MAP for undertaking official business;

(i) travel allowances be paid to members travelling to the BCP Council Offices for meetings and official business as set out in paragraph 12A of the current scheme of allowances;

(j) subsistence allowances be paid to members as set out within paragraph 11.3 of the appended report;

(k) carers' allowance be paid to recompense the actual cost expended as set out within paragraph 12.2 of the appended report (and is not payable to a member of the claimant's own household subject to the Monitoring Officer having the discretion to approve claims on a case by case basis);

(l) an allowance of £1,028 per annum be paid to co-optees and independent members as set out in paragraph 13.1 of the appended report.

(m) the Scheme of Members' Allowances for 2020/21 be amended to transfer the entitlement of a special responsibility allowance to an elected vice-chairman where the relevant chairman is permanently unavailable to perform their duties.

57. Calendar of Meetings 2021-22 and 2022-23

The Leader of the Council presented a report on the calendar of meetings 2021-22 and 2022-23, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'C' to these Minutes in the Minute Book.

The Council was asked to consider and approve the schedule of meetings for the 2021-22 and 2022-23 municipal years and any associated issues.

In moving the recommendations in the report, the Leader of the Council amended recommendation (c) to read "authority be delegated to the Chairman of the Licensing Committee to review and agree dates" this was seconded by Councillor Philip Broadhead.

Councillor David Kelsey moved that the remainder of the meeting be deferred to another date which was seconded by Councillor Judes Butt

The proposal to adjourn the meeting having been put to the vote was carried

Voting: For – 45; Against – 25; Abstention – 1

2 Councillors were unable to vote

The Chairman reported that every effort would be made to reconvene the Council meeting this side of Christmas. The meeting was adjourned at 11.15pm.

The meeting was reconvened on 8 December 2020 at 7.00pm.

The Chairman asked Councillor Mellor to remind Councillors of his proposal as detailed above seconded by the Councillor Philip Broadhead

It was RESOLVED that:-

(a) the schedule of meetings for 2021-22 and 2022-23 municipal years as attached at Appendix 1 to the report be approved.

(b) the revised schedule of dates for the Planning Committee for the remainder of the 2020-21 municipal year, taking account of the move to a monthly cycle, effective from January 2021 as detailed in paragraph 2 below be approved.

(c) the Chairman of the Licensing Committee be delegated be delegated authority to review and agree dates.

Voting: Unanimous

58. Notice of Motions in accordance with Procedure Rule 12

The following motions were submitted in accordance with Procedure Rule 12:-

A - Islamophobia Definition

Councillor Drew Mellor in accordance with the relevant provisions within the Constitution, through the Chairman, and with the consent of the Council moved the altered motion as follows which was seconded by Councillor Chris Rigby

This Council resolves to:-

(a) Adopt the widely and nationally adopted definition of Islamophobia. For Councillors information and ease of reference, set out below is the All Party Parliamentary Group definition of Islamophobia: "Islamophobia is rooted in racism and is a type of racism that targets expressions of Muslimness or perceived Muslimness.";

(b) Ensure that all councillors and officers undertake regular race equality training which will include, as a minimum, a working understanding of our public sector equality duty and unconscious bias;

(c) To reaffirm BCP Council's commitment to eliminate discrimination. To lead on developing positive relationships across our communities, tackling prejudice and ensuring the public sector equality duty remains at the heart of decision making so that fairness is central to all that we do.

Councillor Rigby in seconding the motion was proud to highlight how this cross-party motion had been developed. He thanked Councillors Dove, N Greene, Earl, Farquhar and Slade for their support. Councillor Rigby highlighted part (c) of the motion and the need to eliminate discrimination and prejudices.

The Chairman reported that full Council needed to consent to debating the altered motion which was confirmed by Members.

Members in considering this cross-party motion commented on the importance of the Council having no prejudice and respecting and welcoming everyone in the BCP area, highlighted the need to engage with all communities and demonstrate tolerance, arrange and support events that demonstrate the diversity of cultures and religious practices in the area and emphasised that the motion provided a clear and unambiguous statement.

The Chairman asked Councillors to confirm if they supported the request for a recorded vote. The Chief Executive reported that the requisite 25% of Councillors had agreed to the recorded vote.

In accordance with the Constitution the following was recorded on the altered motion:

For

Cllr Hazel Allen	Cllr Bryan Dion	Cllr David Kelsey
Cllr Lewis Allison	Cllr Bobbie Dove	Cllr Bob Lawton
Cllr Mark Anderson	Cllr Beverley Dunlop	Cllr Marion LePoidevin
Cllr Sarah Anderson	Cllr Millie Earl	Cllr Lisa Lewis
Cllr Marcus Andrews	Cllr Jackie Edwards	Cllr Rachel Maidment
Cllr Julie Bagwell	Cllr L-J Evans	Cllr Chris Matthews
Cllr Steve Baron	Cllr George Farquhar	Cllr Simon McCormack
Cllr Stephen Bartlett	Cllr Duane Farr	Cllr Drew Mellor
Cllr John Beesley	Cllr Laurence Fear	Cllr Pete Miles
Cllr Derek Borthwick	Cllr Anne Filer	Cllr Sandra Moore
Cllr Philip Broadhead	Cllr David Flagg	Cllr Lisa Northover
Cllr Mike Brooke	Cllr Nick Geary	Cllr Tony O'Neill
Cllr Nigel Brooks	Cllr Mike Greene	Cllr Susan Phillips
Cllr David Brown	Cllr Nicola Greene	Cllr Margaret Phipps
Cllr Simon Bull	Cllr Andy Hadley	Cllr Karen Rampton
Cllr Richard Burton	Cllr May Haines	Cllr Felicity Rice
Cllr Diana Butler	Cllr Peter Hall	Cllr Chris Rigby
Cllr Daniel Butt	Cllr Nigel Hedges	Cllr Roberto Rocca
Cllr Judes Butt	Cllr Paul Hilliard	Cllr Vikki Slade
Cllr Eddie Coope	Cllr Mark Howell	Cllr Ann Stribley
Cllr Mike Cox	Cllr Mohan Iyengar	Cllr Tony Trent
Cllr Malcolm Davies	Cllr Cheryl Johnson	Cllr Mike White
Cllr Norman Decent	Cllr Toby Johnson	Cllr Lawrence Williams
Cllr Lesley Dedman	Cllr Jane Kelly	Cllr Kieron Wilson

The altered motion was carried

Voting: For – 72; Against – 0; Abstentions – 0

B Fireworks

Councillor Lisa Lewis moved the following motion as set out on the agenda on Fireworks which was seconded by Councillor Tony Trent:

This Council resolves:-

(a) to require all public firework displays within the local authority boundaries to be advertised in advance of the event, allowing residents to take precautions for their animals and vulnerable people;

(b) to actively promote a public awareness campaign about the impact of fireworks on animal welfare and vulnerable people – including the precautions that can be taken to mitigate risks;

(c) to write to the UK Government urging them to introduce legislation to limit the maximum noise level of fireworks to 90dB for those sold to the public for private displays;

(d) to encourage local suppliers of fireworks to stock 'quieter' fireworks for ~~public~~ private display.

A recorded vote was requested by Councillor Lewis

Councillor Bull sought clarification on the wording of the final bullet point and asked if it should be for public display or private use. Councillor Lewis suggested that it should be for private use.

The Chairman asked Councillor Lewis to confirm if she wished to make any amendment to her motion. Councillor Lewis had changed "public" to "private" in the last bullet point. A Councillor indicated that he felt that the motion was not clear and should be rewritten.

Members in considering the motion commented on the impact on veterans, enabling residents to manage such events and the impact on animals, the clarity and strength of the motion, felt that the motion was outside the jurisdiction of the Council and should be dealt be local MPs or Central Government.

Councillor Brooke had requested that the Council now go to the vote. The Chairman asked if any Councillors wished to vote against going to the vote.

Councillor Lewis in summing up clarified the key issues of the motion as amended above.

Councillor Brooks left at 7.46 pm

The Chairman asked Councillors to confirm if they supported the request for a recorded vote. The Chief Executive reported that the requisite 25% of Councillors had agreed to the recorded vote.

For

Cllr Lewis Allison	Cllr L-J Evans	Cllr Chris Matthews
Cllr Marcus Andrews	Cllr George Farquhar	Cllr Simon McCormack
Cllr Steve Baron	Cllr Anne Filer	Cllr Pete Miles
Cllr Stephen Bartlett	Cllr David Flagg	Cllr Sandra Moore
Cllr Derek Borthwick	Cllr Nick Geary	Cllr Lisa Northover
Cllr Mike Brooke	Cllr Andy Hadley	Cllr Margaret Phipps
Cllr David Brown	Cllr Paul Hilliard	Cllr Felicity Rice
Cllr Simon Bull	Cllr Mark Howell	Cllr Chris Rigby
Cllr Richard Burton	Cllr Cheryl Johnson	Cllr Vikki Slade
Cllr Diana Butler	Cllr Toby Johnson	Cllr Tony Trent
Cllr Mike Cox	Cllr Marion LePoidevin	Cllr Kieron Wilson
Cllr Lesley Dedman	Cllr Lisa Lewis	
Cllr Millie Earl	Cllr Rachel Maidment	

Against

Cllr Mark Anderson	Cllr Beverley Dunlop	Cllr Tony O'Neill
Cllr Eddie Coope	Cllr David Kelsey	Cllr Ann Stribley
Cllr Bryan Dion	Cllr Drew Mellor	Cllr Lawrence Williams

Abstentions

Cllr Hazel Allen	Cllr Bobbie Dove	Cllr Mohan Iyengar
Cllr Sarah Anderson	Cllr Jackie Edwards	Cllr Jane Kelly
Cllr Julie Bagwell	Cllr Duane Farr	Cllr Bob Lawton
Cllr John Beesley	Cllr Laurence Fear	Cllr Susan Phillips
Cllr Philip Broadhead	Cllr Mike Greene	Cllr Karen Rampton
Cllr Daniel Butt	Cllr Nicola Greene	Cllr Roberto Rocca
Cllr Judes Butt	Cllr May Haines	Cllr Mike White
Cllr Malcolm Davies	Cllr Peter Hall	
Cllr Norman Decent	Cllr Nigel Hedges	

The amended motion was carried:

Voting: For – 37; Against – 9; Abstentions – 25

C – Ban on Badger Cull on BCP Land

Councillor Vikki Slade moved the following motion as set out on the agenda on the proposal to ban badger culling on BCP land which was seconded by Councillor Chris Rigby:

This Council therefore resolves to:-

(a) confirm a ban on the culling of badgers on land owned by or leased from BCP Council with immediate effect;

(b) offers access to Dorset Wildlife Trust, Badger Trust and other professionals to land for the purpose of badger vaccination

(c) work with landowners and farmers on promoting biosecurity measures to prevent transmission;

(d) ask the portfolio holder to write to DEFRA to accelerate research into alternatives to control TB in cattle.

In presenting the motion Councillor Slade referred to the ban imposed by the Borough of Poole in the summer of 2014, highlighted the number of badger culls year on year and the cruel and inhumane way in which they were culled and emphasised the importance that such activity was banned on land owned and leased by BCP Council.

In considering the motion Councillors comments included asking for clarification on the current Council policy, the impact of the over intensification of farming, having access to all the necessary information,

the research being undertaken in other areas of the UK and the views expressed by other organisations on sources of food for badgers.

Councillor Slade in summing up explained that statistics associated with the cause of Tuberculosis indicated that over 93% come from sources other than badgers. She explained that the Council Policy's only restriction was around open shooting which would require a licence and there was a risk that it took place on our land. She referred to the outcomes from other areas of the UK and stressed the importance of controlling it on BCP Council land.

The motion was carried.

Voting: Unanimous

Councillors Mark Anderson and George Farquhar wished to be recorded as voting for the motion.

D – Lead Members and Scrutiny on BCP Council

Councillor Millie Earl moved the following motion as set out on the agenda on Lead Members and Scrutiny on BCP Council which was seconded by Councillor Simon McCormack:

BCP Council believes that:-

(a) Lead Members appointed by the Leader to assist the executive in their decision making cannot be members of scrutiny committees and cannot substitute for absent members of scrutiny committees

(b) If this motion is passed by the council, the constitution shall be amended to reflect this.

Councillor Earl in presenting the motion referred to the role description for Lead Members, the need for clarity and the relationship with the Executive and Overview and Scrutiny. She highlighted the reference to the cross-cutting nature of the role and the work with all Cabinet Members. Councillor Earl indicated that they were directly related to each and every Cabinet Member and managed by the Leader of the Council. She emphasised that the motion sought clarification and aimed to mitigate against any weakening of Overview and Scrutiny. Council Earl reported that she would like to see more detail in the job description and the national guidance but that was not the case, so it was a matter for the Council determine.

A Member welcomed the role of Lead Members but felt that they should not be involved in scrutiny, the two roles should be kept separate. Another Councillor reported that the Council should be working within the spirit of the law and be demonstrating transparency. She reported that "Cabinet plus" should not be involved in scrutiny and should be undertaken by those Councillors for whom that was their role and therefore ensure there was no conflict.

Councillor Drew Mellor proposed the following amendment to i) above which was seconded by Councillor Philip Broadhead. He referred to the

guidance provided by the Monitoring Officer but explained that by restricting membership on other Committee there would be a loss of talent.

Lead Members appointed by the Leader to assist the executive in their decision making cannot be members of the Overview and Scrutiny Board and cannot substitute for absent members of the Overview and Scrutiny Board.

The Chairman reported on the opportunity for Councillor Earl to speak at the end of the amendment.

In considering the amendment Councillors made various comments including the role of Lead Members to make a decision on any potential conflict of interest, the role and function of Lead Members, the impact on the Overview and Scrutiny function, working within the spirit of the law, the need for transparency and the impact on the other Overview and Scrutiny Committees compared to the Board.

Councillor Mike White moved that the amendment be now put which was seconded by Councillor Beverley Dunlop.

The Chairman called on Councillor Mellor to sum up. Councillor Earl was called on by the Chairman to respond to the debate. Councillor Dunlop raised a point of order to seek clarification on Councillor Earl responding to the amendment. The Chairman reported that he had discretion to deal with points of order and that Councillors should identify the paragraph where the constitution has not been complied with. The Monitoring Officer referred to Appendix 3, page 4-42 paragraph 11 of the Constitution on the right of reply. Councillor Earl continued and referred to the failure of a Lead Member to declare an interest at the Overview and Scrutiny Board in November 2020 despite a direct conflict in an item on the agenda as a Lead Member. Councillor Earl indicated that it took objections from Members of the Board for the Lead Member to remove herself and in view of the confusion for Lead Members clarity was needed and she requested that Councillors support the original motion.

The amendment was voted on and carried:

Voting: For – 38; Against – 32; Abstentions – 1

Councillor George Farquhar wished to be recorded as voting against the above amendment.

Councillors then debated the substantive motion. In response to a question the Monitoring Officer reported that the Leader had the authority to appoint Cabinet Assistants or Lead Members but that the Council was voting on the principle on whether they should sit on Overview and Scrutiny Committees and as there were no financial benefits the Monitoring Officer did not believe there was a conflict.

Councillor Dunlop for clarity in response to Councillor Earl's comments confirmed that she did not have any conflict of interest to declare at the Overview and Scrutiny Board in November 2020.

The Chief Executive advised Members that when raising a point of order Councillors shall specify the relevant procedure rule and or statutory provision and how it had been breached.

The Chairman in response to a point of order clarified that the Council was now debating the substantive motion as amended.

A Councillor suggested that the Constitution now required amending in light of the introduction of Lead Members.

Councillor Nicole Greene raised a point of order and moved that the question now be put which was seconded by Councillor Philip Broadhead.

The vote was taken on the substantive motion as amended detailed below which was carried:

BCP Council believes that:-

(a) Lead Members appointed by the Leader to assist the executive in their decision making cannot be members of the Overview and Scrutiny Board and cannot substitute for absent members of the Overview and Scrutiny Board.

(b) If this motion is passed by the council, the constitution shall be amended to reflect this.

Voting: For – 57; Against – 9; Abstentions – 4

Councillor George Farquhar wished his name to be recorded as against.

The meeting was adjourned from 9.43pm to 9.48pm

59. Questions from Councillors

Question from Councillor Mark Howell

A recent Active Travel press release by the Council stated that the Keyhole Bridge measures are to be removed as “ward councillors have received reports from local residents of incidents between pedestrians and cyclists and also of motorcyclists taking advantage of the closure to considerably increase their speed, causing danger to pedestrians.

1. Did the Transportation Portfolio Holder receive a report from officers analysing and advising on the impact of the measures on public safety prior to making his decision or did he only act on anecdotal reports from ward councillors and residents?
2. Why were Poole Town councillors (who are supportive of the closure) not consulted considering the bridge spans the boundary of Poole Town and Parkstone wards?
3. What are the percentages for and against closure of consultation responses filed since implementation of the measures?

Response from Councillor Mike Greene, Portfolio Holder for Transport and Sustainability

I have been involved in various discussions about Keyhole Bridge with officers, councillors and members of the public. Most of these have involved the subject of public safety among other items. I have also examined the reported collisions at and around the bridge. These include the latest

incident between a motor vehicle and a pedestrian or cyclist, which occurred in 2013.

I would note that the relevant guidance for the Keyhole Bridge ETRO, Local Transport Note 1/20: Cycle Infrastructure Design, clearly states that effective engagement with the local community, particularly at an early stage, is essential to ensuring the political and public acceptance of any scheme. The Department for Transport advises engagement as good practice even where there is no legal requirement to do so for the measures being proposed. This was clearly not undertaken by the previous Administration in the case of Keyhole Bridge and the other closures introduced under Tranche 1 of the Emergency Active Travel Fund.

The road closure is in Parkstone Ward, very close to its boundary with Poole Town Ward. All homes in close proximity to the closure lie in Parkstone Ward. However, all Poole Town ward councillors were invited to a meeting on Friday 9 October 2020 to discuss the topic of Traffic through Poole Park including the Keyhole Bridge measure. It is unfortunate that Cllr Howell could not attend, although his views were previously recorded and considered. The other two Poole Town Ward councillors did attend.

In the 7-week period of closure up to 8 October, when it was reported that I would not support it continuing, around 48% of the consultation responses received were in support of the closure, with 49% opposing it. After my public announcement that I hoped to reopen the route, further responses were received which were 79% in support of the closure and 18% against. Taking into account all responses, 60% are in support; 37% opposed.

As someone who believes passionately that BCP's congestion problems can only be solved by a significant modal shift to sustainable transport, the ETRO episode has been thoroughly depressing. If we are going to achieve the necessary behaviour change, we need to take the public with us. The crass way the previous Administration introduced the Tranche 1 measures, including Keyhole Bridge, did precisely the opposite. It set neighbour against neighbour and reignited the conflict between motorists and cyclists which we have spent years trying to defuse. Thankfully, the new Administration's more balanced approach and promise to do better seems to have persuaded Government not to carry out their threat to disallow further Active Travel Funding to councils which behaved like BCP did in the summer; and we have been awarded over £1m for Tranche 2. We now have to persuade the public that we can invest it better than our predecessors.

Councillor Howell confirmed the boundary of the two wards and the meeting referred to was about Poole Park.

Question from Councillor Mike Cox

The Conservative Reset Paper sets out a significant income for the council from investments and the sale of Community Bonds. Can the Leader explain how such income be relied on to provide a sound source of income for the council at this scale?

Response from Councillor Drew Mellor, Leader of the Council

You and I have both been vocal about further investments being the right approach for BCP Council to take in this economic environment so I look forward to your support as we bring forward an ambitious investment agenda that grows both our capital asset base as well as improves our revenue position yearly. This was described in our Budget Reset paper as a "Generation's fund" with the principle being that future investment profit was netted off against council tax deductions. The principle being that a sound investment strategy not only benefitted this generation through reduced council tax but also served to benefit the next generation as there was a commitment to leaving behind a significantly increased asset base than we inherited.

The ambition behind the community bond was to generate significant investment power in relation to carbon reduction projects to underline this Council and indeed this administration's commitment to our Climate and Ecological Emergency. Where we intend to deliver measurable actions and not rhetoric. Our reset paper also netted this income off against expenditure on these projects so in both cases, the Generations Fund and our Environmental CMB income nets off fully against expenditure so is entirely reliable and sound with nil impact on the MTFP at any point.

Councillor Cox asked a supplementary question stating that the Leader of the Council had indicated that costs were offset against profits. He asked that if you were making a net profit it implies you were raising bonds how much was that. Councillor Mellor reported that it was not against profit but against expenditure and nets off entirely.

Question from Councillor Mike Brooke

You have made much of your Reset Paper at both Overview and Scrutiny Board and Full Council as well as publicly. If I have read it correctly you claim significant savings, at least £48 million over a three-year period, can be made through an ambitious Transformation programme and that these savings can then fund your proposed spending commitments.

How realistic is this claim?

Response from Councillor Drew Mellor, Leader of the Council

The KPMG report uses a savings target of £43.9m and this is now adopted as our minimum requirement so I would comfortably suggest that savings in this region are realistic. Our reset paper included a Phase Zero suggested approach ahead of the three year window of achieving the full transformation savings programme. This Phase Zero approach was in part adopted by the previous administration in delivering savings as part of the Covid response. For clarity the MTFP now proposes a savings target of £15m in 2021/22 and a further £9.1m in both 2022/23 and 2023/24.

These savings are transformational, recurring and do enable this authority to move forward with confidence in terms of delivering both the most modern of councils but also towards a position of investment in much

needed frontline priorities. This is why our administration's commitment to delivering this programme is both long standing and hugely important.

Councillor Brooke sought clarification on how the transformation programme would be funded and what will it mean for the transformation budget and the total cost the Council faces. Councillor Mellor referred to the paper which had recently been through the Overview and Scrutiny Board and Cabinet on the MTFP some of which would be funded by borrowing.

Question from Councillor Tony Trent

Local youth offending figures for 2018/19, presented to the Police and Crime Commissioners Panel earlier this year, present clear signs that areas with open access youth provision have a lower level of offending than areas without such provision. This is reflected nationally. Professional youth workers have also been able to spot emerging issues with young people – often before their schools do.

With this in mind, and the clear stated aim of putting community safety and the reduction of crime and disorder in the BCP area at the top of the agenda, will the Portfolio Holder and Cabinet give a clear commitment to restart open access youth provision post Covid-19, and use the skills and experience of youth workers employed by BCP Council, and retain them, to extend a provision to the whole of the BCP area using the most practical means available.

Response from Councillor Mike White, Portfolio Holder for Children and Young People

The current BCP Youth Offer has 3 core elements: positive activities; detached youth work and individual short-term targeted youth work sessions.

Under the current Covid restrictions the Council is unable to offer 'open access' positive activities and is instead providing small group work sessions for youth support by invitation only. These sessions are provided by BCP using a mixed delivery model of both in-house youth work provision and commissioned provision. The Council also delivers detached youth work across BCP as well as 1:1 individual sessions on request. Youth workers are also part of our Team working to identify early opportunities for youth work support to schools.

At the current time, the Council is unable to confirm when 'open access' positive activities will restart, however we are committed to restarting as soon as guidance allows.

Looking ahead, post Covid I will certainly consider at that time whether a review of the current delivery model for 'positive activities' should be undertaken and how this can be as inclusive as possible.

It is clear that the provision of 'positive activities' is far greater than simply open access youth centre sessions and can include many activities outside

of a centre base. BCP has strong voluntary sector led groups the council can build upon for young people.

It would not be appropriate to give an unqualified commitment to the extension of a BCP led open access positive activities offer at this time, given both the uncertainty of the future of open access provision and the need for a full and inclusive review of the current mixed delivery model .

However, BCP remains committed to providing the current offer, within Covid restrictions, and ensuring that the youth offer is able to adapt and adjust to provide a variety of high quality youth work interventions for young people across BCP area.

Councillor Trent sought clarity that where figures provided that young people wanted access to a youth centre, they could, would that support continue to be available and where there was the need for intervention maintaining services would be a material consideration when look at the future. Councillor White reported on the services available and having inherited and overspend of £6m he would need convincing of any additional discretionary expenditure.

Question from Councillor Marion LePoidevin

I'm sure colleagues will join me in congratulating Marcus Rashford on his success in persuading the Government to reverse their initial refusal to provide funding during the Christmas holidays for food for children who are eligible for Free School Meals in term time.

I am pleased that BCP agreed to do what they could at half-term for families in this position following pressure from many residents and councillors and especially thank those businesses and individuals who also responded to the clear needs. Because this was only undertaken at short notice after schools had already closed for half-term it is likely that some in need fell through the cracks and got no help.

The Government announcement means that there is sufficient time to put in place a more structured approach.

I am therefore seeking assurance that not only every family with children eligible for Free School Meals but also all those not normally eligible but now in serious need will receive suitable help, thinking particularly of households who have faced a severe loss of income and are without recourse to public funds.

Response from Councillor Nicola Greene, Portfolio Holder for Covid Resilience, Schools and Skills

The Government have announced £170m to be provided nationally through the Covid Winter Grant Scheme. This aims to support children, families and the most vulnerable over the winter period.

The grant has been allocated to Councils to allow them to directly help the hardest-hit families and individuals, as well as to provide food for children who need it over the holidays. This recognises Councils as being best

placed to understand which groups need support and are best placed to ensure appropriate holiday support is provided.

The allocation for BCP Council is £1.068m which covers the period up until the end of March 2021. As such, planning in relation to Free School Meals must take into account not only for the Christmas holidays but also February half term.

BCP is working cross council and in partnership with key third sector partners to ensure a scheme is put in place that not only delivers Free School Meals to those who are eligible, but also enables professionals to refer in families and individuals who need this support. In line with the aims of the grant funding, this will seek to cover not only food costs but also help with bills and access to positive activities.

Further details of the scheme have been shared with schools, community groups and Members at last week's briefing and I am grateful for those who have made use of their contacts and social media to extend the reach.

Essentially, flexible School Meal Vouchers for eligible children will be issued to cover the school holiday periods between December and end of March 2021 at a rate of £15 per child per week. Registration is being taken through the schools directly who are reaching out assertively to their families who need this support.

In addition to those eligible for free school meals, there is other food support provision which can be found on the Together We Can webpage. Schools and Community Champions have also been provided with this information so that they can assist those who are not digitally enabled.

Chairman, albeit outside the scope of Councillor Le Poidevin's question I would be grateful if you would allow me the platform to mention the Access to Winter Warmth Support.

Citizen's Advice BCP will be providing a dedicated phone line between December 2020 and end of March 2021 to support residents with keeping warm through a range of measures including pre-payment vouchers, Fighting Fuel Poverty grants (£200), Surviving Winter Grants (£200) as well as a Discretionary grant funded by BCP Council to help with winter warmth costs until end of March 2021.

Such items include:

- Utility bills (heating, cooking, lighting)
- Water for household purposes (including drinking, washing, cooking, central heating, sewerage and sanitary purposes)
- Other related essentials that help with food and winter warmth, such as: a warm blanket or duvet, warm clothing, heater, boiler service/repairs, essential toiletries, purchase of equipment including fridges, freezers, ovens, etc. - in recognition that a range of costs may arise which directly affect a household's ability to afford or access food, energy and water.

And lastly, please remind your residents of the Let's Talk Money scheme run by Citizen's Advice which provides support and signposting for people who might be struggling with financial pressures over the winter months.

Question from Councillor Felicity Rice

The public consultation on the Climate Action plan was ready to go live on 30 September. Can you please update us on this piece of public consultation?

Response from Mike Greene, Portfolio Holder for Transport and Sustainability

As the Cabinet Member for Transport and Sustainability, BCP's response to the Climate Change Emergency is an extremely important part of my responsibilities.

I believe it is important that the Annual Report on the Council's Climate Action is endorsed and recommended to Council not just by myself but by Cabinet as a whole, and I intend to request this at the next Cabinet meeting on December 16th. This is an ideal opportunity to launch the public engagement on our 2050 BCP Area Climate Action Plan to which Cllr Rice refers and so I intend to ask Cabinet to approve that at the same meeting.

Provided that Cabinet gives its approval, the public engagement will be launched the following day. It will be online for eight weeks and I would encourage our residents and other stakeholders to participate.

I would also like to take this opportunity to thank officers, other Members and Cllr Rice in particular for helping us get to this stage on both the Annual Report and the public engagement survey.

Councillor Rice asked for access to the consultation document and other members of the cross-party working party. Councillor Mike Greene reported that the papers had been published.

Question from Councillor Andy Hadley

A recent Environment Agency report on the Water Companies rated our local supplier Wessex Water as “good”, apart from their handling of storm overflow water drainage.

We have been approached by local fishermen concerned about food poisoning outbreaks, which they have tracked as closely relating to and following periods of heavy rainfall, when the Wessex Water system overflows. When in administration we called on the Environment Agency to work with the Wessex Water to increase storm water capacity to prevent dumping of raw sewage into our Harbours.

Can the Portfolio holder please advise how BCP Council are continuing the work with the Environment Agency and Wessex Water to:-

(i) Understand the scale of the problem.

(ii) Determine the impact on the natural environment, tourism and the food chain.

(iii) Act on solutions to end the discharge of raw sewerage into our rivers and harbours.

And to recognise and resolve the pressures of permitting connections for new development making this issue worse.

Response from Councillor Mark Anderson, Portfolio Holder for Environment Cleansing and Waste

I thank Cllr Hadley for raising this issue. I can assure him and all members that addressing this long-term but worsening issue is a priority for me and this administration. We continue to meet with Wessex water and the Environment Agency to understand the issue and current programmes of research and investment.

He will be aware that the Council is not the regulatory authority for water quality and that the legislative framework is determined by Central Government working through the Environment Agency. The Government has made clear that the water companies need to act more quickly to improve water quality in our rivers and waters and the Environment Minister Rebecca Pow has set up a DEFRA task force on storm overflows. We will be making contact with this task force to raise the specific concerns of Poole Harbour as well as continuing to make the case for increased investment in storm drainage infrastructure with Wessex Water.

We continue to raise this issue and work with local stakeholders on the Poole harbour Catchment Initiative, and we also intend to hold a member briefing on this issue when regulatory service pressures ease in the New Year.

Councillor Hadley indicated that it was also an issue for Christchurch. He referred to the private members bill laid before parliament by Philip Dunn. Councillor Hadley asked if the Portfolio Holder would commit to write to the five local MPs to ask them to support the private members bill which receives its second reading on 15 January 2021 and to work with partners to fix this problem. The Portfolio Holder referred to feedback he had received from the Environment Agency on the Christchurch Avon Beach and proposal to manage the issue. He also confirmed the he would write to the Local MPs on the private member bills and he would liaise with Councillor Hadley outside of the meeting on the wording of the communication.

Question from Councillor L-J Evans

Last week Poole Town Councillors were informed of the cancellation of the New Year's Bath Tub Race just a couple of hours before the press release was sent out. Whilst we understand the reasons behind the decision, there was plenty of time for us to have been consulted.

In his Leadership speech, Cllr Mellor promised us "a council which is collaborative and fair, collaborative in a way in which we value the voices and opinions of those who work with us". Therefore, please may we have assurance that in future Ward Councillors will be involved in decisions impacting their residents.

Response from Cllr Mohan Iyengar, Portfolio Holder for Tourism, Leisure and Culture

We are committed to being collaborative and fair. For the bath-tub race, it was a joint decision by Poole Harbour Commission and Council Officers. The matter was clear-cut on the grounds of health and safety during Covid-19 restrictions, and the scope to vary the decision or do anything alternative was near zero.

Ward councillors were informed quickly after I was informed, although I accept you might like to have known sooner. From the contacts I have along Poole Quay – and from the media coverage – it doesn't appear there has been any adverse reaction to the way this has been decided or communicated.

If this event might have had alternatives for its timing or delivery, we'd have considered them and consulted. This is what we'll look to do generally as our events programme re-starts hopefully in 2021.

He explained that he would collaborate on these events and we plan to expand the number of events.

Question from Councillor Vikki Slade

We are fortunate in Dorset to have an incredible charity that supports children through the loss of bereavement, and I can speak from personal experience with my own child having been supported by their specialist programme at the age of 7 following a close family death.

Along with many other Cllrs I was shocked to receive confirmation from Mosaic that BCP Council is now restricting support to families already known to our Early Help services rather than being funded via a contract with specialist workers assessing the need for support direct with the school or family.

What assurance can the Portfolio Holder provide around the provision of a contracted service for the whole of BCP to ensure that every child in need can access this life changing service as previously was the case when he was Portfolio Holder in Borough of Poole and continues to be the means of funding in the Dorset Council area?

Response from Councillor Mike White, Portfolio Holder for Children and Young People

I thank Cllr Mrs Slade for her question. There seems to be a lot of misinformation circulating on this subject so can i please make it clear that the support is open to any child regardless of whether or not they are known to us.

Can I also make it clear that the Council remains absolutely committed to working with Mosaic in providing support for Children in dealing with the ongoing impact of bereavement.

We had different approaches in the previous three authorities and are now establishing a single consistent contractual arrangement for the whole of

BCP. Greater clarity has been brought to the routes by which families can be referred into this service. This allows for all families to be signposted and supported with access, but also recognises that the funding for this may come from a number of sources including the Council, health services, schools or the family themselves.

The aim of this is not to restrict or deny services where they are needed, but to ensure agencies work effectively together to support families to get the support they need.

Officers have recently met with representatives from Mosaic and have committed to work with them to provide reassurance that no families will be disadvantaged by these changes.

In summary this is about harmonisation across the original three councils, streamlining the access point and providing consistency. It is also about getting other agencies to step up to their responsibilities to provide some funding. I am determined that budget will not be a constraint and that any child that needs help will get the help they need.

Councillor Slade reported that the Chief Executive of the charity had advised that since October they had received 67 referrals and schools had been advised directly that BCP Council would no longer fund them. She asked that funding be committed via the covid grant for the last two years. Councillor White reported that any child that needs it would get the help that they need if Cllr Slade has examples of children that have been turned away to let him have them.

Councillor Pete Miles left at 10.25pm

Councillor Cheryl Johnson left at 10.28pm

Question from Councillor Tony Trent

Remembering how much controversy was generated following the award of the first tranche of “Active Travel” funding at the height of the previous lock down, and before the “virtual” system was fully set up in BCP to enable proper meetings to take place, what are the arrangements to involve members in this second tranche? For example…

Will the Transport Advisory Group, on ice since the late winter, be revived? – possibly as a fully constituted advisory group with a “politically balanced” membership (e.g. 5 UA [2, 1, 1, 1], 5 Con, & 1 non-aligned), making recommendations to the Portfolio Holder & Cabinet, and once able to do so, giving the interested members of the public the chance to have their say at the meeting. If this were a group with trained subs (a recommendation from the days when a similar committee operated in Poole) - able to react swiftly, it could not only look at new proposals, it could also be the body that reviews the first tranche of ETRA schemes (with representations from the public at the meetings, if able at the time) as they reach their anniversary reviews, and…

Could the portfolio holder confirm, without the tight deadlines imposed by Government on Tranche 1, that he will ensure meaningful engagement with the public be undertaken, and how that will be done?

Response from Councillor Mike Greene, Portfolio Holder for Transport and Sustainability

It was extremely disappointing that when the first tranche of Emergency Active Travel funding was allocated, BCP's then Administration chose not to fully consult with either ward councillors nor residents before imposing road closures. My displeasure was clearly matched by the Secretary of State for Transport when he wrote to local authorities advising them that those, like BCP, which had failed to pre-consult were likely to miss out on Tranche 2 funding.

It was therefore a relief to hear that the new Administration's more balanced approach and our plea to DfT not to be punished for our predecessors' actions found favour and we have been allocated almost £1.1m for Active Travel Fund Tranche 2 projects. As previously approved by Cabinet, the delegation to decide which schemes to take forward, now that we have the award, lies with the Director for Growth and Infrastructure in consultation with the Portfolio Holder and the appropriate ward members.

I will be liaising with the Director and his officers over the next couple of weeks to decide which schemes from the proposed bid we now take forward and then how to proceed. I can assure Councillor Trent that before we do any design work, or make any final decisions, I will be consulting with ward members and publicising our proposed consultation plan. We will be able to use the new engagement platform, recently procured by the Council, to gain the views of the public, which will then inform the design process and detail of the programme to take forward. The timescales for delivery of this tranche of funding means that we will only need to commit to delivery by March next year and the schemes can be fully consulted on between now and then. Design and build will follow in the next financial year.

This early involvement of ward councillors will not be limited to Active Travel Fund spending. Instead it will become the norm for all TROs. I am currently developing a protocol with officers to ensure this functions efficiently, and significantly shortens the excessive turn-around times which have been suffered by residents during the last 18 months.

Councillor Trent asked about the future of the Transport Advisory Group. Councillor Greene indicated that he was prepared to involve ward members on issues, and this was the correct and most sensible approach.

Question from Councillor Mark Howell

The Leader of the Council stated in his nomination speech at the last Full Council meeting that his administration's "first 100 day plan would actively address" various issues including the economy, jobs, our schoolchildren, and bring back a feeling of pride and safety in our towns. Over 50 days have passed without this plan being published. Will the Leader be publishing the plan before the 100 days expire? If the plan exists, please could the Leader explain what actions the administration has taken in

realisation of the plan's objectives, excluding actions relating to COVID-19 and funded by central government.

Note – Councillor Howell only asked the first part of his question

Response from Councillor Drew Mellor, Leader of the Council

Thank you for the question Mark. Significant work has been undertaken in terms of the aims and ambitions brought about as referenced in my nomination speech and I am pleased to say that this has resulted in material investment over £370k coming forward to Cabinet in the next cycle. This not only demonstrates what we have been saying consistently, that it is not ok to sacrifice the funding that our community needs, it is imperative that we show leadership to our communities out of this pandemic and that if we have strong control of the council finances we can afford to deliver that leadership.

Examples of these commitments include increased budget for mental health cleanliness and safety as we make a commitment to restore pride to our place, particularly commitment to our levelling up agenda in Christchurch where cleanliness services had been consistently underfunded including in the previous administration, investment in communities and culture and the environment and not least support for our economy which this administration is proud to champion. We are delivering both in this financial year and we will deliver further in 2021/22.

Councillor Howell asked was there any reason for the public to have confidence in him or his current administration. Councillor Drew Mellor indicated that he believed that public and this Chamber has significant confidence in this administration and the delivery of his 100-day plan.

The meeting ended at 10.35pm on 8 December 2020

CHAIRMAN

AUDIT AND GOVERNANCE COMMITTEE

Report subject	**Report of the Constitution Review Working Group - Changes to the Council's Constitution**
Meeting date	26 November 2020
Status	Public Report
Executive summary	The report summarises the issues considered by the Constitution Review Working Group and sets out a series of recommendations arising from the Working Group for consideration by the Committee. Any recommendations arising from the Committee shall be referred to full Council for adoption.
Recommendations	**It is RECOMMENDED that:** **(a) the views and recommendations of the Constitution Review Working Group, as set out in this report at paragraphs 14, 16, 18, 24, 27, 31, 33 and 36, be supported;** **(b) that necessary and consequential technical and formatting related updates and revisions to the Constitution be made by the Monitoring Officer in accordance with the powers delegated.**
Reason for recommendations	To make appropriate updates and revisions to the constitution following consideration by the Working Group.

Portfolio Holder(s):	Councillor Drew Mellor (Leader of the Council)
Corporate Director	Graham Farrant (Chief Executive)
Report Authors	Richard Jones, Head of Democratic Services Susan Zeiss, Director of Law and Governance and Monitoring Officer
Wards	Council-wide
Classification	For Recommendation

Background

1. The Terms of Reference of the Audit and Governance Committee include 'Maintaining an overview of the Council's Constitution and governance arrangements in all respects'.
2. In discharge of this responsibility the Committee established a Constitution Review Working Group of five of its Councillors. The Members of the Working Group consisted Councillor Williams (elected Chairman) and Councillors Beesley, Brooke, D Butt and Cox. Councillor Andrews attended one meeting as a substitute. The Chairman of the Planning Committee, Councillor Kelsey was invited to attend and contribute in relation to discussions about the Planning process. Meetings were attended by the Interim Monitoring Officer and the Monitoring Officer, once in post.
3. The Working Party met on three occasions during September and October 2020.
4. Prior to commencement of its work, the Chairman of the Audit and Governance Committee wrote to all members of Council asking them to submit items for discussion and consideration. Items submitted after the Working Group had begun its deliberations are included on a list of items for future discussion. The Chairman of the Audit and Governance Committee has indicated that it is his intention, in the New Year, to canvas all Councillors once again. The intention is that this will facilitate another tranche of activity for the Working Group.

Review of Procedure Rule 36 (Variation and revocation of Procedure Rules)

5. The Working Group was reminded that recommendations from the Working Group would be presented, in the first instance, to the Audit and Governance Committee who would, in turn, submit recommendations as necessary to the Council. Advice was received from the Interim Monitoring Officer about the implications and effect of Procedural Rule 36 in Part 4 of the Constitution which prescribed the decision-making process for the variation and amendment of Procedural Rules. It was explained that the essential implications of Rule 36 were that any recommendation from the Audit and Governance Committee to vary or revoke procedural rules would need to be deferred to the subsequent meeting of the Council. The Working Group noted the effect of this on their programme of work.

Member call-in of Planning applications

6. Although the provisions for Member call-in of planning applications had been changed during a recent review, there was acceptance that the current 30 day window for Member call-in was causing some concern and potentially imposing unnecessary constraints.

7. However, whatever provision emerged for call-in going forward, the importance of dialogue between Councillors and the applicable Planning Officer was emphasized and requests for call-in should always only be expressed within the terms of proper planning policy reasons. There was potential to provide enhanced guidance for members within the format of a protocol.

8. The Working Group Members underlined the importance of a clear and robust process and the format of the existing call-in request form was explained. Although the current process was working well, was clear and considered easy to use, there was an opportunity to consider with IT whether the request process could be further improved. In any call-in situation early dialogue with the relevant Planning Officer was emphasised as key.

9. The Working Group addressed the specific issue of call-in of Planning applications by ward Councillors who were also members of the Planning Committee and the implications of this on predetermination. The protocol would need to address this and provide clear guidance for Planning Committee members. It would also need to address and define those situations where a call-in by a member of the Planning Committee could be made, on an exceptional basis, when necessary in the public interest.

10. The Working Group considered that these were all matters that could potentially best be addressed within a protocol developed outside the Constitution.

11. Subsequent to the final meeting of the Working Group, additional advice was sought in the development of the draft protocol. The supplementary advice in paragraphs 12 and 13 below were not therefore available to the Working Group at the time of their final meeting when making their recommendations referred to in paragraph 14.

12. The Monitoring Officer has provided advice that such a protocol, albeit sitting alongside the Constitution, would require the approval of full Council. Further, after additional discussion with Legal Services in developing the draft protocol, it is now clear that there is significant concern whether legally or practically this delegation procedure could operate without some clear cut off date. In short, there has to be a point after which it is clear that an officer has the power to make a determination and issue a planning decision without the risk of a call-in being requested. Further, such a date should be sufficiently early to give organisational confidence that a call-in request has not been submitted but not identified prior to a determination being made.

13. Separate to any legal and practical concerns there are also managerial/corporate risks relating to any process that might effectively extend the consultation period. It is understood that the primary reason for concern relating to the existing 30 day cut-off date was to seek to ensure adequate opportunity for members to submit a call-in request. However, for many planning applications, there is a statutory time period of 8 weeks (56 days) within which a decision should normally be made. Depending on the stage of a committee cycle, even a call-in received within the current 30 day period has the potential to push such applications beyond this deadline creating the

scope for an appeal against non-determination. Nevertheless, if members wish to allow more time, a compromise might be to extend the call-in option to 35 days.

14. The Working Group recommend that, subject to consideration of paragraphs 12 and 13 above:-

(a) the Constitution be amended in Part 3, Section 2, Paragraph 2.2 to remove the 30-day time limit for member call-in of planning applications although the requirement for there to be dialogue between the Councillor calling-in an application and the applicable Planning Officer be retained;

(b) the protocol set out at Appendix 1 to this report be adopted.

Neighbourhood Forum call-in of Planning applications

15. In this context the Working Group considered the range of methods that were already in place to call-in an application. This included the trigger for call-in initiated by 20 letters of representation as well as the call-in powers, already addressed above, of local ward members. Members were not of the view that anything could be added to the process by extending the power of call-in to Neighbourhood Forums or indeed to any other consultative bodies.

16. The Working Group recommend that the power to call-in planning applications to Committee should not be extended to Neighbourhood Forums.

Petition call-in of Planning applications

17. The Working Group were of the view that the current trigger for call-in initiated by 20 letters of representation provided sufficient facility for local residents.

18. The Working Group recommend that the call-in of planning applications upon receipt of a petition from local residents should not be added to the current process for call-in.

Role of Parish Councils in relation to amended plans

19. The Working Group considered the situation which applied where submitted plans were amended by the applicant after a Parish Council had submitted its comments and whether such an amendment should trigger a further phase of consultation with the Parish Council.

20. There was awareness of the wide range of types of amendments to an application extending from very minor to those which were more significant. There was also always the possibility that, in some cases, an amendment could potentially decrease impact of an application.

21. To reflect this, the protocol should set out very clearly the way in which amended plans should be dealt with. Such a protocol would need to be mindful of the need to balance the benefits of further consultation against the timescales for determining applications and there was clear opportunity for use of Officer discretion within defined parameters.

22. It was noted that in most cases there was, in any event, a continuing dialogue around amendments involving the applicant, Planning Officers and, often, consultees. The Working Group emphasized the importance of maintaining a good flow of information between Councillor and Planning Officer and of keeping ward Councillors closely informed throughout. The critical importance of ward Councillors being able to effectively reflect the views of their residents was underlined.

23. The Monitoring Officer provided advice that such a protocol, albeit sitting alongside the Constitution, would require the approval of full Council.

24. The Working Group recommend that:-

(a) the current arrangements for consultation with Parish and Town Councils after a subsequent amendment be retained;

(b) the protocol set out at Appendix 2 to this report be adopted.

Process for considering Tree Preservation Orders

25. The Working Group reviewed the current process by reference to a flow chart of the stages involved. Once again, there was emphasis on the importance of there being absolute clarity for Councillors about the process, including the procedures for commencing action in an emergency or when time was short.

26. The current practice for working with local residents was explained. There was a view that returning to the situation where decisions on Tree Preservation Orders were made by the Planning Committee would impose unnecessary additional burden upon the overall process. An informative note would, however, be added to the process to ensure that the emergency process was clearly set out and accessible. A copy of the revised process is attached as Appendix 3 to this report.

27. The Working Group recommend that Tree Preservation Orders continue to be processed and determined at Officer level and not be referred to the Planning Committee for determination.

New Planning Committee Structure

28. The Working Group carefully considered suggestions for changes to the current BCP Planning Committee structure and the comparative information presented about the organisation of the Planning function in other Councils. There were clearly a range of different options in use across the country. In the BCP Council area it appeared that issues arose around perceptions in some quarters of lack of local representation as between the three legacy council areas.

29. Although understanding the points made, the Working Group were of the view that local representation within the planning process was best provided through the special role allocated to local ward Councillors. Examples included the power to call-in and to address the Committee about applications within their ward.

30. The Working Group agreed that the current single committee system worked well in delivering these objectives. Particularly, it was able to provide a non-parochial and objective approach to the application of planning policy to every application submitted to it. This underlined the quasi-judicial role of the Planning Committee and its role in consistent delivery of planning policy.

31. The Working Group recommend that the current structure of the BCP Council Planning Committee system remain unchanged.

Procedural – Form of Address for person presiding at meetings

32. The Working Group considered advice from the Council's Equality Officer. The Constitution was silent on the subject and there was confirmation that no formal regulations applied. There were clearly a number of options for taking this forward but the view of the Working Group was that this should be a matter of choice for individual Councillors as they were appointed to preside at meetings.

33. The Working Group recommend that:-

(a) no change be made to current practice and leave this as a matter of choice for each individual person presiding;

(b) Democratic Services should ascertain, in each case, the preference of individual Councillors as they are appointed.

Appointment of substitutes for one agenda item only

34. The Constitution prescribes that a substitution can be made only for the entirety of a meeting with notifications of substitution being made by the Political Group Leader to the Monitoring Officer (or their respective nominees).

35. There is no provision for a substitution to be made for one item only where a member of Committee has a declarable interest in only that one agenda item. This also appeared to be the normal provision at other Councils. An individual Councillor with an interest in a specific single item on the agenda, should declare accordingly and leave the meeting for that item. He or she would not, however, be precluded from participating in the rest of the meeting.

36. The Working Group recommend that no change be made to current practice of substitution.

Summary of financial implications

37. There are no financial implications arising from the recommendations in this report.

Summary of legal implications

38. There are significant legal concerns with not having a clear cut off date by when requests for call-in have to be received (see paragraphs 11 to 13 above). The Constitution of the BCP Council complies with relevant legislation.

Summary of human resources implications

39. There are no human resource implications arising from this report.

Summary of sustainability impact

40. There are no sustainability implications arising from this report.

Summary of public health implications

41. There are no public health implications arising from this report.

Summary of equality implications

42. The Constitution of the BCP Council sets out the rights of public access to the democratic process. The Council's Equality Officer was engaged on appropriate issues.

Summary of risk assessment

43. Specific legal risks relating to the absence of time periods for calling in applications are identified above. The Constitution is a legally required document which prescribes the procedural and democratic arrangements for the proper governance of the Council.

Background papers

None

Appendices

Appendix 1 – Draft Protocol for Member Call in
Appendix 2 – Draft Protocol for Consulting on Amended Plans
Appendix 3 – Draft Protocol for Making of Tree Preservation Orders

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Appendix 1

Draft Protocol for Member Call in

Introduction

Before setting out the proposed draft protocol for call in, Members of Audit and Governance Committee are advised that criterion (g) (ii) in Part 3 Section 2 (Responsibility for Functions) of the constitution (changes highlighted as underlined below) needs to be revised in order to facilitate the removal of the 30 day time limit:

(g) An Application which a Councillor requests should be referred to the Planning Committee provided that all of the following criteria are met:

(i) The application is potentially contentious and raises material planning issues that affect their ward or would affect the wider public interest

(ii) The Councillor has discussed the proposed referral with a Planning Officer and submits the referral in writing setting out the material planning issues which affect the wider public interest and the referral is made within 30 calendar days from the date the application was first published on the Bournemouth, Christchurch and Poole website, or during any further notification period required following receipt of amendments to the scheme

(iii) The Application is not one of the following:

- *Permission in Principle (PiPs)*
- *Lawful Development Certificates (LDC) (existing or proposed)*
- *Prior Approvals and Prior Notifications*
- *Non-material amendments*
- *Applications other than "major", "minor" and "householder"*

It is proposed that the Committee consider replacing (g) (ii) with the following wording (presented with (i) and (iii) unchanged so the full context can be considered):

(g) An Application which a Councillor requests should be referred to the Planning Committee provided that all of the following criteria are met:

(i) The application is potentially contentious and raises material planning issues that affect their ward or would affect the wider public interest

(ii) The Councillor has submitted the referral to planning committee request in accordance with the local planning authority's agreed protocol.

(iii) The Application is not one of the following:

- *Permission in Principle (PiPs)*
- *Lawful Development Certificates (LDC) (existing or proposed)*
- *Prior Approvals and Prior Notifications*
- *Non-material amendments*
- *Applications other than "major", "minor" and "householder"*

The above proposed change removes the 30-day limit and ensures that the constitution wording remains flexible to allow for the protocol to be amended overtime (as opposed to the constitution) as matters may change such as legislative provisions or to resolve operational issues. The above wording is for discussion purposes only at this stage.

The Draft Member Referral in Protocol

The provisions for a ward Councillor to refer planning applications to planning committee are set out in Part 3 Section 2 (g) of the BCP Council Constitution.

Criterion (g) (ii) requires ward Councillors to submit planning committee referral requests in accordance with the agreed protocol for call in. The call-in protocol is set out as follows:

(i) A formal referral request must be submitted on the BCP Council Planning Committee referral form;

(ii) All parts of the planning committee referral request form must be completed for the request to be considered as valid and compliant with the provisions set out in Part 3 Section (g) of the BCP Constitution;

(iii) The form must set out the material planning reasons for the referral that warrant the application being considered by Planning Committee;

(iv) The ward Councillor must have first discussed the planning application with the planning case officer before submitting a planning committee referral form. This discussion should take place within the initial planning application notification period. In these discussions, and prior to submitting the form, the ward Councillor must advise the officer whether they are considering submitting a planning committee referral request form so the officer can update the ward Councillor on progress before a recommendation is made.

(v) To ensure resilience that the planning committee referral requests are formally received by the case officers, request forms should be submitted by email to both the case officer and the relevant office inbox as follows:

planning.bournemouth@bcpcouncil.gov.uk
planning.christchurch@bcpcouncil.gov.uk
planning.poole@bcpcouncil.gov.uk

(vi) Once the notification period has expired and the officer has not had any contact from a ward Councillor in respect of a potential planning committee referral, Councillors are to be aware that officers are able to make decisions on planning applications under delegated powers in accordance with the BCP Council scheme of delegation.

This protocol was agreed by XXXXX on DATED XXXX

Draft Protocol for Consulting on Amended Plans

Local Planning Authorities (LPAs) are required to undertake a formal period of public notification prior to deciding a planning application. Article 15 of the Development Management Procedure Order (as amended) sets out the minimum statutory requirements for publicising applications for planning permission and affords LPAs discretion about how they inform communities and other interested parties about planning applications. LPAs may also set out more details on how they will consult the community on planning applications in their Statement of Community Involvement (SCI).

Depending on the type of planning application it must be publicised by either one, a combination, or all of the following;

- The erection of a site notice in at least one place on or near the land to which the application relates for not less than 21 days; or
- By serving a notice on any adjoining landowner or occupier.
- By publication of the notice in a newspaper circulating in the locality in which the land to which the application relates is situated.

The initial time period for making comments on a planning application will be set out in the publicity accompanying the planning application once registered. This will not be less than 21 days, or 14 days where a notice is published in a newspaper. LPAs may, at their discretion, take into account comments that are made after the closing date (but have no obligation to do so).

An application can be amended after it has been submitted either at the request of the LPA to overcome a possible objection of the scheme or at the request of the Applicant.

Paragraph 61 of the Government's National Planning Guidance document 'Making an application' states "*it is at the discretion of the Local Planning Authority whether to accept such changes, to determine if the changes need to be reconsulted upon, or if the proposed changes so significant as to materially alter the proposal such that a new application should be submitted*".

The Council reserves the right to undertake further publicity at any stage during a planning application, including receipt of amended details, in accordance with the following principles:

- Where the Council accepts an amendment to an application, neighbours, and third parties who were originally notified of the application will be formally re-notified where the planning officer considers that the amendments have a greater impact;

- In most instances where amended plans are submitted that reduce the quantum of development, lessen the impact on the amenities of the locality or relate to minor matters of detail the decision will be taken at the discretion of officers that no further publicity will be required;

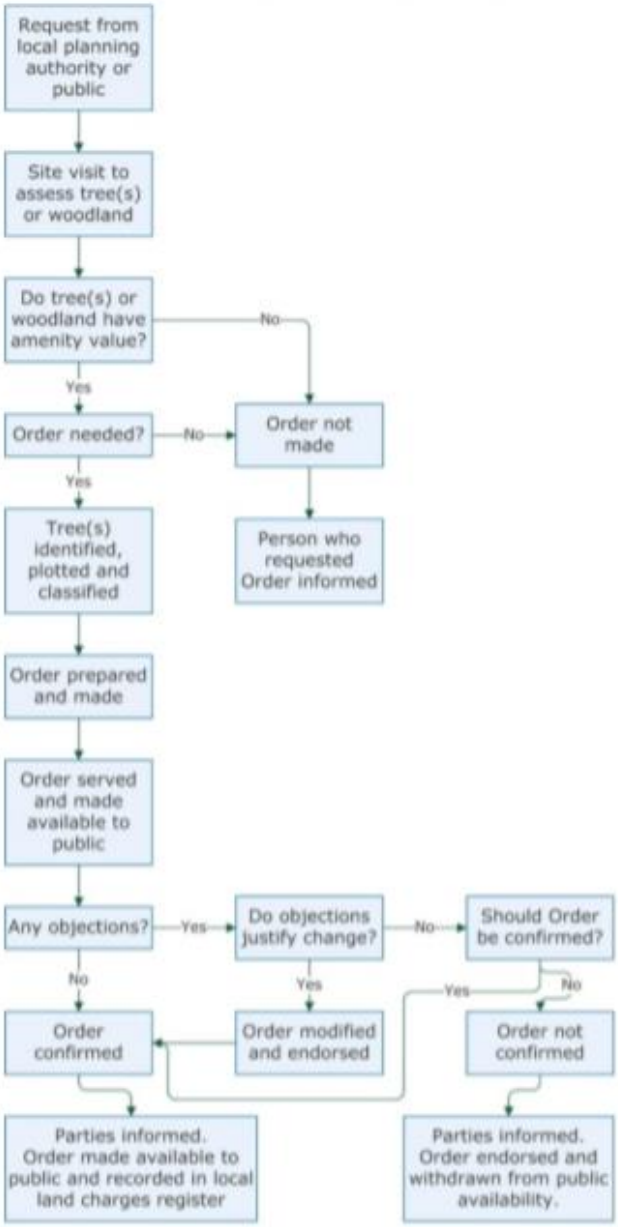
- In all cases, amended details will be available to view on the online Council's planning application webpages. All comments received to a planning application will be considered in the assessment of the proposals.

- Each case is assessed on its own merits and in line with Government Guidance. Professional planning judgment will be exercised in all cases to assess whether changes to planning applications require further publicity.

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Draft Protocol for Making of Tree Preservation Orders

The process for making and confirming a Tree Preservation Order is as follows:



At the stage where an order is served and made available to the public, the LPA will contact the ward Councillors to make them aware of the order in their area.

The public have 28 days from when the order is made available to the public for any comments and objections to be received. All representations received will be fully considered by officers before the order is confirmed. The local planning authority has 6 months from the point the order is served on the public to make the decision whether the order is confirmed, not confirmed or modified.

The process for serving an emergency Tree Preservation Order follows the above steps and is undertaken by officers through delegated authority. Where an emergency Tree Preservation Order is required, officers will inform ward Councillors at the start of the process and keep them updated.

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AUDIT AND GOVERNANCE COMMITTEE – 26 NOVEMBER 2020

Agenda Item 7 – (Report of the Constitution Review Working Group – Changes to the Council's Constitution), Section 5 (refers) – Supplementary Recommendations

Review of Procedure Rule 36 (Variation and revocation of Procedure Rules)

Procedure Rule 36 which sits within the general provisions section (Sub Part C) of the Constitution currently reads *"Any motion to vary or revoke these Rules shall, when proposed and seconded, stand adjourned without discussion to the next ordinary meeting of the Council."*. The general provision rules apply equally to all meetings of committees, sub-committees and full council.

However, the Constitution (and consequently the Procedure Rules) may only be varied or revoked by full Council. It is therefore not appropriate for this procedure rule to be included under the general provisions section and should be moved to Sub Part A (Council Meetings) Procedure Rules.

Furthermore, the consequences of giving effect to this procedure rule is a lengthy delay to any proposed amendment of the Council's Procedure Rules, even those which may have been fully considered by the Constitution Review Working Group and the Audit and Governance Committee, and which then forms a recommendation to full Council. Effectively Procedure Rule 36 would cause all such recommendations to stand adjourned from the first Council meeting to the next ordinary meeting of the Council.

It is not considered that this was the intent of this procedure rule when initially drafted by the Shadow Authority, although it may be considered appropriate to adopt this more cautious approach when considering motions to vary or revoke the council's procedure rules submitted under Procedure Rule 12 (Notices of Motion).

It is therefore RECOMMENDED that:-

(a) Procedure Rule 36 be amended to read "Any motion *under Procedure Rule 12 (Motions on Notice),* to vary or revoke these Rules shall, when proposed and seconded, stand adjourned without discussion to the next ordinary meeting of the Council";

(b) Procedure Rule 36 (as amended) be moved from Sub Part C (General Provisions) to Sub Part A (Council Meetings).

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Scrap Metal Dealers Act 2013

2020 - 2025

Licensing

Author: Sarah Rogers – Senior Licensing Officer
Version: 1
Review Date: 2025

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1. Purpose Statement

1.1 This policy states Bournemouth, Christchurch and Poole Council's ("BCP Council") policy on the regulation of scrap metal dealers as the relevant local authority for the purposes of the Scrap Metal Dealers Act 2013 ("the Act").

1.2 This policy will be reviewed at least every five years.

2. Who the policy applies to

2.1 The policy aims to be a practical document to users, for example:

Applicants for Site and Collectors Licences
Existing Licence holders for Site and Collectors Licences
Licensing Officers
Partner Agencies
Councillors

3. This policy replaces

3.1 There were no previous policies by Bournemouth Borough Council, Christchurch Borough Council or The Borough of Poole.

4. Approval process

4.1 The Act does not require a Council to publish a policy, however, it is good practice to do so to ensure fairness and consistency.

4.2 The Policy will be reviewed every five years or more frequently if required.

4.3 BCP Licensing Authority may depart from its own policy, if individual circumstances of any case warrant such a deviation. In such cases, BCP Licensing Authority will give full reasons for doing so.

5. Links to Council Strategies

5.1 This Policy supports the BCP Council Core Strategy.

5.2 During the preparation of this policy document due consideration has been given to the following Key Council Strategies:

- Corporate Plan
- Health & Wellbeing Strategy
- Safeguarding Strategy
- Communities Engagement Strategy
- Crime & Disorder Reduction Strategy
- Equality & Diversity

6. The Policy

6.1 The Scrap Metal Dealers Act 2013 received Royal Assent on 28 February 2013 and came into force on 1 October 2013 creating a revised regulatory regime for the scrap metal recycling and vehicle dismantling industries. The purpose of the Act was to deal with the

raising levels of metal theft through stricter regulation of the metal recycling sector or make it more difficult to dispose of stolen metal.

6.2 The Act:

- requires a scrap metal dealer to obtain a licence in order to carry on business as a scrap metal dealer;
- permits local authorities to charge a licence fee, set locally, at cost recovery;
- allows for the closure of unlicensed sites;
- requires local authorities to provide appropriate information to enable the Environment Agency in England and the Natural Resources Body for Wales to maintain national registers of licences;
- requires scrap metal dealers to verify the identity and address of persons from whom they receive metal;
- makes it an offence for a scrap metal dealer to purchase scrap metal for cash;
- sets out the record-keeping requirements in respect of any scrap metal received or disposed of by scrap metal dealers; and
- provides the police and local authorities with a right to enter and inspect scrap metal dealers' premises.

7. Definitions

'Scrap Metal Dealer' is a person carries on business as a scrap metal dealer if:

(a) they wholly of partly buy or sell scrap metal (whether or not sold in the form it was bought); or
(b) they carry on business as a motor salvage operator (see below).

The Act defines a Scrap Metal Dealer as a person who is for the time being carrying on business as a scrap metal dealer, whether or not authorised by a licence.

The selling of scrap metal merely as surplus materials or as a by-product of manufacturing articles is NOT to be regarded as "carrying on a business" as a scrap metal dealer.

The definition of a scrap metal dealer is wide and may include skip hire firms and tradesman such as plumbers and builders who sell scrap metal resulting from their businesses. In these circumstances each business will be considered on its own merits, but consideration will be given to the amount of metal which is collected/traded and how significant or incidental that element of the business is to the main business.

'Scrap Metal' includes:

(a) Any old, waste or discarded metal or metallic material.
(b) Any product, article or assembly which is made from or contains metal and is broken, worn out or regarded by the last holder as having reaches the end of its useful life.
(c) Platinum and other rare metals now being used in catalytic converters in vehicle exhausts.

The following are NOT considered scrap metal:

(a) Gold
(b) Silver
(c) Any alloy of which 2% or more by weight is attributable to gold or silver

'**Motor salvage operation'** is defined in the Act as a business that consists of:

(a) wholly or partly in recovering salvageable parts from motor vehicles for re-use or sale and subsequently selling or otherwise disposing of the rest of the vehicle for scrap,
(b) wholly or mainly in buying written-off vehicles and subsequently repairing and reselling them,
(c) wholly or mainly in buying or selling motor vehicles which are to be the subject (whether immediately or on a subsequent re-sale) of any of the activities mentioned in (a) and (b), or
(d) wholly or mainly in activities falling within paragraphs (b) and (c).

"**Licensed site"** means a site identified in a scrap metal licence.

"Premises" means any land or other place (whether licensed or not).

"**Site**" means any premises used in the course of carrying on business as a scrap metal dealer (whether or not metal is kept there).

"**Site manager**", in relation to a site at which a scrap metal dealer carries on business, means the individual who exercises day-to-day control and management of activities at the site. An individual may be named in a licence as site manager at more than one site; but no site may have more than one site manager named in relation to it.

"**Trading name"** means a name, other than that stated in the licence (under Section 2(4)(a) or (6)(a)), under which a licensee carries on business as a scrap metal dealer.

8. Types of licence

8.1 A licence is required to carry on the business as a scrap metal dealer. A licence, once granted, lasts for three years. Trading without the necessary licence is a criminal offence – see Appendix A.

Site Licence

8.2 site is defined as any premises used in the course of carrying on a business as a scrap metal dealer, whether or not metal is kept there. This means a dealer will require a licence for an office, even if they do not operate a metal store or yard from those premises.

8.3 The site licence also permits the licence holder to act as a collector.

8.4 A site licence must be displayed at each site identified on the licence, in a prominent place accessible to members of the public.

8.5 All sites operating as a scrap metal business must be licensed.

8.6 Each site must have a named site manager.

8.7 A site licence allows the licence holder to transport scrap to and from the site from any local authority area.

8.8 A site licence may be granted for more than one site in the local authority area.

Collectors Licence

8.9 A collector means a person who:

(a) carries on a business as a scrap metal dealer otherwise than at a site, and
(b) regularly engages, in the course of that business, in collecting waste materials and old, broken, worn out or defaced articles by means of visits from door to door.

8.10 A collectors licence does not permit the holder to operate a scrap metal site.

8.11 A collectors licence does not allow collection from outside the area of BCP Council. If a person wishes to collect from other local authority areas, a collectors licence will be required from each local authority area he/she collects scrap within.

8.12 A copy of the collectors licence must be displayed on any vehicle that is being used in the course of a dealer's business. It must be displayed in a prominent position so that it can be easily read from outside the vehicle.

Register of Licences

8.13 The Environment Agency maintains a register of scrap metal licences issued by Local Authorities in England and each entry will record:

(a) the name of the authority which issued the licence;
(b) the name of the licensee;
(c) any trading name of the licensee;
(d) the address of the site identified in the licence;
(e) the type of licence; and
(f) the date on which the licence is due to expire.

8.14 The registers are open to the public for inspection https://environment.data.gov.uk/public-register/view/search-scrap-metal-dealers

9. Applicant suitability

9.1 BCP Council must determine if an applicant is a suitable person to carry on the business as a scrap metal dealer and may not issue a licence unless satisfied the applicant is suitable. "Applicant" includes sole traders, partners of a partnership and directors, secretary and shadow directors of a company.

9.2 Notwithstanding the existence of this policy, BCP Council when determining a person's suitability for the purposes of the Act, will treat each application on its own individual merits.

9.3 BCP Licensing Authority must supply any such information to any of the following persons who request it for purposes relating to this Act:

(a) any other local authority;
(b) The Environment Agency;

(c) The Natural Resources Body for Wales;
(d) An Officer of a Police Force.

9.4 This section does not limit any other power BCP Licensing Authority may have to supply that information.

9.5 BCP Council may have regard to any information which they consider to be relevant when determining the suitability of a person to hold a scrap metal dealer's licence, including:

1. Where the applicant or any site manager has been convicted of a relevant offence (see Appendix C).

2. Whether the applicant or any site manager has been the subject of any relevant enforcement action i.e. if –

   (a) the person has been charged with an offence specified in Appendix C above, and criminal proceedings in respect of that offence have not yet concluded; or
   (b) an environmental permit granted in respect of the person under the Environmental Permitting (England and Wales) Regulations 2010 has been revoked in whole, or partially revoked, to the extent that the permit no longer authorises the recovery of metal.

3. Any previous refusal of an application for the issue or renewal of a scrap metal licence (and the reasons for the refusal).

4. Any previous refusal of an application for a relevant environmental permit or registration (and the reasons for the refusal).

5. Any previous revocation of a scrap metal licence (and the reasons for the revocation).

6. Whether the applicant has demonstrated that there will be in place adequate procedures to ensure that the provisions of the Act are complied with.

9.6 Having regard to the Act BCP Council have determined that there will be a presumption to refuse an application where the applicant, or any other person required to be named or identified in the application, has been convicted of any of the relevant offences set out in Appendix C.

9.7 BCP Council will require the applicant to produce a Disclosure and Barring Service Certificate (DBS) which is dated within 3 months of the application.

9.8 BCP Council will require proof of identification and address by way of a valid Great Britain or Norther Ireland **photocard** driving licence **OR one** document from the following list:

(a) a valid United Kingdom passport, within the meaning of Section 33(1) of the Immigration Act 1971(b); OR
(b) a valid passport issued by an European Economic Area (EEA) state; OR
(c) a valid UK biometric immigration document, issued in accordance with regulations made under Section 5 of the UK Boarders Act 2007.

9.9 In addition to the identification required in 9.8 above one document from the following list must be produced with the application which must be dated within 3 months of the application:
(a) a bank or building society statement;
(b) a credit or debit card statement;

(c) a council tax demand letter or statement; or
(d) a utility bill, but NOT a mobile telephone bill.

9.10 A check on the Environment Agency's website shall be made that the details of the waste carriers licence provided in the application are correct.

9.11 BCP Council may consult other persons regarding the suitability of an applicant, including but not limited to:

(a) any other Local Authority;
(b) the Environment Agency;
(c) an Officer of a Police Force;
(d) HM Revenue and Customs;
(e) Trading Standards;
(f) BCP Council's Community Enforcement Team.

10. Application procedure

10.1 The application form as shown at Appendix B is available from the Licensing Team, or BCP Council's website. It contains details of all of the information and documentation that will be required to submit the application - https://www.bournemouth.gov.uk/Business/Licensing/ScrapMetalDealersAct2013.aspx

10.2 Guidance notes on how to complete the application are also available and shown at Appendix B.

10.3 The application for a collectors licence only allows a business or individual to operate only within the Bournemouth, Christchurch and Poole area therefore applicants wishing to operate across borders will be required to obtain a further collectors licence from the relevant local authority where they wish to collect and sell.

Term of Licence/Renewal

10.4 A licence is valid for three years beginning from the date it is issued.

10.5 If a licence is renewed, the licence expires at the end of another three year period continuing from the date of renewal.

Variation of Licence

10.6 A licence may be varied from one type to another. A variation application must be made to reflect changes to:

(a) Site Licence – the name of the licensee, the sites and the site manager
(b) Collectors Licence – the name of the licensee

10.7 The variation can amend the name of the licensee but cannot transfer the licence to another person, this would require a new application for a site or collectors licence.

10.8 A variation application must be made to the issuing authority and contain particulars of the changes to be made to the licence.

10.9 Any change of trading name must be notified to BCP Licensing Authority within 28 days of the change.

Revocation of Licence/Imposition of Conditions

10.10 BCP Licensing Authority may revoke a scrap metal licence if it is satisfied that the licensee does not carry on the business of scrap metal dealing at any of the sites identified in the licence.

10.11 BCP Licensing Authority may revoke a licence if it is satisfied that a site manager named in the licence does not act as a site manager at any of the sites identified in the licence.

10.12 BCP Licensing Authority may revoke a licence if it is no longer satisfied that the licensee is a suitable person to carry on business as a scrap metal dealer and shall have particular regard to any relevant offences and enforcement action.

10.13 If the licensee or any site manager named in a licence is convicted of a relevant offence, BCP Licensing Authority may vary the licence by adding one or more of the following conditions:

10.13.1 That any dealer must not receive scrap metal except between 09:00 hours and 17:00 hours on any day.

10.13.2 That all scrap metal received must be kept in the form in which it is received for a specified period, not exceeding 72 hours, beginning with the time when it is received.

10.14 A revocation or variation comes into effect when no appeal is possible in relation to the revocation or variation, or when any such appeal is finally determined or withdrawn.

10.15 If BCP Licensing Authority considers that the licence should not continue in force without conditions, it may by notice provide:

(a) that, until a revocation comes into effect, the licence is subject to one or both of the conditions set out in paragraph 10.13, or

(b) that a variation under this paragraph comes into effect immediately.

10.16 All licences issued by BCP Licensing Authority pursuant to the Act remain the physical property of BCP Licensing Authority and must be returned as required on expiry or revocation of the relevant licence.

10.17 Action may be taken for the recovery of any licence not returned as required by BCP Licensing Authority and any such action may be taken into account in relation to any future application for a licence.

11. Fees

11.1 The application fees are set by BCP Licensing Authority on a cost recovery basis and are reviewed every 5 years. Any fee set will take into account guidance from the Secretary of State.

12. How to use this policy

12.1 This policy should be used in conjunction with the following documents:

Scrap Metal Dealers Act 2013
http://www.legislation.gov.uk/ukpga/2013/10/contents/enacted

Scrap Metal Dealers Act 2013 - Guidance on Determining Suitability to Hold a Scrap Metal Dealers Licence
https://www.gov.uk/government/publications/determining-suitability-to-hold-a-scrap-metal-dealers-licence

Scrap Metal Dealers Act 2013 – Supplementary Guidance
https://www.gov.uk/government/publications/scrap-metal-dealers-act-2013-supplementary-guidance

13. Roles and responsibilities

13.1 Where there are uncontested applications, or where there are no questions about the suitability of the applicant, the determination should be dealt with by BCP Licensing Authority's Licensing Officers.

13.3 Contested applications where there is relevant information from any of the consultees, or queries regarding an applicant's suitability, revocation of a licence or the imposition of conditions shall be presented to the Licensing Sub-Committee.

14. Enforcement and sanctions

14.1 As with any licensing or regulatory system, it is first and foremost the responsibility of the business to ensure that they comply with the legislation; and the role of the enforcement agencies are to ensure that they are doing so, either through the provision of advice and improvement support or ultimately through fines and legal action.

14.2 Sections 10 – 15 of the Scrap Metal Dealers Act 2013 set out requirements for the correct conduct of the business which must be complied with. These are set out in detail at Appendix A.

Right of Entry and Inspection

14.3 A Police Officer or an authorised Officer of BCP Council may enter and inspect a licensed site at any reasonable time on notice to the site manager.

14.4 Entry without notice would occur, if:

(a) Reasonable attempts to give notice have been given and failed, or

(b) entry to the site is reasonably required for the purposes of ascertaining whether the provisions of the Act are being complied with or investigating offences under it and, in either case, the giving of notice would defeat that purpose.

14.5 14.3 and 14.4 do **NOT** apply to residential premises.

14.6 A Police Officer of an authorised Officer of BCP Council must provide evidence of their identity, and evidence of their authority to exercise these powers, if requested by the owner, occupier, or other person in charge of the premises.

APPENDIX A

SCRAP METAL DEALERS ACT 2013 - OFFENCES AND PENALTIES

SECTION	OFFENCES	MAX PENALTY
1(3)	Carrying on the business as a scrap metal dealer without a licence	Level 5
8(9)	Failure to notify the authority of any changes to details given with application	Level 3
10(3)	Failure to display site licence or collectors licence	Level 3
11(6)	Receiving scrap metal without verifying persons full name and address	Level 3
11(7)	On delivery of scrap metal, providing a false name and address	Level 3
12(4) and (6)	Buying scrap metal for cash	Level 5
13 and 15(6)	Failure to keep records regarding receipt of metal	Level 5
14 and 15(6)	Failure to keep records regarding disposal of metal	Level 5
15(3), (4) and (6)	Failure to keep information and records for a period of 3 years	Level 5
16(3)	Obstruction to right of entry or failure to produce records	Level 3
Schedule 1		
3(5)	Failure to notify changes to a licence	Level 3
5	Makes or recklessly makes a false statement in a response to a request for further information	Level 3

Level 3 = £1,000
Level 5 = Unlimited

APPENDIX B

APPLICATION FORM

Scrap Metal Dealers Act 2013
Application for a Scrap Metal Licence

Please write legibly in **BLOCK CAPITALS** and ensure that your answers are inside the boxes. All questions must be answered. Incomplete applications will not be processed. You may wish to keep a copy of the completed form for your records.

SECTION 1. (for all applicants)
Please indicate the type of licence you are applying for (please tick): A site licence ☐ A collector's licence ☐
Are you applying as (please tick): An individual ☐ A company ☐ A partnership ☐
Please state your trading name:
Is this application for a grant of a new licence or a renewal (please tick the relevant box): Grant of a new licence ☐ Renewal of an existing licence ☐ Variation of an existing licence ☐ Variation of an existing licence (change of site manager) ☐ If 'yes' please provide your existing licence number:
SECTION 2. Permits, registrations and licences in force
Please provide details of any relevant environmental permit, exemption or registration (such as a scrap metal dealer or a motor salvage operator) in relation to the applicant: Type: Identifying number: Date of issue: Type: Identifying number: Date of issue: Continue on a separate sheet if necessary
Please provide details, including licence number, of any other scrap metal licence issued by any authority to the applicant within the last 3 years (please use a continuation sheet if necessary):
Are you registered as a waste carrier with the Environment Agency? (please tick) Yes ☐ No ☐

If 'yes' please provide your carrier's registration number:	
SECTION 3. TO BE COMPLETED IF APPLYING FOR A SITE LICENCE **N.B - A site licence authorises the licensee to carry on business at a site in the authority's area. You can apply to licence multiple sites using this form.**	
Details of prospective licence holder	
Title (please tick): Mr ☐ Mrs ☐ Miss ☐ Ms ☐ Other ☐ (please state):	I am 18 years old or over. Please tick Yes ☐ No ☐ Date of Birth:
Surname:	Forenames:
Position/Role in the business:	
I attach a Basic Disclosure Certificate[1]: Yes ☐ No ☐ If you do not provide a disclosure certificate your application may be delayed or rejected.	
Contact details (we will use your business address to correspond with you unless you indicate we should use your home address)	
Business Address: Head office name or house name or number: First line of address: Town/City: Postcode:	Telephone numbers: Daytime: Evening: Mobile:
Home address: House name or number: First line of address: Town/City: Postcode	Email address (if you would prefer us to correspond with you by email): Please note that you must still provide us with a postal address

[1] Further information about Basic Disclosure Certificates are set out in the explanatory notes accompanying this form.

SITE DETAILS - Please list the details for each site where you propose to carry on business as a scrap metal dealer in this local authority area. If you operate more than two sites in the area please provide details for each site on a continuation sheet. [N.B - If the applicant operates multiple sites within a licensing authority area, provision should be made for more than one site manager]	
Full address of each site you intend to carry out business as a scrap metal dealer:	Site manager(s) details (if different from the applicant):
Site 1 Name or number: First line of address: Town/City: Postcode: Telephone number: Email address: Website address:	Name: House name or number: First line of address: Town/City: Postcode: Date of Birth: ***Basic Disclosure*** **certificate attached:** Yes ☐ No ☐ [2]
Site 2 Name or number: First line of address: Town/City: Postcode: Telephone number: Email address: Website address:	Name: House name or number: First line of address: Town/City: Postcode: Date of Birth: ***Basic Disclosure*** **certificate attached:** Yes ☐ No ☐

[2] If you do not provide a disclosure certificate issued for named persons by issued no more than three months before the date of this application your application may be delayed or rejected.

PARTNERSHIPS - (If you are applying as a partnership, please provide the following details in respect of each partner – where there are more than two partners then please use a continuation sheet)	
Full name: Date of birth: Residential address: ***Basic Disclosure*** **certificate attached:** Yes ☐ No ☐ [3]	Full name: Date of birth: Residential address: ***Basic Disclosure*** **certificate attached:** Yes ☐ No ☐
COMPANIES - (If you are applying as a company please provide the details set out below about the company)	
Company name: Registered Company number: Address of the registered Company office:	
Please provide the following details for each director(s), shadow director(s) and company secretary where these are different from the applicant and site manager(s) – where necessary please use a continuation sheet.	
Role: Name: Date of Birth: House name or number: First line of address: Town/City: Postcode: ***Basic Disclosure*** **certificate attached:** Yes ☐ No ☐ [4]	Role: Name: Date of Birth: House name or number: First line of address: Town/City: Postcode: ***Basic Disclosure*** **certificate attached:** Yes ☐ No ☐

[3] If you do not provide a disclosure certificate issued for named persons by issued no more than three months before the date of this application your application may be delayed or rejected.

[4] If you do not provide a disclosure certificate issued for named persons by issued no more than three months before the date of this application your application may be delayed or rejected.

Please provide details of any site in the area of any other local authority at which the applicant carriers on business as a scrap metal dealer or proposes to do so:

Address:

Postcode:

Please name the local authority which has licensed this site, or to whom applications have been made if before commencement of the Scrap Metal Dealers Act 2013:

Please continue on a separate sheet of paper if necessary.

Only applicable to sites established after 1 November 1990

Do you have planning permission? (please tick)

Yes ☐ No ☐

Do you also intend to operate any mobile collection vehicles from these sites?

Yes ☐ No ☐

If yes, please describe the arrangements for how these vehicles will operate:

SECTION 4. TO BE COMPLETED IF APPLYING FOR A COLLECTOR'S LICENCE
N.B - A collector's licence authorises the licensee to carry out business as a mobile collector in the authority's area only.

Details of prospective licence holder

Title (please tick):	I am 18 years old or over. Please tick
Mr ☐ Mrs ☐ Miss ☐ Ms ☐ Other ☐	Yes ☐ No ☐
(please state):	Date of Birth:
Surname:	Forenames:

I attach a Basic Disclosure Certificate issued [5]:

Yes ☐ No ☐

If you do not provide a disclosure certificate your application may be delayed or rejected.

[5] Further information about Basic Disclosure Certificates are set out in the explanatory notes accompanying this form.

Contact details (we will use your business address to correspond with you unless you indicate we should use your home address)	
Business Address: House name or number: First line of address: Town/City: Postcode:	Telephone numbers: Daytime: Evening: Mobile:
Home address: House name or number: First line of address: Town/City: Postcode:	Email address (if you would prefer us to correspond with you by email): Please note that you must still provide us with a postal address

Where will scrap metal that has been purchased be stored before further disposal?

House name or number:

First line of address:

Town/City:

Postcode:

Will not be stored ☐

How many vehicles do you intend to operate under this licence if your application is granted?

Where will the vehicle(s) be kept when not in use?

Please submit a current passport photo with application ☐

SECTION 5. MOTOR SALVAGE (For all applicants)

Will your business consist of acting as a motor salvage operator? This is defined as a business that:

• wholly or in part recovers salvageable parts from motor vehicles for re-use or re-sale, and then sells the rest of the vehicle for scrap;

• wholly or mainly involves buying written-off vehicles and then repairing and selling them off; and,

• wholly or mainly buys or sells motor vehicles for the purpose of salvaging parts from them or repairing them and selling them off.

(please tick) Yes ☐ No ☐

SECTION 6. BANK ACCOUNTS THAT WILL BE USED FOR PAYMENTS TO SUPPLIERS (For all applicants)

Please provide details of the bank account(s) that will be used to make payment to suppliers, in accordance with s12 of the Scrap Metal Dealers Act 2013. If more than two bank accounts will be used, please use a continuation sheet.

Account name: Sort code: Account number:	Account name: Sort code: Account number:

SECTION 7. PAYMENT (For all applicants)

How do you wish to make payment for your scrap metal dealer's licence? (please tick)

Cheque (please make payable to "Bournemouth Borough Council" ☐
Credit or Debit Card (please telephone 01202 451180 to arrange payment) ☐

SECTION 8. CRIMINAL CONVICTIONS (For all applicants)

Have you, any listed partners, any listed directors, or any listed site manager(s) in this application ever been convicted of a relevant offence or been the subject of any relevant enforcement action? (Please see list of relevant offences).

Yes ☐ No ☐

If 'yes' you must provide details for each conviction, the date of the conviction, the name and location of the convicting court, offence of which you were convicted and the sentence imposed:

SECTION 9. DECLARATION (For all applicants)

The information contained in this form is true and accurate to the best of my knowledge and belief. I understand that if I make a material statement knowing it to be false, or if I recklessly make a material statement which is false, I will be committing an offence under Schedule 1 Para 5 of the Scrap Metal Dealers Act 2013, for which I may be prosecuted, and if convicted, fined.

I understand that the local authority to whom I make my application may consult other agencies about my suitability to be licensed as a scrap metal dealer, as per section 3(7) of the Scrap Metal Dealers Act 2013, and that those other agencies may include other local authorities, the Environment Agency, the Natural Resources Body for Wales, and the police.

I understand that the purpose of the sharing of this data is to form a full assessment of my suitability to be licensed as a scrap metal dealer. I also understand that the sharing of information about me may extend to sensitive personal data, such as data about any previous criminal offences. Some details will also be displayed on a national register, as required by the Scrap Metal Dealers Act 2013. I hereby expressly consent to this processing of my data and display of relevant information on the public register.

Signed: Date:

Print Name:

Checklist: Information to be submitted with application.

*All supporting evidence and identification must be originals **not** photocopies.*

Basic Disclosure – of all parties if a company (dated within last 3 month) ☐

Photographic I/D of all applicants - (passport, driving licence) ☐

Evidence of Home Address – (bank statement, council tax bill, etc) ☐

Evidence of Bank details – (bank statement etc.) ☐

Passport Photograph (Collectors Only) ☐

Appropriate Fee Site Licence £755.00 ☐
Collectors £540.00

Completed application to:

BCP Council
Licensing Team
Town Hall Annexe
St Stephen's Road
Bournemouth
BH2 6EA

Data Protection – PLEASE READ THIS NOTICE CAREFULLY

We will use the information you provide in this form and in any supporting documents to process and determine your application for a licence. The information will be held on file and on an internal database, and such public documents as we may be required to maintain.

The information supplied may be passed to other bodies, including law enforcement agencies and government departments, as allowed by law. We may check information you have provided, or information that another person has provided, with other information we hold. We may also obtain information about you from, or provide information to, organisations such as government departments, law enforcement agencies, other local authorities and private sector organisations such as banks, insurance companies or legal firms, to verify the accuracy of information, prevent or detect crime, or protect public funds.

We will not give your information to anyone else, or use information about you for other purposes, unless the law requires us to.

Assistance with completing your application for a scrap metal dealer's licence

If you need more help in completing the application, then call Licensing team on 01202 451180.

SECTION 1 – FOR EVERYONE

This section asks if you are applying for a collector's licence or a site licence. You may only apply for one type of licence in each council area, but you can apply to run multiple sites. For instance, you could apply to run 3 sites in council A's area, and also apply to be a collector in council B's area.

A **site licence** lets you buy and sell scrap metal from a fixed location within the BCP Council area.

A **collector's licence** allows you to travel within BCP Council area to collect scrap metal. You may not take this metal back to a site that you run within the council area in order to sell it.

SECTION 2 – FOR EVERYONE

In order to carry on your business, you may need to hold other environmental permits or licences that we should know about. For instance, if you carry waste as part of your business it is a legal requirement to register as a waste carrier. This includes transporting waste while travelling from job to job, to a storage place for disposal later, or to a waste disposal company or waste site. For more information on this, or to register call: 03708 506506 or visit: www.environment-agency.gov.uk/wastecarriers

This section also asks for details of any other scrap metal licences you hold. Please make sure you include the licence number so that we can check this against the national register.

SECTION 3 – FOR SITE LICENCES

Fill out this section if you want a **site licence**. It should be filled out in the name of the person who will hold the scrap metal dealer's licence. As well as details about you and your business, we will also need details of any directors or partners involved in the business including their home address. We also need to know the address of the site or sites you want the licence for, as well as the details of each site manager responsible for that site. These details are required by law and also so that you can be contacted if there are any problems.

You and every person listed on the application form needs to submit a Basic Disclosure Certificate. You can apply for this certificate at https://www.apply-basic-criminal-record-check.service.gov.uk/

Possessing a conviction may not automatically prevent you from having a licence if the offence was unrelated to being a scrap metal dealer or a long time ago.

A Basic Disclosure Certificate is considered to be only valid for 3 months, but can be used to apply to as many councils as you require within that time.

There is not much space on the form, so if you need to list more than one site manager, director, or partner, then please continue on a separate piece of paper setting out the details in the same way as the form.

A **site manager** is the person who will be in charge of the site on a daily basis. You will probably need a different site manager for each site on the licence.

A **director** or **partner** is someone who has or shares legal responsibility for the operation of the company, including filing returns at Companies House.

We also want to know if you operate or propose to operate a site in another local authority area, along with details of this site, the council which has licensed it or to whom you have applied for a licence.

If your site(s) were established after 1990, then you are required to have planning permission from the council. You will need to tell us if this is the case, and it will be checked with the council planning department.

SECTION 4 – FOR A COLLECTOR'S LICENCE

Fill out this section if you want a **collector's licence**. It should be filled out in the name of the person who will hold the scrap metal dealer's licence. You are asked to provide contact details, including the place where you live, so that we can get in touch with you if necessary.

You need to submit a Basic Disclosure Certificate along with the application form. You can apply for this certificate at:
https://www.apply-basic-criminal-record check.service.gov.uk/

Possessing a conviction may not automatically prevent you from having a licence if the offence was unrelated to being a scrap metal dealer or a long time ago.

A Basic Disclosure Certificate is considered valid for up to 3 months, but can be used to apply to as many councils as you require within that time.

We also ask for the place where you will store any collected scrap metal before taking it to a licensed site to dispose of it. Note that you are not allowed to sell or buy metal at this storage site and doing so is an offence. This may be a licensed site that you operate in another council area.

You will need to ensure that all your vehicles are roadworthy and are properly taxed, insured and otherwise meet the legal requirements to be on the road.

We require a current passport size photo as we will produce a personal licence identity card.

SECTION 5 – MOTOR SALVAGE OPERATOR

This section asks if you will be salvaging motor vehicles as part of your work. The Scrap Metal Dealers Act 2013 brings together the Scrap Metal Dealers Act 1964 together with Part 1 of the Vehicles (Crime) Act 2001, which means you now only need a scrap metal dealer's licence.

SECTION 6 – BANK ACCOUNTS THAT WILL BE USED FOR PAYMENTS TO SUPPLIERS

This section asks you for the bank details which you will use to pay people for the scrap metal you receive or sell. This is to check that you are not selling the metal for cash, which is illegal. These details will be kept securely by and are a legal requirement of the application.

SECTION 7 – PAYMENT

There is a fee to apply for a licence. The fee varies from council to council as it reflects their costs of processing the form and checking that people are doing what the licence requires. Applications cannot be accepted unless the correct fee has been paid.

SECTION 8 – CRIMINAL CONVICTIONS

This section asks you to set out any relevant convictions or enforcement activity that has been undertaken against you by the Environment Agency or Natural Resources Wales. It is an offence under the Scrap Metal Dealers Act 2013 to make or recklessly make a false statement. The information listed here will be checked against the Basic Disclosure Certificate from Disclosure Scotland that you are required to submit with the application, along with information retained by the police and the Environment Agency or Natural Resources Wales.

SECTION 9 – DECLARATION

The person who will hold the scrap metal dealer's licence needs to sign and date the declaration, as do the other people named on the form. This section also explains that the council has to share some of these details with the police, Environment Agency, or Natural Resources Wales when checking whether the applicant(s) is a suitable person to hold a licence. Some of the information will also be displayed on a public register.

If you do not agree to this use of your information, then you should **not** sign the form. If you are in any doubt about what this section means, then speak to the licensing team.

APPENDIX B

RELEVANT OFFENCES

Certain criminal convictions are considered relevant under the Scrap Metals Dealers Act 2013 and are set out in the list below. The full list can also be viewed at http://www.legislation.gov.uk/uksi/2013/2258/made

If an applicant has any relevant offences these will be taken into account when the local authority evaluates if the applicant is a suitable person to carry on as a scrap metal dealer.

PART 1
Primary Legislation

(a) An offence under section 1, 5, or 7 of the Control of Pollution (Amendment) Act 1989
(b) An offence under section 170 or 170B of the Customs and Excise Management Act 1979, where the specific offence concerned relates to scrap metal
(c) An offence under section 110 of the Environment Act 1995
(d) An offence under sections 33, 34 or 34B of the Environmental Protection Act 1990
(e) An offence under section 9 of the Food and Environment Protection Act 1985
(f) An offence under section 1 of the Fraud Act 2006, where the specific offence concerned relates to scrap metal, or is an environment-related offence
(g) An offence under section 146 of the Legal Aid, Sentencing and Punishment of Offenders Act 2012
(h) An offence under sections 327, 328 or 330 to 332 of the Proceeds of Crime Act 2002
(i) Any offence under the Scrap Metal Dealers Act 1964
(j) Any offence under the Scrap Metal Dealers Act 2013
(k) An offence under sections 1, 8,9,10, 11, 17, 18, 22 or 25 of the Theft Act 1968, where the specific offence concerned relates to scrap metal, or is an environment-related offence
(l) Any offence under Part 1 of the Vehicles (Crime) Act 2001
(m) An offence under sections 85, 202, or 206 of the Water Resources Act 1991

PART 2
Secondary Legislation

(a) An offence under regulation 38 of the Environmental Permitting (England and Wales) Regulations 2007
(b) An offence under regulation 38 of the Environmental Permitting (England and Wales) Regulations 2010
(c) Any offence under the Hazardous Waste (England and Wales) Regulations 2005
(d) Any offence under the Hazardous Waste (Wales) Regulations 2005
(e) An offence under regulation 17(1) of the Landfill (England and Wales) Regulations 2002
(f) Any offence under the Pollution Prevention and Control (England and Wales) Regulations 2000
(g) Any offence under the Producer Responsibility (Packaging Waste) Regulations 2007
(h) Any offence under the Transfrontier Shipment of Waste Regulations 1994
(i) Any offence under the Transfrontier Shipment of Waste Regulations 2007
(j) Any offence under the Waste (Electrical and Electronic Equipment) Regulations 2006
(k) An offence under regulation 42 of the Waste (England and Wales) Regulations 2011

*** See note below**

*NOTE: If the applicant or any site manager has been convinced of a relevant offence, BCP Licensing Authority may include in the licence one or both of the following conditions:

1. That the dealer must not receive scrap metal except between the hours of 09:00 and 17:00 on any day.

2. That all scrap metal received must be kept in the form in which it is received for a specified period, not exceeding 72 hours, beginning with the time when it is received.

Cabinet

Report subject	**Housing Development Scheme - Cynthia House (Cynthia Close, Poole)**
Meeting date	16/12/2020
Status	Open Report
Executive summary	This paper brings forward the recommendation of the award of a new contract to the preferred bidder for the delivery of works on the Cynthia House site. These works will deliver the demolition of the current empty building and construction of 22 new council homes at affordable rents and shared ownership comprising 10 houses and 12 flats within the HRA. These homes will help to deliver much needed Council housing across Poole and will be built to the Passive House Institute (PHI) Low Energy Building standard ensuring the highest quality build and impact on local lives
Recommendations	**It is RECOMMENDED that Cabinet recommends that Council:** **a) Approve a £4.543 million scheme to redevelop Cynthia house to provide 22 new homes.** **b) Approve the financing of the scheme including £3.019 million of prudential borrowing, £1.096 million of Right to Buy Receipts and £428k of capital receipts from the shared ownership element of the scheme.** c) **Approve the award of the construction contract to the preferred bidder**.
Reason for recommendations	The award of this contract will enable the delivery of the previously agreed scheme on this site and ensure that much needed Council housing can be delivered

Portfolio Holder(s):	Councillor Robert Lawton
Corporate Director	Kate Ryan
Contributors	Su Spence, Chief Executive, PHP Trevor Roffe, Head of Housing Delivery, PHP Lorraine Mealings, Director of Housing, BCP
Wards	Newtown and Heatherlands
Classification	For Decision

Background

The site and previous decisions

1. The land owned by the council within the Housing Revenue Account presents real opportunities for use to meet the council's strategic objectives. For the delivery of council housing this means that there should be and is constant review of current sites to ensure that best use is being achieved.

2. During 2016, Poole Housing Partnership (PHP), an Arms Length Management Organisation (ALMO) and the Borough of Poole undertook a review of the current stock with particular focus on the sheltered schemes. The review sought to understand future demand requirements, relative efficiency of current sites and referenced intelligence from other providers to challenge thinking and approaches. Overall, the review was positive but did identify a number of sites where housing was not felt to be fit for purpose or the most efficient use of the site. The outcomes led to the re-designation programme that was delivered throughout 2017 and 2018 and the proposal to redevelop the Cynthia House site.

3. Cynthia House is a standalone site on Cynthia Close that comprises 38 bedsits, 1 flat and a common room. It is part of a wider scheme that has a further 4 bungalows and 34 one-bedroom flats set within 2 storey blocks. While the properties across the wider scheme are popular and remain so, the use of the House was subject to long void times with the allocation of bedsits difficult. In April 2018 Cynthia House had 5 void properties, 1 having been vacant since November 2017 and having been advertised 16 times.

4. In June 2018 the Borough of Poole Cabinet agreed the following recommendations

- That the Cynthia House site should be redeveloped in order to support the delivery of affordable general needs housing
- That Cabinet approve funding of £115k to develop the project design to enhanced RIBA stage 3 (planning application) and RICS Formal Cost Plan 1
- That Cabinet sets aside a provision of £315k in order to fund the home loss payments to enable the project to move forward at pace and with the right support in place for all affected residents, but that these are subject to portfolio holder approval to release
- That these costs be funded from the Housing Revenue Account capital programme
- That officers will bring forward detailed plans for approval by council of the final scheme

5. Following approval from the Borough of Poole, PHP has progressed plans for the re-development of the site and completed the decant of residents to other sheltered schemes across Poole.

6. The decant process took place throughout 2018 and 2019 and supported residents to move to accommodation that met their need. Following the closure of the common room in the House and in line with recommendations from the wider sheltered review the full sheltered scheme covering Cynthia Close was also re-designated as general needs accommodation.

7. Once the decant of the House was completed the building was secured and utilities were disconnected. A programme of asbestos removal was also undertaken in order to support the reduction of risk and costs for the re-development programme construction and ensure that full site surveys could be completed.

Proposed development

8. The development proposal for the site seeks to reflect the housing demand across Poole as demonstrated by the Housing Needs register. Demand for low cost family homes across BCP remains high with 1000+ households currently on the Poole register. PHP worked closely with colleagues in the council Housing Options team to develop a site configuration that could best meet current demand and support overall needs.

9. The proposed scheme will deliver 10 x three bedroom (6 person) houses and 12 x one and two bedroom flats, providing 102 bed spaces in total. This mix

of build types will ensure that much needed 3 bedroom homes can be delivered while seeking to maximise overall bed space numbers across the site. The scheme will deliver a mixed tenure approach with rented properties let at affordable rent levels and some made available for purchase via shared ownership and managed within the Housing Revenue Account.

10. In line with the strategic objectives of the council and the Climate and Ecological Emergency the scheme will be built to the PHI Low Energy Building Standard that will deliver the highest energy efficiency levels possible using the approved planning design. This approach will include the use of Low Carbon Air Source Heat pumps delivering a 300-400% energy efficiency vs a 95% efficient gas boiler. The scheme will also be an early adopter of the Governments no-gas initiative to reduce the use of fossil fuels in the domestic sector which will be implemented in new build developments from 2025. The homes will achieve excellent thermal insulation properties and cost effective heating providing residents with high levels of comfort and low fuel costs.

11. The development will be a pilot to deliver the first 'passiv haus formally certificated. Other schemes have been built to high energy efficient fabric first standards without formalising the accreditation.

12. We will consider how best to deliver the emerging sustainability priorities of BCP Council in the future delivery programme

Feasibility works and planning application

13. PHP has worked closely with the council to develop a scheme that meets the needs of the site, is complimentary with the current surrounding residential accommodation and meets wider planning objectives. The site has been de-risked with the disconnection of the utility services and the removal of asbestos products. While no further land contamination has been identified this always remains a risk and there is a further retained risk of drainage levels on the site being too low to connect to the existing infrastructure. This would mean that the existing pumping station would be retained for drainage of foul water for part of the site.

13. PHP has completed all necessary planning surveys including but not limited to:

- Ecology
- Drainage
- Energy Statement and design
- PHI design modelling.
- Arboriculturist

- Contaminated land
- Asbestos
- Noise
- Contaminated land

14. The Planning application for the proposed scheme was considered at Planning Committee on 30th April 2020 and received full approval.

Procurement approach

15. Following receipt of Planning permission PHP tendered the works for delivery on site. These works were tendered though the BCP procurement portal and meet all BCP financial regulations.

16. An open tender approach was undertaken with the OJEU notice published on 11th June 2020 and return date of 19th August 2020.

17. PHP received 5 compliant bids and these were evaluated by the relevant teams, comprising BCP officers PHP officers and the Employers Agent for this scheme Rider Levett Bucknall (RLB).

18. The bidder's submissions were scored against a 60:40 quality/price evaluation matrix. The preferred bidder scored first on quality and a very close third on price. It is recommended to award the construction contract to the preferred bidder to the value of £3.806m.

Alternative options

19. Alternative options considered and dismissed were –

20. Market disposal of the site

    Market disposal of the site was considered. However, this option did not guarantee the delivery of more much needed council housing and therefore was dismissed.

21. Use as Move On Accommodation

    The site has been considered as part of national government proposals to deliver move on accommodation for rough sleepers over the next 4 years. This option was dismissed after initial investigations confirmed changes could not be delivered by March 2021 and the level of costs to be incurred to refurbish the site did not represent value for money in light of its proposed temporary use.

22. Refurbishment / Continuation as sheltered accommodation

This option was considered as part of the April 2018 decision to decant and re-develop the building. The overall costs to refurbish the building to deliver fit for purpose and desirable accommodation was estimated as £2.2m. The approach was rejected as this would significantly reduce the number of units and bed spaces and not provide accommodation that reflected demand from the Housing Register.

Work is currently underway to help shape the future housing delivery strategy for how the Council builds on its own land and factors such as tenure type, delivery model and sustainability standards will form part of these considerations.

Summary of financial implications

23. The overall cost of the scheme is expected to be up to £4,543 m. This is comprised of the following costs:

	£ 000s
Scheme Costs	
Construction Costs	3,806
Construction contingency – 5% of cost	190
Fees and other costs	547
Total scheme cost	**4,543**
Funded by:	
Capital Funding – 1 for 1 Right to Buy Receipts	1,096
Capital Receipt – Shared Ownership	428
Prudential Borrowing	3,019
Total scheme funding	**4,543**

Fees and other costs of £547k include £430k pre scheme design costs, services disconnection, asbestos surveys and removal works, PHI Energy modelling assessments and home loss and moving costs. These costs were previously approved by Cabinet.

24. Construction costs are based on tendered values rather than estimates. A further 5% contingency is included within estimated capital outlay to cover the risk of unforeseen spend.

25. The scheme will be funded from using £1,096k retained 1 for 1 Right to Buy receipts, £428k sale proceeds from Share Ownership units and £3m prudential borrowing.

26. The £1,096k Right to Buy (RTB) receipts is is the maximum that can be applied to the project. RTB receipts are restricted to the affordable housing elements of the project and cannot be applied to the shared ownership components. The use of RTB receipts ensures they are retained for investment locally rather than paid back to the national government. The availability of Homes England grant will be explored and utilised if this achieves a higher income stream that can offset the use of HRA reserves.

27. The scheme will also offer to market 6 x two bed flats as shared ownership. These are expected to achieve a capital receipt of around £428k. Capital receipts are assumed to arise very close to practical completion of the development and are therefore treated as a funding source towards capital outlay (reducing prudential borrowing required). The remaining £3m capital spend will be funded from Prudential borrowing.

28. Estimated long term cash flows presented in Appendix Two forecast net annual cash surplus from the first year of completion. This is after provision has been made for both capital and interest borrowing repayments as well as management, maintenance and major repair costs and an adjustment to forecast rental income in respect of void costs. Any potential capital growth has been ignored for the purposes of this modelling. Over the 50-year scheme life, cumulative cash surpluses of £7.7m are forecast.

29. Appendix Three sets out the financial appraisal assumptions supporting the capital outlay and 50-year cashflow forecast. The Council is also in the process of completing a wider benchmarking exercise, with the assistance of comparable local authorities, to ensure ongoing relevance and appropriateness of core assumptions applied.

Financial Risks

30. It is proposed that the new housing units retained by the HRA will be rented at ‘affordable rent’ levels, for which the Council has reasonable assurance over rental income streams for the next 50 years. Forecast cashflows assume modest annual inflationary increases in rental income of 2.5% per annum from year 1 (CPI + 1%). Additional provision is made for voids at 2% of gross residential rent per annum.

31. Ongoing operational spend (property letting and management, service costs and general repairs and maintenance spend) are allowed for within the model on a standard £/unit basis. The £/unit values used are based on historic financial data and are therefore considered to be accurate. Annual inflation at 2.5% is applied to reflect increases in these costs over the 50-year period. In addition, allowance is made for major repairs across the housing development, from the first year of development.

32. Under s11(6) of the Local Government Act 2003, local authorities are required to spend retained Right to Buy (RTB) receipts within three years. This is limited, however, to no more than 30% of the cost of a replacement home (whether through acquisition or new build). Where a local authority is unable to spend receipts within three years they are to be returned to the Ministry of Housing, Communities and Local Government (MHCLG), together with interest of 4% above base rate. The financial risk to the Council of having to return unspent RTB receipts is reduced by applying £1,096k (30% of affordable housing capital outlay) of RTB receipts received as funding for this scheme.

Prudential Borrowing

33. The Council can borrow under the Prudential Code as long as it is affordable and can be repaid over the life of the asset. The proposed scheme assumes £3,019k of prudential borrowing repaid over 50 years. The use of 50 years reflects the estimated useful economic life of the asset.

34. The financial modelling assumes the use of flexible short-term funding (at an interest rate of 3.5%) during the construction period before entering into a long-term arrangement (at an interest rate of 3.5%). The 3.5% interest rate has been used as a matter of prudence for the financial modelling. It has the benefit of creating additional risk premium to mitigate the risk of potential fluctuations in long term cashflow projections.

35. In March 2020, HM Treasury announced a new Public Works Loan Board (PWLB) HRA lending rate of 100 basis points below standard PWLB rate (1.64% at today's rate). The difference between 3.5% Invest to Save rate and 1.64% PWLB HRA rate is £2m risk premium allowance. Risk Premium that is budgeted but ultimately not required will increase availability of HRA Reserves used for future housing developments.

36. Ultimately the decision to borrow will be a treasury management decision based on the overall financial position of the Council.

37. Furthermore, any funding will only be drawn down when required and not in advance of need.

Taxation and State Aid

38. A tax evaluation has not been undertaken as this is a newbuild housing scheme and will be zero rated. Any VAT incurred on construction cost will be fully reclaimable as the spend will relate to the statutory function of the Council.

39. State Aid would be involved where the council is using its own resources to support a third party in a manner which skews competition. As in this case the council's resources are being used to undertake work on it's own behalf (i.e. BCP Council will still own the assets once built) then there is no grant. Monies being paid to PHP for managing the contract/project & to the successful contractor for carrying out the work do not constitute aid as the council is receiving goods & services to the same value as the money being expended.

Value for money

40. The preferred bidder's construction price reflects a cost equivalent to £1,964 per square metre which is already comparable with other schemes developed elsewhere within BCP council for homes of this type, built to building regulation standard. Therefore, when considering the homes within this development will meet the enhanced PHI Low energy building standard for the same construction price, the council can be confident the development will deliver value for money. Particularly as previous build cost assessments to help establish the likely financial impact of achieving an enhanced PHI standard have led to estimated build cost increases of between 10 to 20%.

41. The schemes total development delivery cost of £4.543m has also been assessed against the current housing market in Dorset. As part of that process a full RICS valuation report has been carried out by Fox Property Consultants, assessing both the rental and market sale value of the property mix on the development. The RICS market sale values have been used to determine the Gross Development value (GDV) of the site. At these current market sale price the completed value of the homes will deliver a GDV of circa £5.115m which equates to a £572k surplus.

42. In addition, the investment of these enhanced environmental standards will lead to lower maintenance costs across the life time of the properties as well as avoid retro fitting costs in future years to meet the national government target of zero emissions by 2050. To demonstrate this further we also modelled the variance in energy cost and carbon reduction for the space heating in the new houses. We compared the performance of the PHI low energy building standard against the same house built to the conventional Building Regulations Standard. This resulted in a 73% reduction in energy consumption cost per year and a carbon reduction of 1.436 Tonnes. Therefore, the enhanced PHI build for the full development scheme would provide an additional carbon reduction of circa 26.36 Tonnes per year.

43. The delivery of new Council housing also has many unidentified social value advantages. The provision of secure affordable accommodation will allow those households currently facing precarious housing need to be more secure and provide a basis for managing other aspects of their life. This security will allow households to better access the job market, provide consistency for children and enhances mental health. All of which support the delivery of more prosperous, healthy and economically active individuals across the conurbation.

44. The project could also benefit from a post project review to demonstrate transparency and support a ‘lessons learnt’ culture to aid future development projects.

Summary of legal implications

45. The site is currently held in the Housing Revenue Account (HRA).

46. Section 9 of the Housing Act 1985, Part II, provides the power for the Council to build and provide affordable housing accounted for within the Housing Revenue Account (HRA).

47. Section 1 of the Local Government Act 2003 gives the Council power to borrow for any purpose relevant to its functions.

48. The Council needs to comply with all relevant procurement requirements, including the Public Contracts Regulations 2015 (if applicable) in undertaking the proposals contained within this Report. A procurement exercise has been undertaken to ensure these requirements are met.

49. The placing of a new contract over £1m requires Cabinet and council approval and as such is brought forward for decision.

50. If grant funding is subsequently required then the terms of any funding agreement will require review.

Summary of human resources implications

51. The scheme will be delivered by the PHP Development Team. There is good expertise within this team having delivered a number of new build sites over the past 5 years. The scheme is within current resource planning assumptions.

52. From a legal service point of view resourcing may be affected in preparing the physical contract, conveyancing for the shared ownership leases (is this to be outsourced) and review of the grant agreement (if required)

Summary of environmental impact

53. The ecology survey identified an area to be retained for wildlife on the south east boundary of the site. This will include creation of hedgehog walkways and the installation of bat boxes on the houses and flats with southern elevations. An Ecological Clerk of the Works has been appointed for the duration of the build process.

54. The scheme will be built to the PHI Low Energy Building Standard that will deliver a fabric first design approach to the highest energy efficiency levels possible using the approved planning design. This approach will include the use of Low Carbon Air Source Heat pumps delivering a 300-400% energy efficiency vs a 95% efficient gas boiler. The scheme will also be an early adopter of the Governments no-gas initiative which will be implemented in new build developments from 2025. The homes will achieve excellent thermal insulation properties and cost-effective heating providing residents with high levels of comfort and low fuel

Summary of public health implications

55. None identified

Summary of equality implications

56. The scheme will provide housing for those identified as most in need and on the current Housing Register. As such the scheme will benefit those who are deemed to have needs that are not being met or are financially disadvantaged. A copy of the EINA is included Appendix four.

57 Properties will be constructed to fully meet Building Control Approved Document Part M Volume 1 (Dwellings; M4; category 2 accessible and adaptable dwellings). However, the Council actively considers the provision of all categories, with Category 1 & 3 dwellings on other schemes in the conurbation. Lifetime Homes is a standard requirement in the Employers Requirements (BCP Specification) to be provided where practicable. Category 2 (as is being provided) is the Building Regulations equivalent to the Lifetime Homes Standard.

Summary of risk assessment

58 Rising construction costs

The tender process identifies a fixed cost price for the project and risks rest with the construction company to manage any supply chain price changes. The project is also supported by an Employers Agent who will advise on current market position and understand wider issues emerging.

59 Fall in housing needs

A fall in housing needs is not anticipated and there is significant backlog of households requiring the housing planned to be able to replace any reduced demand emerging.

60 Delivery of build within a COVID secure workforce

The tender process required the contractor to demonstrate how all health and safety requirements (including those emerging from the COVID pandemic) will be managed. Any additional costs (based on the government's current guidelines) emerging from distancing or revised timelines to ensure that trades are delivered separately have formed part of the tender bid.

61 Impact on residents of the build

Local residents have been consulted regarding the design and delivery of the build and will receive regular updates. A resident liaison coordinator will be in place to identify any emerging issues and seek solutions with the contractor to ensure that the build does not disrupt local living conditions too greatly.

Background papers

62 BoP Cabinet Report June 2018 – Outline Business Case for Development of Cynthia House Sheltered Housing Scheme

Appendices

1. Income and expenditure summary.
2. Long term cash forecast (LTCF)
3. Appraisal assumptions
4. Equality impact needs assessment (EINA)
5. Health and safety assessment tool (HSAT)
6. Environmental impact checklist
7. Cynthia development plan

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Appendix 1 - Cynthia House Housing Development: HRA Income and Expenditure

		Rented Affordable	Shared Ownership	Whole Scheme
	Number of Homes	16	6	22
	Prudential Borrowing Period	50	50	50
		£000s	**£000s**	**£000s**
Scheme Costs				
Works	Demolition	82	20	102
	£1,964 per sqm	2,978	726	3,704
		3,060	746	3,806
	5% Contingency	153	37	190
Fees and other costs		440	107	547
	Total Scheme Cost	3,653	890	4,543
Scheme Funding				
Capital Receipt - Shared Ownership		-	428	428
Capital Funding - 1 for 1 Right to Buy Receipts		1,096	-	1,096
Prudential Borrowing - additional borrowing		2,557	462	3,019
	Total Scheme Funding	3,653	890	4,543
	Net Cost	0	0	0

Cynthia House Development LTCF
Appendix 2

Long-Term Cashflow	Year	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Gross Residential Rent		(183,979)	(188,579)	(193,293)	(198,125)	(203,078)	(208,155)	(213,359)	(218,693)	(224,161)	(229,765)	(235,509)	(241,396)	(247,431)	(253,617)	(259,958)	(266,457)	(273,118)
Service Charges		(6,558)	(6,722)	(6,890)	(7,063)	(7,239)	(7,420)	(7,606)	(7,796)	(7,991)	(8,191)	(8,395)	(8,605)	(8,820)	(9,041)	(9,267)	(9,499)	(9,736)
Void Loss & Write Offs		3,745	3,839	3,564	3,653	3,744	3,838	3,934	4,032	4,133	4,236	4,342	4,451	4,562	4,676	4,793	4,913	5,036
Gross Rent after allowance for Void Loss & Write Offs		**(186,792)**	**(191,462)**	**(196,620)**	**(201,535)**	**(206,574)**	**(211,738)**	**(217,031)**	**(222,457)**	**(228,019)**	**(233,719)**	**(239,562)**	**(245,551)**	**(251,690)**	**(257,982)**	**(264,432)**	**(271,042)**	**(277,818)**
Management & Maintenance Costs		22,537	23,101	23,725	24,318	24,926	25,549	26,188	26,842	27,513	28,201	28,906	29,629	30,370	31,129	31,907	32,705	33,522
Major Repairs		21,986	22,426	22,875	23,332	23,799	24,275	24,760	25,255	25,761	26,276	26,801	27,337	27,884	28,442	29,011	29,591	30,183
Annual operational spend		**44,524**	**45,527**	**46,599**	**47,650**	**48,725**	**49,824**	**50,948**	**52,098**	**53,274**	**54,477**	**55,708**	**56,966**	**58,254**	**59,571**	**60,918**	**62,296**	**63,705**
Net Income before debt repayment		**(142,269)**	**(145,935)**	**(150,020)**	**(153,885)**	**(157,849)**	**(161,914)**	**(166,083)**	**(170,359)**	**(174,745)**	**(179,242)**	**(183,854)**	**(188,585)**	**(193,436)**	**(198,411)**	**(203,514)**	**(208,747)**	**(214,113)**
Repayment of Borrowing (principal + interest)		128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711
Cash outflow / (inflow)		**(13,558)**	**(17,224)**	**(21,310)**	**(25,174)**	**(29,138)**	**(33,203)**	**(37,373)**	**(41,649)**	**(46,034)**	**(50,531)**	**(55,144)**	**(59,874)**	**(64,725)**	**(69,701)**	**(74,803)**	**(80,036)**	**(85,403)**
Cumulative cash outflow / (inflow)		**(13,558)**	**(30,782)**	**(52,092)**	**(77,266)**	**(106,405)**	**(139,608)**	**(176,981)**	**(218,629)**	**(264,663)**	**(315,194)**	**(370,338)**	**(430,212)**	**(494,938)**	**(564,638)**	**(639,441)**	**(719,477)**	**(804,880)**

Cynthia House Development LTCF
Appendix 2

Long-Term Cashflow	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Gross Residential Rent	(279,946)	(286,945)	(294,118)	(301,471)	(309,008)	(316,733)	(324,651)	(332,768)	(341,087)	(349,614)	(358,354)	(367,313)	(376,496)	(385,909)	(395,556)	(405,445)	(415,581)	(425,971)
Service Charges	(9,979)	(10,229)	(10,485)	(10,747)	(11,015)	(11,291)	(11,573)	(11,862)	(12,159)	(12,463)	(12,774)	(13,094)	(13,421)	(13,757)	(14,101)	(14,453)	(14,814)	(15,185)
Void Loss & Write Offs	5,161	5,290	5,423	5,558	5,697	5,840	5,986	6,135	6,289	6,446	6,607	6,772	6,942	7,115	7,293	7,475	7,662	7,854
Gross Rent after allowance for Void Loss	**(284,764)**	**(291,883)**	**(299,180)**	**(306,660)**	**(314,326)**	**(322,184)**	**(330,239)**	**(338,495)**	**(346,957)**	**(355,631)**	**(364,522)**	**(373,635)**	**(382,976)**	**(392,550)**	**(402,364)**	**(412,423)**	**(422,734)**	**(433,302)**
Management & Maintenance Costs	34,361	35,220	36,100	37,003	37,928	38,876	39,848	40,844	41,865	42,912	43,984	45,084	46,211	47,366	48,551	49,764	51,008	52,284
Major Repairs	30,786	31,402	32,030	32,671	33,324	33,990	34,670	35,364	36,071	36,792	37,528	38,279	39,044	39,825	40,622	41,434	42,263	43,108
Annual operational spend	**65,147**	**66,621**	**68,130**	**69,673**	**71,252**	**72,866**	**74,518**	**76,208**	**77,936**	**79,704**	**81,513**	**83,363**	**85,255**	**87,192**	**89,172**	**91,198**	**93,271**	**95,392**
Net Income before debt repayment	**(219,617)**	**(225,261)**	**(231,050)**	**(236,986)**	**(243,074)**	**(249,318)**	**(255,721)**	**(262,287)**	**(269,021)**	**(275,927)**	**(283,009)**	**(290,272)**	**(297,720)**	**(305,359)**	**(313,192)**	**(321,225)**	**(329,462)**	**(337,910)**
Repayment of Borrowing (principal + interes	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711
Cash outflow / (inflow)	**(90,906)**	**(96,551)**	**(102,339)**	**(108,276)**	**(114,364)**	**(120,607)**	**(127,010)**	**(133,577)**	**(140,311)**	**(147,216)**	**(154,299)**	**(161,561)**	**(169,010)**	**(176,648)**	**(184,481)**	**(192,514)**	**(200,752)**	**(209,199)**
Cumulative cash outflow / (inflow)	**(895,787)**	**(992,337)**	**(1,094,677)**	**(1,202,952)**	**(1,317,316)**	**(1,437,923)**	**(1,564,934)**	**(1,698,510)**	**(1,838,821)**	**(1,986,037)**	**(2,140,336)**	**(2,301,897)**	**(2,470,907)**	**(2,647,554)**	**(2,832,035)**	**(3,024,549)**	**(3,225,301)**	**(3,434,500)**

Cynthia House Development LTCF
Appendix 2

Long-Term Cashflow	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Gross Residential Rent	(436,620)	(447,536)	(458,724)	(470,192)	(481,947)	(493,996)	(506,345)	(519,004)	(531,979)	(545,279)	(558,911)	(572,883)	(587,206)	(601,886)	(616,933)
Service Charges	(15,564)	(15,954)	(16,352)	(16,761)	(17,180)	(17,610)	(18,050)	(18,501)	(18,964)	(19,438)	(19,924)	(20,422)	(20,932)	(21,456)	(21,992)
Void Loss & Write Offs	8,050	8,251	8,458	8,669	8,886	9,108	9,336	9,569	9,808	10,053	10,305	10,562	10,826	11,097	11,375
Gross Rent after allowance for Void Loss	**(444,134)**	**(455,238)**	**(466,619)**	**(478,284)**	**(490,241)**	**(502,497)**	**(515,060)**	**(527,936)**	**(541,135)**	**(554,663)**	**(568,530)**	**(582,743)**	**(597,312)**	**(612,244)**	**(627,550)**
Management & Maintenance Costs	53,591	54,930	56,304	57,711	59,154	60,633	62,149	63,703	65,295	66,927	68,601	70,316	72,074	73,875	75,722
Major Repairs	43,970	44,850	45,747	46,662	47,595	48,547	49,518	50,508	51,518	52,549	53,600	54,672	55,765	56,880	58,018
Annual operational spend	**97,561**	**99,780**	**102,050**	**104,373**	**106,749**	**109,180**	**111,666**	**114,211**	**116,813**	**119,476**	**122,200**	**124,987**	**127,839**	**130,756**	**133,740**
Net Income before debt repayment	**(346,573)**	**(355,458)**	**(364,568)**	**(373,911)**	**(383,492)**	**(393,318)**	**(403,393)**	**(413,726)**	**(424,321)**	**(435,187)**	**(446,330)**	**(457,756)**	**(469,473)**	**(481,489)**	**(493,810)**
Repayment of Borrowing (principal + interes	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711	128,711
Cash outflow / (inflow)	**(217,863)**	**(226,747)**	**(235,858)**	**(245,201)**	**(254,782)**	**(264,607)**	**(274,683)**	**(285,015)**	**(295,611)**	**(306,476)**	**(317,619)**	**(329,045)**	**(340,762)**	**(352,778)**	**(365,100)**
Cumulative cash outflow / (inflow)	**(3,652,363)**	**(3,879,110)**	**(4,114,968)**	**(4,360,168)**	**(4,614,950)**	**(4,879,557)**	**(5,154,240)**	**(5,439,255)**	**(5,734,866)**	**(6,041,342)**	**(6,358,961)**	**(6,688,006)**	**(7,028,768)**	**(7,381,546)**	**(7,746,646)**

Appendix 3 - Appraisal Assumptions for Cynthia House Housing Development Scheme

Accommodation Schedule

Description	GIFA	Unit Type
12 Flats	780	2B/4P , 1B/2P
10 Houses	1020	3B/6P
Circulation space	120	
Bin Store	18	
	1938	

Rent Levels ***This scheme will be charged at Affordable Rent level:***

	LHA level for info		80% of Market rent		Affordable Rent capped at LHA
2BF	174.90		**168.00**		**168.00**
1BF	137.74		**148.80**		**137.74**
3BH	218.63		**221.60**		**218.63**

Market rent equivalent including service charges and parking spaces

2BF	210.00
1BF	186.00
3BH	277.00

Service Charges - SO properties only £26.16 per week per property

Build cost £1,964.00 per sq metre

Contingency 5% additional build contingency (£190k)

Void Loss 1%

Write Off of Bad Debts 1%

Management & Maintenance 12.5% of rental income

Major Repairs Depreciation calculated and cost applied to cashflow from practical completion, this contributes to Major Repairs Reserve

Loan interest rate % 3.5% Short term; 3.5% Long term

Loan term and type 50 year annuity

On costs/Fees element	Amount
Arbo report	£ 437.00
Architects fee (up to planning)	£ 19,650.00
Asbestos R&D testing	£ 6,480.00
Noise survey	£ 950.00
CIL and Heathland mitigation	£ 10,046.00
Disturbance cost to leaseholders	£ -
Demolition inc notices	inc. in construction costs
Design review panel, pre-app, Consultation	£ -
Development Team	£ -
Ecological survey and BMP	£ 250.00
Employers Agent fee	£ 9,193.73
Fire consultant	£ -
Ground investigation	inc. in SE
Contaminated land survey	£ 695.00
Energy assessment/SAPS calcs	£ 1,070.00
Landscape consultant	£ -
Royalties to Magna Housing (If modular construction selected)	£ -
M+E Engineer	£ 6,577.25
Security	£ -
Principle Designer	inc. in Architect fees
Planning application fee	£ 10,189.00
Structural Engineer and Drainage	£ 8,210.00
Topographical	£ 980.00
Tree protection and plan	£ -
Utilities and sustainability assessment	£ -
Valuation	£ -
Updated reports for planning	£ -
sub-total	**£ 74,728**

Appendix 3 - Appraisal Assumptions for Cynthia House Housing Development Scheme

On costs/Fees element	Amount	
Electric disconnection	£	5,620.92
Gas Disconnection	£	7,113.20
VM disconnections	£	2,462.07
BT Disconnections	£	998.33
Asbestos Removal	£	25,355.00
sub-total	**£**	**41,549.52**
Grand total	**£**	**116,277.50**

Note: On costs/fees are split by number of units to each financial appraisal

Equality Impact Needs Assessment

The Diversity Promise – *Better for all*

1. Title of Policy/Service/Project	Development at Cynthia House, Poole
2. Service Unit	Housing (Development)
3. Lead Responsible Officer and Job Title	Fred Allott, Building Surveyor
4. Members of the Assessment Team:	Trevor Roffe, Head of Asset and Development
5. Date assessment started: 6. Date assessment completed:	23th September 2020 30th September 2020

About the Project:

7. What type of project is this? New build housing project
8. What are the aims/objectives of the policy/service/project? (please include here all expected outcomes) To provide additional sustainable affordable housing. The completed project will provide much needed additional social rented housing within the conurbation. The project will provide an increase in job opportunities within the construction sector during the construction phase. The scheme will generate a long-term surplus to the Housing Revenue Account.
9. Are there any associated services, policies or procedures? No

10. List the main people, or groups of people, that this policy/service/project is designed to benefit and any other stakeholders involved?

    This project will benefit singles/couples/families which are either homeless or they may live in unsuitable or under/over occupied housing.

11. Will this policy/service/impact on any other organisation, statutory, voluntary or community and their clients/service users?
    No.

Consultation, Monitoring and Research

Where there is still insufficient information to properly assess the policy, appropriate and proportionate measures will be needed to fill the data gaps. Examples include one-off studies **or** surveys **or** holding informal consultation exercises to supplement the available statistical and qualitative data.

If there is insufficient time before the implementation of the policy to inform the EINA, specific action points will need to be clearly set out in the action plan. Steps must include monitoring arrangements which measure the actual impact and a date for a policy review.

Consultation:

12. What involvement/consultation has been done in relation to this (or a similar) policy/service/project and what are the results?

Consultation with the Housing Portfolio Holder on the strategic approach to new council owned affordable housing has been held: Ward Councillor and Portfolio Holder consultation on this individual scheme has been completed; and relevant council staff and have been briefed. Local residents have been consulted by letter and PHP held an engagement meeting at Trinidad Village to discuss the proposed design plans prior to the planning application being submitted. Residents also had opportunity to comment during the formal planning application process.

13. If you have not carried out any consultation, or if you need to carry out further consultation, who will you be consulting with and by what methods?

N/A

Monitoring and Research:

14. What data, research and other evidence or information is available which is relevant to this EINA?

The unit type and mix has been informed from housing register statistics including the number of applicants on the housing register and the average waiting time. The completed units will be let and managed on the same basis as our existing housing stock and all EINA's and other policies which apply to our existing stock will apply to these new units.

15. Is there any service user/employee monitoring data available and relevant to this policy/service/project? What does it show in relation to equality groups?

Annual CORE data and resident surveys.

Admission for new residents to the scheme will be by objective eligibility criteria, which will be operated and monitored by Dorset Home choice and Locata, who undertake property allocations for the Council to ensure that the properties are let to those in housing need.

16. If there is a lack of information, what further information do you need to carry out the assessment and how are you going to gather this?

N/A

Assessing the Impact

	Actual or potential positive benefit	Actual or potential negative outcome
17. Age	Admission for new residents to the scheme will be by objective eligibility criteria, which will be operated by Housing Solutions, who undertake property allocations for the Council to ensure that the properties are let to those in housing need.	There will be no loss of existing provision for other client groups as a result of this project.
18. Disability	Properties will be constructed to Building Control Approved Document Part M (ADM) of the Building Regulations to provide accessible and adaptable dwellings. All 22 properties will be constructed to ADM Category 2 providing accessible and adaptable dwellings.	The Council actively considers the provision of category 1 (visitable dwellings) & 3 (wheelchair user dwellings) on other schemes in the conurbation.
19. Gender	Properties will be eligible for all eligible applicants on the housing register.	No issues regarding gender have been identified but this factor will be considered and monitored along with any service user identified needs.
20. Gender reassignment	Properties will be eligible for all eligible applicants on the housing register.	No issues regarding gender reassignment have been identified but this factor will be considered and monitored along with any service user identified needs.
21. Pregnancy and Maternity	Properties will be eligible for all eligible applicants on the housing register.	No issues regarding pregnancy and maternity have been identified but this factor will be considered and monitored along with any service user identified needs.
22. Marriage and Civil Partnership	Properties will be eligible for all eligible applicants on the housing register.	No issues regarding marriage and civil partnership have been identified but this factor will be considered and monitored along with any service user identified needs.
23. Race	Properties will be eligible for all eligible applicants on the housing register.	No issues regarding race have been identified but this factor will be considered and monitored along with any service user identified needs.

	Actual or potential positive benefit	Actual or potential negative outcome
24. Religion or Belief	Properties will be eligible for all eligible applicants on the housing register.	No issues regarding religion or belief have been identified but this factor will be considered and monitored along with any service user identified needs.
25. Sexual Orientation	Properties will be eligible for all eligible applicants on the housing register	No issues regarding sexual orientation have been identified but this factor will be considered and monitored along with any service user identified needs.
26. Any other factor/ groups e.g. socio-economic status/carers etc	Properties will be eligible for all eligible applicants on the housing register.	No other issues have been identified but these factors will be considered / monitored along with any service users identified needs.
27. Human Rights	Will facilitate Article 11 of the International Covenant on Economic, Social and Cultural Rights – the right of everyone to an adequate standard of living for themselves and their family, including adequate food, clothing and housing.	No human rights issues have been identified but these factors will be considered / monitored along with any service users identified needs.

Stop - Any policy which shows actual or potential unlawful discrimination must be stopped, removed or changed.

28. If impacts have been identified include in the action plan what will be done to reduce these impacts, this could include a range of options from making adjustments to the policy to stopping and removing the policy altogether. If no change is to be made, explain your decision:

The affordable rented properties will be available to all eligible applicants on the housing register.

Action Plan

Include:

- What has/will be done to reduce the negative impacts on groups as identified above.
- Detail of positive impacts and outcomes
- The arrangements for monitoring the actual impact of the policy/service/project

29. Issue identified	Action required to reduce impact	Timescale	Responsible officer	Which Business Plan does this action link to e.g. Service Equality Action Plan/Team Plan
No negative issues identified				

Health & Safety Assessment Tool

Completed by

Name	Fred Allott
Business Unit	Housing Development
Date	23 September 2020

Please save this document to your computer and complete by entering your responses in the boxes provided. Information about the HASAT is available on BIZ within the Corporate H&S pages. When complete please email to **health.safety@bcpcouncil.gov.uk**

1	Name of Project
Cynthia House Housing Project	

2	Project Number
DN451484	

6	Is this project notifiable under the CDM Regulations 2015
YES	

7	Aspects of the project Please see the HASAT guidance template on the 2nd tab of this document.			
	ITEM	**YES**	**NO**	**COMMENTS**
1	Risk Assessment	YES		Appropriate RAMS will be produced by the successful bidder which will remain a live document for the duration of the project. Any RAMS which are task specific will feed into the main document. This will be managed by the successful bidder. All bidders have had to conform to mandatory H&S questions which have been verified by BCP Procurement and PHP Development Team.

2	Contractors	YES		PHP are recommending the Preferred Bidder (PB) to be appointed as the main contractor. The PB have ** direct employees. PB plan to sub-contractor most aspects of the build process. PHP have checked the sub-contractor appointment and monitoring process during the tender exercise. PB have an excellent track record of procuring and managing sub-contractors by way of demonstrable evidence provided in their return.
3	Manual Handling	YES		The PB will reduce manual handling on site by delivering materials just in time (JIT) where practicable i.e. the delivery of the structural timber frame will be delivered and erected on the same day to prevent double handling. PB will sign up to the CCS and fulfil their duties as principal designers and principal contractor as specified in CDM15
4	Fire Safety Impacts	YES		The PB will reduce fire risks on site with hot works certificates, appropriate storage and disposal of materials, plant and power tools will be maintained and checked before every use. PHP's fire safety manager and D&WFRS will be key stakeholders on the project and consulted throughout the design and build process
5	Working at Heights	YES		WaH will be reduced during the demolition process by using machines operated at ground to level the building. During the construction process WaH will be reduced by MMC offsite construction. PB have a rigorous quality assurance process which they have evidenced during the tender process. PHP have employed RLB as employers agent who will complete periodic audits on the build process to ensure high standards are maintained
6	Accident recording	YES		The PB will record accidents and near missed in lie with their CDM15 obligations. The accident book will be available in the site file for review when inspections by BCP, PHP, RLB, CCS or any other stakeholders who need to view during a site visit/inspection
7	CDM Notification to the HSE	YES		The PHP Employers Agent will produce an F10 for HSE
8	Requirement of continued monitoring	YES		The PB will monitor their workforce and save the data in the contract file for review by BCP, PHP, RLB, CCS or any other stakeholders

9	Need for specialist equipment / tools	YES		Specialist equipment will be operated and maintained in accordance with the manufacturers specifications.
10	Exposure to hazardous substances	YES		hazardous substances will be stored, catalogued, used and disposed of in line with COSHH requirements.

8	Please provide a list of all persons, who have been consulted regarding H&S for this project
Employers Agent- Alex Dennison (RLB). Architect & Principle Designer (up to RIBA stage 4)- Paul Walker-Jones (MAL). Principal Contractor - (TBC). Building Control - LABC/NHBC	

CORPORATE HEALTH & SAFETY SECTION	
Is a 'Advanced Health & Safety Assessment' required.	
Comments from H&S Advisor	
No comments required	
SIGN OFF BY CORPORATE HEALTH & SAFETY	
ASSESSED BY ADVISOR	
DATE	

Appendix 7

Environment Impact Checklist for all Cabinet Reports

Issue: Housing Development at **Cynthia House, Poole**
Meeting Date: TBC.
Accountable Manager: Trevor Roffe, Head of Asset and Development
Impact Assessor: Fred Allott ☎ 01202 26 44 01 ✉ fred.allott@bcpcouncil.gov.uk

Key	
+	Balance of positive Impacts
?	Balanced or unclear impacts
-	Balance of negative impacts
n/a	Not applicable

Impact Criteria	Impact	Comments
Natural resources impact on use of natural resources – for example energy, water, raw materials	?	The redevelopment of this site will have a slightly negative effect on the use of natural water resources due to the new developments increased occupancy level. However, other natural energy resources are likely to be reduced due to the much higher thermal efficiency of the new building fabric and low energy heating/hot water design usage. The tender documents encourage the use of local labour and materials and generate economic benefit for the town.
Bio-diversity protects and improves wildlife and habitats	+	There is a small wildlife area on the original Cynthia House site that is being retained as part of the new development. A specialist Ecology Consultant has been employed to manage the impact of the construction work. Additional bird houses and bat boxes are to be installed across the new development site.
Waste and pollution effects on air, land and water from waste and emissions	+	The removal of the 39 bedsit flats with gas central heating to be replaced with 22 homes using low carbon heating and hot water solutions will have an ultimate positive impact on the air, land and water from waste and emissions.

Council Priority and Objectives for Improving our Environment: • Reduce traffic congestion • Improve street scene • Improve recycling & energy management • Respond to climate change • Improve quality of existing space	?	The new Cynthia House development will create 33 new unallocated parking spaces which will reduce the impact on local residents who won't lose their spaces. There are great transport links and bicycle parking. The new houses and flats will provide an improved street scene compared to the existing block of flats. The scheme look and design layout is popular with local residents Cynthia House will recycle as a minimum 20% of demolition spoils back into the build process. Low carbon heating will reduce energy consumption Cynthia House will be built to Low Passive House Standards with Low Carbon Heating solutions. This will drive down C02 emissions. The space will be configured better than before allowing residents to enjoy their individual or communal garden space and off-road parking. The existing communal garden at Cynthia House was not used by residents and became overgrown and unsightly.
Quality of environment contribution to safe and supportive environments for living, recreation and working	+	New, high quality passive house buildings on this site could make a positive contribution to the quality of the environment. The development of new homes on the site will improve natural surveillance of the area, contributing to a safer environment. The new homes are being built to modern space standards providing occupants with improved safety, health and wellbeing. Low carbon heating and HW will reduce C02 emissions as a comparison between the existing block and the new development. There is a recreation ground and park located close to the site The site is well located with good transport links to the town centres of Poole and Bournemouth

CABINET	
Report subject	**Quarter 2 Budget Monitoring 2020-21 and Medium-Term Financial Plan (MTFP) Update Report**
Meeting date	16 December 2020
Status	Public
Executive summary	This report includes 2020/21 budget monitoring information for the end of September 2020 and progress made over the autumn in closing the MTFP budget gap for 2021/22 and future years. The projection for the 2020/21 revenue account is a balanced position after Covid-19 pressures, mitigation action and other budget variances are reflected. The pressures due to the pandemic have grown since the November report with further government support also received. The drawdown of resilience reserves to balance the year is projected at £0.6 million. The updated 2020/21 annual projections for reserve movements, the capital programme and housing revenue account (HRA) are also included in the report. Financial planning has progressed over the autumn with the aim of closing the previously identified budget gap for next year of £13.4 million. This report provides the progress made in updating the MTFP, including the refinement of pressures, savings, and assumptions based on the latest information available. The current plan is showing a residual gap to close for next year of £10.3 million. Work is now progressing to establish final proposals to enable a balanced and lawful budget for 2021/22 to be set in February 2021.
Recommendations	**It is RECOMMENDED that:**
	Cabinet: **a) Note the current budget position for 2020/21.** **b) Approve £310,000 of additional investment expenditure within children's services to support the service improvement plan during 2020/21 as set out in paragraph 32.** **c) Approve the application of £365,000 additional investment during 2020/21 in the new administrations 100-day plan as set out in paragraph 73.** **d) Note an additional £350,000 investment in the transformation programme to support development**

	of smarter staff structures. **e) Note the additional £251,000 investment in the Estates and Accommodation Project in 2020/21 as approved by Council on the 24 November 2020.** **f) Approve capital virements as set out in paragraph 107.** **g) Note progress made in developing a balanced, robust and lawful budget for 2021/22.** **h) Approve the continuation of the current Local Council Tax Support Scheme (LCTSS) into 2021/22 as set out on paragraphs 148 to 150.** **Council:** **a) Approve the capital virement as set out in paragraph 108.** **b) Approve the refinancing of £4.8 million historic infrastructure spending via CIL and S106 funds to support the 2021/22 budget position as referenced in paragraphs 140 to 142 and Appendix D1** **c) Approve the Discretionary Business Rates Relief policy of BCP Council as set out in paragraphs 151 to 155 and appendix E**
Reason for recommendations	• To comply with accounting codes of practice and best practice which requires Councils to regularly monitor the annual budget position and have a rolling multi-year MTFP. • To provide and update on progress of the financial strategy to support the delivery of a balanced budget for 2021/22.
Portfolio Holder(s):	Councillor Drew Mellor, Leader, Finance & Transformation
Corporate Director	Graham Farrant, Chief Executive
Report Author	Adam Richens: Chief Finance Officer and Director of Finance adam.richens@bcpcouncil.gov.uk
Wards	Council-wide
Classification	For Decision

Background

1. In February 2020 Council agreed the annual general fund net revenue budget of £283 million, a capital programme of £106 million and the net use of reserves of only £0.5 million. Budgets were also agreed for the housing revenue account (HRA).
2. In June 2020 the first budget monitoring report for 2020/21 considered the estimated impact from the Covid-19 lockdown and assumed recovery period and a mitigation strategy to rebalance the budget. This included finding new savings and using reserves.

3. The second budget monitoring report in November provided updated annual projections for the 2020/21 revenue account, including further pressures from the pandemic, additional government grant support (including for a proportion of lost income) and other net budget pressures. This reduced the projected use of reserves from the £10.7 million projected in June to £1.9 million.

4. The government announced additional funding support for councils on 12 October with funding allocations confirmed on 23 October for tranche 4 emergency funding of £3.9 million for BCP to support council services in general over the winter. In addition, £1.07 million has been allocated from a Covid Winter Grant Scheme to support families with children, other vulnerable households and individuals up to the end of the financial year.

5. On 16 October the government announced allocations would be made to councils from the Department of Health and Social Care Contain Outbreak Management Fund. The allocation of £3.2 million for BCP at £8 per head of population is to support the second national lockdown from 5 November. Budgets will be increased to support these activities, which include:

   a. Targeted testing for hard-to-reach groups out of scope of other testing programmes.
   b. Additional contact tracing.
   c. Enhanced communication and marketing, for example towards hard-to-reach groups and other localised messaging.
   d. Delivery of essentials for those in self-isolation.
   e. Targeted interventions for specific sections of the local community and workplaces.
   f. Harnessing capacity within local sectors (voluntary, academic, commercial).
   g. Extension/introduction of specialist support (behavioural science, bespoke communications).
   h. Additional resource for compliance with, and enforcement of, restrictions and guidance.
   i. Measures to support the continued functioning of commercial areas and their compliance with public health guidance.
   j. Funding Military Aid to the Civil Authorities (marginal costs only).
   k. Targeted support for school/university outbreaks.
   l. Community-based support for those disproportionately impacted such as the BAME population.
   m. Support for engagement and analysis of regional areas to assess and learn from local initiatives.
   n. Providing initial support, as needed, to vulnerable people classed as Clinically Extremely Vulnerable who are following tier 3/lockdown guidance.
   o. Support for rough sleepers.

   Outcomes will be monitored by government with activities likely to evolve as the lockdown progresses.

6. In addition, on the 2 November the Ministry of Housing, Communities and Local Government (MHCLG) allocated the Council £221,000 to support Clinically Extremely Vulnerable (CEV) individuals during the period on four-week November lockdown. This funding is equivalent to £14.60 per CEV individual on the Shielded Patient List (SPL) for the 28-day period that restrictions are in force and should be used to deliver the activities and outcomes of outlined in the Shielding Framework. This includes the overheads of setting up and managing the local system, contacting CEV individuals,

assessing their food and basic support needs, and facilitating the delivery of that support where necessary, and reporting on the level of support provided.

7. In respect of businesses the Government confirmed on the 3 November that they will provide Councils with a Local Restrictions Support Grant (closed) (LRSG) allocation to make a single mandatory grant for each eligible business that have a rateable value to cover the second national lockdown period, with businesses with more than one qualifying property receiving more than one grant. Eligible businesses are those that have been mandated to close by Government and include non-essential retail, leisure, personal care, sports facilities and hospitality businesses. The rate of payment for eligible businesses will be:

    - For properties with a rateable value of £15k or under, grants to be £1,334 per four weeks.
    - For properties with a rateable value of over £15k and below £51k, grants to be £2,000 per four weeks.
    - For properties with a rateable value of £51k or over, grants to be £3,000 per four weeks.

    Local Authorities will be fully reimbursed for these grants with BCP Council being initial allocated £8.2 million as the Governments estimate as to 90 per cent of the total, we are likely to have to pay out.

8. Further to the LRSG the Council will also receive an Additional Restrictions Grant (ARG) as a single grant allocation based on £20 per head of population for each local authority (£7.9 million for BCP Council) to use to run a discretionary grant scheme, for example to closed businesses that do not have a rateable value or have costs that are significantly higher. Such grants can also be paid to businesses that are severely impacted rather than closed. The allocation can also be used for other direct business support at the discretion of the local authority, for example support for businesses from Growth Hubs. It is important to highlight that the ARG is a one-off payment for Local Authorities paid in financial year 2020/21 but to be used across the two-year period to the 31 March 2022 and will not be renewed.

9. Despite the improved overall budget position shown in the November report, the large and growing overspend within children's services remained a concern. Also, of concern was the overspend within the corporate directorate. This report includes details of the overspends and remedial actions to be undertaken as agreed by the corporate director of children's services and the chief executive.

10. The budget monitoring sections of the report include the latest annual projections for the capital programme, reserves and the HRA.

11. The MTFP covers the years 2021/22 to 2023/24 with a budget gap of £13.4 million for next year reported in November, alongside a set of planning assumptions. The report provided options for closing the gap with a timetable of activity to ensure a balanced budget can be set in February 2021. This report provides the progress made in updating the MTFP to take account of the latest government announcements and most recent work undertaken.

Revenue budget monitoring 2020/21

12. The projected 2020/21 revenue outturn is for a balanced position, after potentially using £0.6 million of the financial resilience reserve as set out below. A summary of the budget position is below.

Figure 1: General Fund – Summary projected outturn as at 31 March 2021

August Variance £m		Approved Resource £m	Covid-19 Pressures £m	Mitigation £m	Other Variances £m	Projected Outturn £m	Projected Variance £m
	Service Budgets						
2.2	Adult Social Care & Public Health	111.1	6.9	(3.7)		114.3	3.2
5.5	Children's Services	61.8	5.2	(0.8)	1.9	68.1	6.3
1.2	Environmental & Community	51.3	4.9	(3.0)	(0.3)	52.9	1.6
19.0	Regeneration & Economy	7.0	21.7	(4.0)	0.5	25.2	18.2
2.2	Resources	32.9	3.2	(1.3)	0.3	35.1	2.2
	100 Day Plan				0.4	0.4	0.4
(0.8)	Furlough of staff			(1.0)		(1.0)	(1.0)
29.3	**Total Service**	**264.1**	**41.9**	**(13.8)**	**2.8**	**295.0**	**30.9**
	Corporate						
	Estates Management				0.3	0.3	0.3
	Smarter Structures				0.4	0.4	0.4
2.1	Investment Property Income	(5.5)	2.4			(3.1)	2.4
	Pensions	5.6				5.6	
	Repayment of debt (MRP)	11.6				11.6	
(0.1)	Corporate Items	0.9			(0.1)	0.8	(0.1)
(0.2)	Interest on borrowings	1.8			(0.2)	1.6	(0.2)
0.1	Treasury Income	(0.3)			0.1	(0.2)	0.1
(2.5)	Contribution to Capital Projects	2.8		(2.5)		0.3	(2.5)
2.5	Contribution to Transformation			2.5		2.5	2.5
(1.2)	Transfer to Reserves	0.9		(1.2)		(0.3)	(1.2)
1.2	Transformation Revenue costs			1.2		1.2	1.2
11.9	Contribution to Reserves for lost Council Tax / NDR		11.9			11.9	11.9
13.8	**Total Corporate**	**17.8**	**14.3**	**0**	**0.5**	**32.6**	**14.8**
(25.2)	Covid-19 Grant		**(29.0)**			**(29.0)**	**(29.0)**
(12.1)	Grant for lost income		**(12.1)**			**(12.1)**	**(12.1)**
5.8	**Total Budget**	**281.9**	**15.1**	**(13.8)**	**3.3**	**286.5**	**4.6**
(1.1)	Contingency	1.2		(1.2)		0	(1.2)
(2.8)	Refinanced capital projects			(2.8)		(2.8)	(2.8)
(1.9)	Financial resilience reserve			(0.6)		(0.6)	(0.6)
0	**Net Budget**	**283.1**	**15.1**	**(18.4)**	**3.3**	**283.1**	**0**

13. The estimated pressures due to the pandemic have increased from £55.5 million gross of government grant (£18.2 million net) in the November report to £56.2 million gross (£15.1 million net) in December. This is largely due to increased costs relating to waste services, temporary housing and staffing costs in adult social care. These additional costs are offset by improved income projections for carparking and seafront due to good trading conditions in early autumn, reduced support to leisure centres, as well as the fourth tranche of covid-19 grant funding of £3.9 million.

14. This latest projection includes £12.1 million of funding from the government to compensate for lost sales, fees and charges. After meeting the first 5% loss of this income in full, losses above this level are funded by government at 75%. This is providing greater stability in the estimated budget impact from the pandemic since the details of the scheme were set out in September.

15. Delivery of the £13.4 million of new service savings identified as part of the June mitigation strategy remains largely on track, with reduced savings relating to learning disability and mental health and the cancellation of plans for a new fun fair. This loss of savings is partially offset by additional savings from furloughed staff.

16. Budget variances unrelated to the pandemic are relatively small at £3.3 million with pressures largely within children's services relating to the front door, SEN team and business support employee costs plus additional central costs in progressing the council's transformation.

17. Monthly reports are continuing to be submitted to MHCLG, with the pandemic pressures shown above in Figure 1 consistent with the November return except for a small number of updated projections, largely as a result new government grants being received.

18. Appendix A1 includes the detail of all 2020/21 projected budget variances greater than £0.1 million with a full revenue summary presented in Appendix A2.

Summary of 2020/21 projected outturn by directorate

19. The following paragraphs summarise the projected 2020/21 budget position for each directorate.

Adult social care net variance £3.2 million

20. The main Covid-19 pressures are support to the care market in the initial part of the financial year of £4.9 million. BCP is receiving £11.5m Infection control grant to help the care sector restrict the movement of staff between care homes and pay staff full wages if they are self-isolating. The government will also provide the care sector with free PPE.

21. In view of the 5 November lockdown and reduced funding for the hospital discharge to assess scheme, mainly around the continued requirement for extended and 7 day week social care cover no longer funded by the NHS, the projections for the Covid-19 related pressures have increased by £0.5 million.

22. Most of the £4.2 million mitigating savings are on course to be delivered as intended. The £0.5 million package of measures, including targeted reviews for people with learning disabilities, remains a challenge at this stage and is included as a pressure.

23. Other movements in the adult social care financial projections include £1.5 million projected pressures in care packages mainly due to additional demand from people with learning disabilities and mental health.

24. The budget projection incudes the costs from the impact of the hospital discharge scheme 1 (HDS1) funding being phased out between September 2020 and March 2021. Due to eligibility and financial assessments outstanding the real impact to the Council's financial position is unclear at this stage as the Council has, following national guidance, commissioned care for self-funders and CHC eligible adults on behalf of the whole health and social care system, as well as people who would be eligible for Council funding. Until this cohort is re-assessed, particularly through the CHC process, is not fully clear how much of these care costs will remain with BCP Council. In addition, the costs of care home placements commissioned during March and April period under emergency hospital discharge arrangements was higher than budgeted costs. This will lead to pressures on the care home budget in this financial year and subsequent years. The further necessity of purchasing an increased level of interim care home beds in the light of pressures on the NHS in November and December due to the pandemic may also lead to a rise in the care home budget in this and future financial years.

25. The projected overspend in care packages is mitigated by additional income from client contributions and deferred payments of £1.7 million which also mitigate other smaller miscellaneous variances.

Children – net variance of £6.3 million

26. The projected in year overspend in Children's at Quarter 2 is mostly due to cost of care and staffing. The total pressure on care is £4.0 million and the forecast overspend in other areas is £2.3 million.

27. The care packages pressure is as a result of both significantly increased cost of some placements due to needs and complexity but also a continued increase in numbers of children being placed into care.

28. Permanent savings of £0.2 million are included for staff restructures across the three service areas and commissioning savings of £0.2 million. There are also other various miscellaneous savings of £0.35 million (£0.1 million a current year only contribution). Total 2020/21 Covid-19 mitigation savings of £0.8 million are on course to be delivered.

29. Staffing pressures continuing from the previous financial year include the social work front door team and business support. The projected overspend on the front door team has increased by £0.35 million since quarter one with the annual projection at quarter two indicating an overspend of £0.85 million. This is due to significant use of agency social workers above vacant establishment posts to clear a significant backlog of cases. The cost of temporary and interim senior posts designed to make rapid improvements in the service is also adding to the overspend on staffing. The cost of interims now exceeds the one-off reserve that was earmarked for this work at budget setting. Additional staffing pressures are also being seen in the significantly under pressure SEN team due to the growing caseload as well as the case management systems team which is engaged in the wider care together programme to establish a single system for the new council.

30. The cost of the recent community food parcel offer which ran for 5 days during the October half term for children eligible for free school meals during term time was less than expected and significantly below £0.1 million. If the same offer is made for the December and spring half term breaks (3 weeks) with greater publicity, the costs would be higher but are now expected to be met from a specific grant from the winter pressures fund from central government.

31. A budget report from the corporate director for children's services to explain the reasons for the overspend and mitigation actions put in place is included in Appendix A3. This report also recommends that additional expenditure of £0.31 million is agreed for 2020/21 to support the implementation of the service improvement plan.

Environment and community – net variance of £1.6 million

32. The November report identified £4.0 million of pressures related to the Covid-19 pandemic. This has now increased to £5.0 million.

33. Waste services are seeing increases due in part to the increased waste tonnages being collected from domestic properties, an increased gate price for recyclates, and the on-going loss of commercial waste income.

34. Within the housing service additional costs for temporary accommodation, subsistence and security arrangements have increased significantly since November, and particularly for security costs. Provision has moved to smaller blocks of accommodation which are greater in number. Making these placements has also affected the amount of housing subsidy the council can claim as some of the accommodation used does not attract full subsidy. The total for all temporary accommodation related costs is additional spend of £5.2 million. This total is mitigated by the receipt of housing benefit and specific grants totalling £3.6 million. The projected expenditure is based on the continuation of the current strategy which is being reviewed. Additional grant bids have been made to support these additional costs to prevent homelessness. There are a small number of pressures relating to telecare and facilities management.

35. The pressures within bereavement relate in the main to the council's share of the cost of providing the mortality support facility at Poole port and in the Dorset Council area. There will also be some impact on the coroner's service due to an increase in the number of inquests and the special measures required when carrying them out, together with the cost of employing agency pathologists.

36. There are also significant pressures within the catering & concessions and parks services as a result of facilities being closed and reduced services. The forecasting of lost income is under constant review.

37. Within communities the reason for the increase in pressures relating to Covid-19 since June is the full year impact of lost licensing and fixed penalty notice income, plus some additional security costs for the town centre.

38. The review of communities' budgets for temporary savings due to Covid-19 can provide £0.1 million of mitigation. Permanent savings relating to service restructures vacant posts and other budget reductions total £0.3 million.

39. The Covid-19 mitigation savings identified by the previous administration within the environment budgets included £0.6 million from the potential to delay to 2021/22 the spend on member priorities relating to climate change, street cleansing, unauthorised encampments and highways maintenance. The budget for street cleansing in Christchurch has been restored through the 100-day plan noted below and shown separately within figure 1 above.

40. The review of all other budgets can save £0.8 million. Included are temporary savings to recognise a level of underspending due to Covid-19 and service decisions to reduce grass cutting. Permanent savings are bringing forward the early harmonisation of charging polices across the area for replacement bins and

rebalancing of waste collection rounds. Other permanent savings include deleting some vacant posts.

41. The review of housing budgets has provided £1.2 million of savings from temporary reductions in spending due to Covid-19 and suspension for one year of the contribution to the rent deposit bad debt provision. There are also savings from staffing changes and reduced back fill of vacancies, some of which will be permanent.

42. The £0.3 million saving from rebalancing the solar panel budget for HRA stock reflects current activity and will be treated as permanent.

43. A number of non-Covid-19 related pressures and savings exist, significantly in waste & cleansing where the anticipated European taxes on recycling in have not yet materialised, there are also anticipated savings in relation to contract negotiations within housing related support although there are some pressures in income budgets identified when closing the first year.

Regeneration and economy – net variances of £18.2 million

44. Whilst there have been some movements, both positive and negative, the overall forecast position has improved similar since the November report.

45. The main Covid-19 pressures in the directorate, as identified in the first monitoring report for the year, continue to be from lost income due to the lockdown period plus a slow recovery, particularly from car parking. Financial support provided to leisure and conference providers remains a significant pressure for the directorate.

46. As previously reported the easing of lockdown during the summer enabled some income streams to recover, particularly car parking and seafront trading. However, this required significant investment in the management of the resort (£1.2 million). Extra measures were put in place to help manage social distancing during this period of high demand with additional cleansing, security, communication and support to residents, businesses and visitors. A number of these measures are now on-going or required to be re-instated due to the second lockdown.

47. The second lockdown during November has created additional pressures in the same income streams. However, a better than anticipated early autumn for both seafront and car parking has helped mitigate this as well as emerging pressures in car parking business rates and the non-realisation of additional income from the planned new funfair, with an overall net improvement of £0.6 million.

48. Income levels remain less than previously anticipated following the reopening of cultural and heritage assets and reduced visitors, particularly at Highcliffe Castle which is more heavily dependent on weddings and events.

49. In meeting its obligations, the council has agreed to provide significant support to our leisure services partners, BH Live and SLM, to help them through the pandemic and there are similar pressures associated with the council run 2RM Christchurch leisure centre. The projected costs from the pandemic have reduced since the November report by £0.5 million to £3.7 million. This is due to the Arts Council England Cultural Recovery Fund support provided to BH Live of £1.5 million being partially offset by additional pressures across all leisure providers from the second period of national lockdown and closure of centres.

50. Car parking income at Upton Country Park has continued to improve due to the new play park attraction and the easing of lockdown enabling it to reopen sooner than forecast. This has reduced the pressure by a further £33,000 to £0.1 million.

51. The net pressures expected in planning and building control services have increased by £85,000 to £1 million as the wider economic impact of Covid-19 unfolds.

52. Major repair work required at the entrance of the Richmond Gardens car park has meant £0.1 million of unbudgeted costs have been incurred creating a new pressure within car parking services.

53. Transport network services continue to have a pressure relating to the traffic light and signalling contract which is £0.1 million more than budget.

54. The costs of journeys relating to Adult Social Care and extra Covid-19 requirements is projected to create a new £0.25 million pressure within fleet services.

55. All previously reported mitigation savings, with the exception of the funfair mentioned above, remain on track as described below.

56. Destination and culture have projected temporary savings arising from the outbreak period at £1.3 million. The cancellation of the air festival has saved £0.3 million. The delay by the previous administration until next year of £150,000 spend on culture as part of members' priorities has been restored by £20,000 through the 100-day plan. Vacant posts and other budgets continue to provide £0.1 million of savings.

57. Development have identified £0.3 million in savings from leaving vacancies unfilled and reduced spend as a result of the outbreak, and £0.3 million from delaying Member priorities.

58. Growth & infrastructure are projecting savings from reduced spend as a result of the outbreak of £0.7 million and unfilled vacancies of £0.5 million.

Resources – net variances of £2.2 million

59. The August variance identified a net overspend of £2.2 million all in relation to the impact of Covid-19. Since then the overall net position has stayed the same.

60. A further £0.2 million of Covid-19 related pressures has been identified. The biggest pressure remains the loss of summons income in relation to council tax and business rates collection. During lockdown courts were closed and although operating now they have yet to supply any court dates to the council which impedes the process of raising summons to taxpayers. This represents a total pressure of £1.1 million. The second period of lockdown confirms our previous assumption that nearly no income will be collected this financial year.

61. Additional pressures in the directorate have been identified in relation to salary pressures associated with the replacement of the Director of Children's and ongoing staffing pressures for customer services. A budget report from the chief executive is included in Appendix A4.

62. A centralised approach to stationery storage, buying and budgets has been implemented for the council which gives the opportunity to achieve savings and aligns with the workstream looking at third party spend within the transformation programme. This has enabled the realisation of projected underspend of £0.1 million.

63. The mitigation savings identified in June are largely on track to be delivered.

Central items

64. Council tax and business rates loss of income remains the most significant pressures in year due to the Covid-19 pandemic, totalling £11.9 million. This remains unchanged from previous projections but is being monitored closely. It is too early to estimate the impact of the arrangements for the second lockdown period or see the full economic consequences from the first, for example, the extent of the increased uptake of the local council tax support scheme.

65. As agreed by Cabinet on the 11 November the estates and accommodation project included additional one-off revenue costs of £0.3 million to support the progress.

66. The council's pay and reward project is budgeted at a cost of £2.1 million and is funded by a specific earmarked reserve. It is currently assumed this reserve will be fully utilised in the 2020/21 financial year on existing commitments with a further £0.4 million required to purchase additional capacity to expedite the process to realise savings sooner. It is proposed that the requested additional £0.4 million is financed within the overall envelope of the 2020/21 Budget with active financial management being undertaken to achieve a balanced or better financial outcome for the financial year. On the assumption of endorsement of this expenditure by the Capital and Transformation Board, the approval of this expenditure should be confirmed is a specific Decision Record from the relevant Corporate Director.

67. The council claim to government for furloughing staff will total £1 million up to the end of October helping the overall position. It is expected that any spare capacity created through service closures will be available to support additional activities required during the second and any further periods of lockdown.

68. The projected annual income from investments has reduced by a further £0.3 million following a review of outstanding rents within the portfolio with greater provision made for bad debts due to the deepening economic crisis.

100 Day Plan

Pride in Place

69. The new administration has clear ambitions to improve the pride in our place focusing on the role of the council and other partners. The emphasis is on anti-social behaviour, community safety and street cleansing. This year has seen significant challenges across these areas. Portfolio-holders, lead councillors and officers are working with partners and stakeholders to discuss priorities and plans to support an enhanced response. An indication of ideas in development include significant additional community safety accreditation scheme (CSAS) resource, CCTV rollout, increased community days of action, enviro-crime enforcement resource, aligned highways and cleansing resource and the development of a new litter bin strategy.

Economy

70. As we look to lead our local economy out of this pandemic significant enhancement of our regeneration capacity at an organisational level, both in terms of place-shaping and housing delivery, are being brought forward including new money directly targeting Christchurch regeneration.

    Additionally, this administration is prioritising a commitment to the exploration of Free Port status in conjunction with partners across the LEP, Bournemouth Airport and Port of Poole.

Other Priorities

71. There are other areas that this administration is bringing forward including mental health provision and investment in culture and the environment.

72. In general, these plans will be set out as part of the February 2021 budget plan for the financial year 2021/22 but consideration has also been given to committing to a level of this expenditure in the current year as shown in figure 2 below:

Figure 2: 100 Day Plan

Service enhancement		Financial implication
Increased cleansing in Christchurch *(Jan to March)*	Introduction of pavement sweeper & sweeper/litter bin emptying/flytip removal support 3 x operatives	£23,595
Increased cleansing general manual cleansing *(Jan to March)*	Reinstatement of previously funded 6 x operatives removed due to lack of designated budget to support manual cleansing functions.	£42,219 + £7,500 vehicle hire and fuel costs
Gully cleansing *(Jan to March)*	Introduction of programmed gully emptying service x 2 operatives to reduce incidences of flooding across the Christchurch locality in line with Bournemouth & Poole. Historically under legacy council arrangements provided on a reactive only basis with the limited exception of the resilience network.	£32,366
Additional management and support for joint tasking and development of a Town Team concept	Development of pilot scheme in Bournemouth Town Centre seeking to improve the experience of visiting Bournemouth town centre for our residents and visitors, support a strong and vibrant retail sector, apply a collaborative and co-ordinated multi agency approach in order that collective resources are maximised.	£12,500 Seeking support from Dorset Police with detached constables supporting.
Rough sleeper locker project	To develop and implement the locker project to provide a storage option for those sleeping on the streets.	£40,000
Empty shops window acetate	Bournemouth and Poole town centre pilots	£20,000 Seeking funding support from the Office of the Police and Crime Commissioner. £4,000 allocation from MHCLG Compliance and Enforcement Grant to support Covid Compliance messaging.

Service enhancement		Financial implication
Fly Tipping Investigation and Enforcement Service	6-month initial pilot with 6-month extension option. Commission fly-tipping investigation and management service. Nil-cost to Council for end to end service. Funded through FPN income.	After month 1, 5% of all revenue generated by FPNs to be paid to BCP Council
Anti - social Behaviour Strategy Development and community safety	Interim support required to begin the development of a long- term strategy for tackling ASB across BCP. Additional CCTV coverage	£20,000 from Communities Base Budget CCTV £26,500
Regeneration	To develop the strategy for Christchurch	£30,000
Tree planting	Creating woodland in One hectare comprising of 1600 trees	£10,000
Free Port development	External support in preparation of our Free Port bid submission	£50,000
Culture	Bringing forward of planned 2021/22 resource	£20,000
Mental Health	Additional mental health worker across MASH and Early Help and further roll out of prevention at scale pilot	£50,000
Total Additional Cost		**£364,680**

Reserves monitoring 2020/21

73. Earmarked reserves have been set aside for specific purposes and these were reconsidered in June in the light of the new financial environment and need to fund the transformation programme which is fundamental to delivering savings at scale.

74. The position in November was that £1.9 million of financial resilience reserves may be needed in 2020/21 to balance the budget. The updated position is for now £0.6 million is required to balance the position.

75. Any financial resilience reserves no longer needed to balance the 2020/21 budget can be used to support the MTFP.

76. These reserves will be held for their original purpose until it becomes clear that they will not be needed to support the revenue budget this year or next, with no expenditure to be incurred without the approval of the corporate management board.

77. Figure 3 below summarises the projected movement in reserves during the current financial year.

Figure 3: Summary of projected movements in reserves

	Balance 1 April 2020	Balance 31 March 2021	Movement
	£m	£m	£m
Earmarked reserves	53.8	28.8	(25.0)
Un-earmarked reserves*	15.4	14.2	(1.2)
Total reserves	**69.2**	**43.0**	**(26.2)**

*These amounts do not include the deficit on the dedicated schools grant

78. The main movement on other earmarked reserves during the year are as follow:

Financial Resilience Reserves

a)	£594k	**Covid-19 Financial Resilience Reserve** Draw down to support overall budget position
b)	(£2,500k)	**Covid-19 Financial Resilience Reserve** Contribution from previous voluntary revenue provision as per Covid-19 report in June 2019

Transition and Transformation Reserves

c)	£1,364k	**Pay & Reward Strategy** Full use of reserve to pay for work on pay and reward strategy
d)	£425k	**Local Government Reorganisation Costs** Full use of reserve to pay for remaining LGR costs
e)	£947k	**Redundancy Reserve** Full use of reserve to pay for actual and potential redundancy costs.

Government Grants

f)	£11,102k	**Covid-19 Grant Tranche 1** Full use of Tranche 1 grant received in March 2020 rolled forward

79. Appendix B provides the detail of projected reserve movements for 2020/21

Dedicated Schools Grant (DSG) 2020/21

80. The DSG is allocated within four expenditure blocks for early years, mainstream schools, central council services and high needs. The aim would normally be to set the DSG budget for a balanced position overall.

81. The council is no longer able to add to the DSG from its own resources with the Department for Education (DfE) imposing a limit on how much funding can be transferred away from mainstream schools to support the high needs budget. Consequently, despite initiatives to reduce expenditure, the high needs budget for 2020/21 was set with a shortfall of £6 million compared with funding available from the DSG. The projection for 2021/22 is for a shortfall of £3.9 million.

82. There is a surplus in 2020/21 of £1 million from the school's funding block after all mainstream schools have received their full national formula allocations. This balance is being held to offset the shortfall from high needs, reducing the annual deficit to £5 million. It is not yet known what level of surplus school's block funding there will be (if any) in 2021/22 to transfer to high needs or remain unallocated to support the deficit. This will be dependent on the DSG settlement in December, updated school data from the October school census and decisions made about the allocation of school block funding.

83. The accumulated deficit at 31 March 2020 was £4.6 million, with the budgeted funding shortfall net of projected in-year variances increasing this to £9.8 million by 31 March 2021. The currently anticipated funding shortfall for 2021/22 will increase the cumulative deficit at March 2022 to £13.7 million.

84. Figure 4 below summarises the projected deficit for the dedicated schools grant over this year and next.

Figure 4: Summary position for dedicated schools grant

	£m
Accumulated deficit 1 April 2020	**4.6**
Budgeted high needs shortfall 2020/21	6.0
School funding block surplus 2020/21	(1.0)
Projected savings on other blocks 2020/21	(0.3)
Projected pressure in high needs block 2020/21	0.5
Projected deficit 31 March 2021	**9.8**
Projected high needs funding shortfall 2021/22	3.9
Projected deficit 31 March 2022	**13.7**

85. The plan to reduce the growth in the number of EHCP's appears to be on target however the average cost of a plan remains greater than the 2020/21 target.

86. The service is scheduled to report progress in reducing the high needs budget at monthly budget overview meetings with reporting to the Department for Education twice a year at regular intervals.

Capital budget monitoring 2020/21

87. The council's budgeted capital investment programme (CIP) covers general fund capital expenditure only. Housing Revenue Account (HRA) related capital spend is reported separately in this report.

88. Members will note the increase in current forecast spend to £128.7 million in comparison with original budget of £105.7m approved by Council in February 2020. This reflects the considerable level of new grant funding the Council has successfully bid for and received this year. Significant changes to original budget are summarised in Figure 5 below:

89. **Figure 5: Amendments to the capital programme**

	£m
Original budget 2020/21	**105.7**
Reprofiling of unspent resource from 2019/20	16.5
Transforming Cities Fund (additional budget)	13.2
Additional Pothole Grant (additional budget)	2.9
Challenge Fund Grant (new budget £2.5m of total £4.2m grant profiled into 2021/22)	1.7

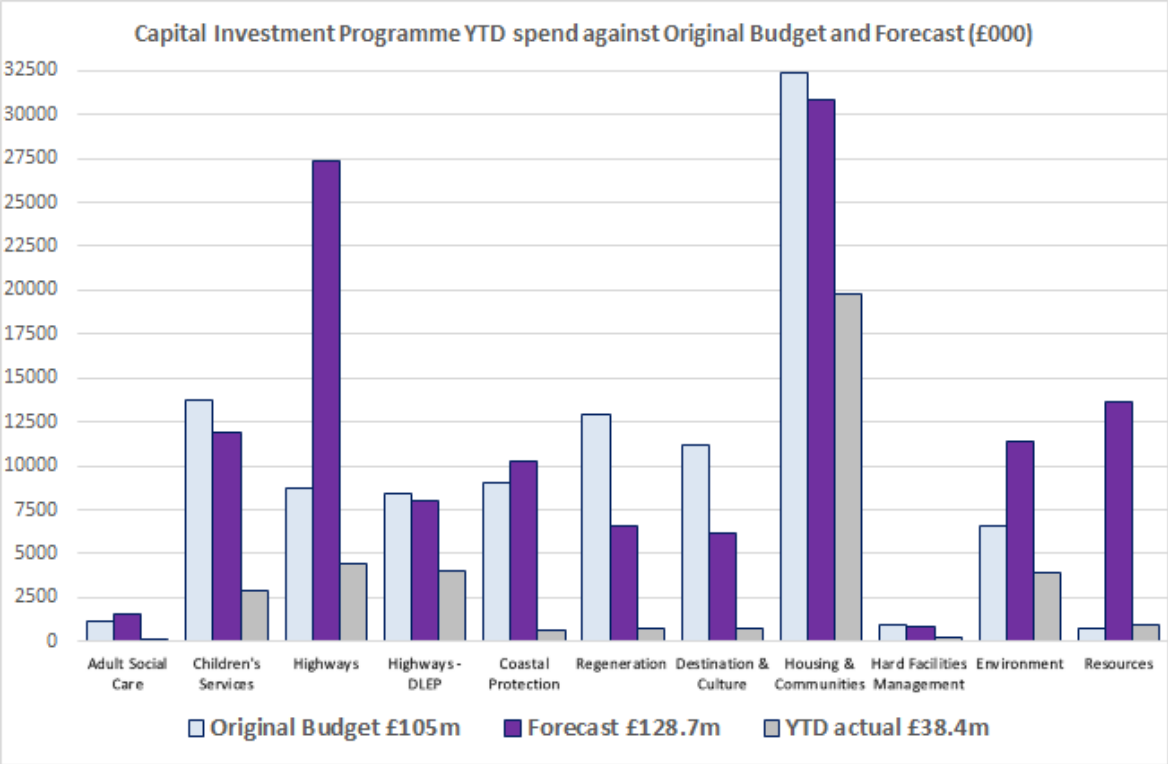
Organisation Design (additional budget)	8.8
	£m
Children's Capital Projects (reprofile to 2021/22)	(2.8)
Lansdowne Business District (reduction in original budget)	(3.7)
Towns Fund Grant (additional budget)	1.0
Office Accommodation (£2.5m of total £5.8m approved is planned 20/21) (additional budget)	3.2
Seafront Development (reprofile to 2021/22)	(7.4)
Temporary Accommodation Portfolio (reprofile to 2021/22)	(3.6)
Commercial Assets (reprofile to 2021/22)	(2.7)
Regeneration Projects (Poole High Street and Heart of Poole – Masterplan) (reprofile to 2021/22)	(1.6)
Heart of Poole (reduction in construction budget, further £0.75m released from 2021/22 capital budget)	(0.8)
Wessex Fields Link – highways (reduce budget)	(0.6)
Various others	(1.1)
Forecast as at 31 October 2020	**128.7**

90. Figure 6 below compares actual spend to 31 October 2020 with original budget and latest forecast. At £38.4 million, actual spend to date is 30% of latest full year forecast. Progress on capital programme delivery to date has been impacted by Covid-19. This is likely to continue to some degree as the UK enters its second national lockdown.

91. As a result, it is likely that further reprofiling of 2020/21 capital budgets will be required. These will be estimated in early December, once the impact of the second lockdown on the capital programme is better understood. In considering this, the council is mindful of grant conditions on specific grants, which require spend to be incurred by 31 March 2021.

92. Members are also advised that in September, the council submitted a new £1.6 million grant bid from the Department for Transport (DfT) emergency active travel fund tranche 2. The Council was recently advised that this bid was successful - with £1.1 million new grant awarded (see capital budget virements below). A further bid for between £468k and £0.8 million DLEP funding was submitted in October for additional highways improvements in the Port of Poole area. Of this £0.2 million DLEP grant was awarded in November, which must be spent by 31 March 2021. Budget adjustments for both are included within the November capital programme.

93. **Figure 6: Capital investment programme spend**



Planned capital investment programme activity in quarters three and four

94. **Adults & Children's Services** - Carter School construction works are expected to complete in quarter four. Contracts have been awarded to progress new school build at Hillbourne School. Unspent approved capital budgets for both new care management system and integrated community equipment store are expected to be fully utilised by quarter four.

95. **Highways** – The council currently estimates a further £12 million spend on transforming cities fund (TCF) capital projects in the second half of the year. The TCF is an ambitious and far-reaching programme of strategic investment that is supported by robust governance arrangements. A further £2 million is planned on challenge fund projects before 31 March 2021. The council recognises the significant challenges with delivering an ambitious highways capital investment programme. It is actively moving forward a recruitment process for new engineering roles ranging from junior to senior technician/engineer level, to increase resources available to manage project delivery. The council has allocated £0.9 million pothole grant funding towards its street scene operations, for highways improvements undertaken across the conurbation.

96. **Highways DLEP** - Dorset Local Enterprise Partnership (DLEP) £3.7 million capital spend on highways infrastructure projects remains to be spent and claimed from DLEP in the second half of the financial year.

97. **Coastal protection** – The council has recently awarded contracts for both the timber groyne and beach nourishment phases of the Poole bay beach management

plan. Nearly £9 million is forecast to be spent this financial year on this programme (largely in quarters three and four), delivered in partnership with the Environment Agency.

98. **Regeneration** – The council remains committed to delivering its programme of regeneration in the Lansdowne business district, including 5G digital connectivity and infrastructure, in partnership with DLEP. The council currently anticipates investing £3.9 million DLEP grant in the Lansdowne area and on the smart places project in the second half of the year. Given the financial and reputational risks associated with this, these projects are monitored on a monthly basis by the council's capital & transformation board. Additionally, Ministry for Housing, Communities and Local Government (MHCLG) £1.0m towns fund grant awarded 25 September 2020, is required to be spent on Boscombe regeneration by 31 March 2021.

99. **Destination & culture –** Contract has been awarded for Canford Cliffs stabilisation works (£2.5 million spend anticipated this year) and the procurement process has now commenced for Canford Cliffs Pavilion works. The seafront programme consists of a series of innovative developments that span the breadth of the council's coastline. These are planned to be delivered at pace in 2021/22. Programme delivery is monitored regularly by the council's Seafront Development Board.

100. **Housing –** The council expects to acquire 20 new homes (estimated total spend £3 million) in the second half as part of its temporary accommodation portfolio budget. These acquisitions will utilise £1.6 million of MHCLG grant funding, which is required to be spent by 31 March 2021.

101. **Environment –** The council is developing a long-term strategic fleet replacement plan, that will be both environmentally and financially sustainable. Members will be asked to approve this plan early in quarter four. In the interim, the residual approved fleet replacement capital budget 2020/21 will be utilised for the acquisition of priority fleet vehicles.

102. **Resources** – second half of the year spend includes the estates and accommodation strategy (approved November 2020) and investment in organisational design.

Capital investment programme – financing

103. The council has refinanced its capital investment programme significantly in response to the revenue budget pressures. This process has focussed on switching capital reserve allocations within projects to alternative funding sources (for example, community infrastructure levy or prudential borrowing). As a result of this work £2.8 million of capital reserves (built up from historic revenue budget contributions) are released from the capital programme and are available to support the 2020/21 revenue budget. In addition, a further £19.6 million of capital reserve previously allocated to the capital programme has been earmarked to support the 2021/22 revenue budget.

104. In choosing to undertake additional prudential borrowing the council is mindful of the CIPFA Prudential Code, which restricts the use of prudential borrowing to capital spend, and only where affordability of annual borrowing repayment costs can be demonstrated. Provision has been made within the MTFP for the new annual borrowing repayment costs. In doing so the council is taking advantage of

comparatively low interest rates available from the Public Works Lending Board (PWLB) and linking expenditure to the timing of the benefits received.

105. Figure 7 below summarises the revised funding profile for 2020/21 planned capital programme. It demonstrates the impact of significant new external capital grant secured by the Council – including transforming cities fund, challenge fund and additional pothole grants. It is worth noting that in addition to these, the council has so far submitted around £43 million of new external capital grant bids this financial year (including the successful £26 million in total for Boscombe towns fund). Of the remainder, £12 million of bids have been successful, with other bids pending outcomes. Unfortunately, £3.5million of bids in respect of DLEP pipeline funding for regeneration projects were unsuccessful (equivalent to only 8% of the total capital bids submitted to date).

Figure 7: Capital investment programme financing

	£000
Government grant	71,495
Third party receipts	473
s106 developer contributions	4,078
CIL	1,514
External Funding Contributions	**78,010**
Capital fund (revenue funding for capital)	6,350
Capital receipts	664
Earmarked reserves	5,724
PRU borrowing - funded from HRA land transfers	3,588
PRU borrowing - repaid annually through the MTFP	34,323
BCP Funding Requirement	**50,649**
Capital Investment Programme Funding	**128,659**

Capital Budget Virements

106. In accordance with BCP Financial Regulations, the following capital budget virement requires **Cabinet** approval, as in excess of £0.5 million but below £1m.

Cabinet is asked to approve a £552,000 reduction in DLEP funded A338 Wessex Fields Link capital project. This project is now forecast to complete under original budget as a result of contract target price refinement for the extension works. All outputs and outcomes from the original approved scheme are still expected to be achieved.

107. In accordance with BCP Financial Regulations, the following capital budget virement requires **Council** approval, as in excess of £1m.

Replacement of up to £1.8m borrowing currently approved as funding for Carter Community School with DfE basic need grant funding received but not yet utilised. This approved borrowing would remain earmarked as funding to support other school capital projects (previously funded from basic need grant) within the Children's Capital Strategy. This reflects the need to align the profile of expenditure with government grant conditions.

108. The chief executive and chief finance officer in November accepted due to urgency, a capital grant from MHCLG of £1.6 million that would in normal circumstances require the approval of Council. Expenditure is to be incurred by 31 March 2021 on the acquisition of properties to help our homeless cohort receive the

accommodation and support they need to move into independent living and away from the streets. This successful bid provides funding towards the council's new temporary accommodation portfolio budget already included in the programme. Funding within the portfolio includes supported borrowing, with repayments met from the rental income stream. The capital grant is further supported by £0.3 million of revenue grant funding.

109. In consultation with the chief finance officer, also due to urgency, the Service Director Growth & Infrastructure accepted grant funding of £1.1 million from the DfT for Tranche 2 Emergency Active Travel Plan. This funding consists of £0.85 million capital grant and £0.2 million revenue grant that must be committed by 31 March 2021 and spent by 31 March 2022. The grant will provide funding for a programme of new investment to further improve active travel in the area. The Council is required to publish formal public consultation plans on its website by 11 December 2020.

Housing Revenue Account (HRA) monitoring 2020/21

110. The HRA is a separate account within the council that ring-fences the income and expenditure associated with the council's housing stock. The HRA does not therefore directly impact on the council's wider general fund budget.

111. Within the HRA the council operates two separate neighbourhood accounts. The Bournemouth account comprises of 5,100 tenanted properties and is directly managed in-house by the council. The Poole account comprises of 4,517 tenanted properties and is managed by Poole Housing Partnership (PHP). PHP operate as an arm's length management organisation (ALMO) in line with a management agreement with the council.

112. The impact of the pandemic was initially expected to reduce HRA revenue collection by an increase in number of void properties leading to lower levels of rent charges raised. To date this has not happened but there continues to be a risk for income collection from the economic impact for tenants. This continues to be closely monitored.

113. Any changes to the revenue forecast from an otherwise balanced position is reflected in either an adjustment to the revenue contribution to capital or a call on HRA reserves within the ringfence.

114. Planned works in people's homes were delayed in the first lockdown period and this is likely again in November. Maintenance programmes are estimated to be reduced by approximately £1 million across both neighbourhoods and this unused budget will be carried forward within the programme. Additionally, as reported last time there have been significant delays in some of the major capital projects planned for this year. These projects will be rephased with £12 million of slippage into future years. This slippage results in lower borrowing requirement for the HRA in 2020/21 as reserves will be used to fund the capital programme.

Bournemouth neighbourhood

115. Appendix C1 provides the detail of revenue and capital budget monitoring statements for the Bournemouth neighbourhood.

Revenue account

116. There are no material variances currently projected, with rents receivable being maintained against plan. There are some support cost and repairs savings as a result of the lockdown, although in the case of repairs it is hoped that much of the work can be caught up.

Capital programme

117. There is a relatively small underspend of £0.2 million in respect of programmed kitchen and bathroom works to be carried out this year. By far the biggest variation is in the development programme, where the closedown of sites has had a material impact, slipping the programme by £5.9 million. These delays are likely to have an impact on the phasing of the programme into future years.

Poole neighbourhood

118. Poole Housing Partnership (PHP) prepare the budget monitoring information for the Poole neighbourhood with the end of September position reported on 20 October to the PHP Board.

119. Appendix C2 provides the detail of revenue and capital budget monitoring statements for the Poole neighbourhood.

Revenue account

120. As for the position reported at the end of June, there are no material budget variances currently projected for the revenue account.

121. The rents raised for the first half of the year are slightly ahead of budget at 52%, with voids recovering to budgeted levels in the second quarter with right-to-buy activity restarting. Collection rates are being maintained but will remain a risk over the second half of the year.

Capital account

122. The February 2020 report to Council agreed a £21.4 million capital programme for the HRA in 2020/21. This budget included carry forwards from 2019/20 of £0.45 million. Additional carry forwards were identified at outturn totalling £0.23 million due to delayed roofing, door replacement and fire risk assessment work. This brings the revised budget for 2020/21 to £21.6 million.

123. The projected outturn is a shortfall in the programme of £7.4 million (the same as reported at June) with by the end of September £2.3 million spent. This equates to sixteen per cent of the annual projection of £14.2 million.

124. The main projected expenditure variances against the revised budget are as reported last time with only small changes identified in the below:

- £3.1 million delay in redevelopment of the 4 tower blocks in Poole Old Town. The property buy backs within the project are expected to be completed this year, but the delivery of works has been re-phased.
- £1.2 million delay in the Herbert Avenue scheme. Planning has been agreed with only approximately half the annual budget expected to be spent this year.

- £1.1 million delay for in fill projects with the development team currently forecasting only minimal spend against this budget in 2020/21 while potential opportunities are assessed.
- £0.8 million delay in planned maintenance from reduced ability during the pandemic to access properties during the first quarter with catch up unlikely. The £0.1 million further delay since June is for external building and fire risk works.
- £0.4 million delay for Cynthia works with the majority of the project re-phased to 2021/22.
- £0.35 million delay in retro fit of sprinklers with re-phasing of the programme.
- £0.3 million delay for Hillbourne school development with only minimal spend forecast this year.
- £0.15 million for the completed Canford Heath scheme with the retention now due next year.
- (£0.1 million) unplanned spend on sheltered schemes emerged in quarter two for the replacement of smoke detector heads which will be funded from the contingency.

Medium Term Financial Plan Update and 2021/22 Financial Strategy

125. The Budget Monitoring & Medium-Term Financial Plan (MTFP) report to Cabinet on the 11 November 2020 provided a comprehensive update following the fundamental annual rebase which took place at the end of August 2020 and further to the appointment of the new conservative administration. The November report included details of the budget timetable, the key financial planning assumptions, and the savings being assumed. A key item was the inclusion of a financial strategy which set out the themes and categories the council will now look to further develop as a means of delivering a robust and lawfully balanced budget for 2021/22. Specifically included in the strategy was the repositioning of the councils Capital Investment Programme (CIP) and refinancing several projects via the use of borrowing with the process designed to release previously set aside revenue resources.

126. The purpose of this report is to provide councillors with a further update, specifically setting out progress within any of these themes and categories. The ongoing legacy of the coronavirus global pandemic will mean unprecedented levels of uncertainty in determining the costs that will need to be met in the next financial year and in predicting the levels of income that will be achieved.

Spending Review

127. In setting the budget for 2021/22 it has now been confirmed that this will not be within the parameters of a three-year Government Spending Review which would normally provide a degree of certainty to the council financial planning framework. Disappointingly but understandably the Government announced in late October that due to the need to prioritise their response to Covid-19 they would be conducting a one-year review in November to set departmental revenue and capital resources for 2021/22.

128. On Wednesday 25 November the Chancellor announced his spending review which focused on three areas.

1. Providing departments with the certainty they need to tackle Covid-19 and deliver a plan for jobs to support employment.
2. Giving vital public services enhanced support to continue to fight against the virus alongside delivering first class frontline services.
3. Investing in infrastructure to deliver ambitious plans to unite and level up the different areas of the country, drive economic recovery and build back better.

129. It is important to stress that due to the timings for production of this report it has not been possible to consider the impact of the review on the position as outlined in this report. That said some of the announcements that can be anticipated to impact on the Councils budget for 2021/22 include;

- Government's national strategy for Council Tax in 2021/22 will be the expectation that Local Authorities apply the annual referendum threshold of 4.99% made up of a basic annual referendum threshold of 1.99% plus 3% for a social care precept. Clearly the Government continue to promote council tax increases via the social care precept as the main funding mechanism for social care.

- To protect jobs and ensure fairness with the private sector the Government proposes that pay rises in the public sector will be restrained and targeted in 2021/22. Specifically, resources will be targeted towards those public sector workers who earn less than £24,000, who will be guaranteed a £250 increase.

- The National Living Wage will be increased by 2.2% to £8.91 per hour for 2021/22 and extended to those agreed 23 and over.

- The £1 billion social care grant provided in 2020/21 will be maintained into 2021/22 along with all other social care funding including the Better Care Fund.

- New grant funding of £300 million for adult and children's social care will be provided in 2021/22.

- The government will provide £254 million of additional resource funding to tackle homelessness and rough sleeping in 2021-22, a 60 per cent cash increase compared to SR19, to bolster vital accommodation, substance misuse and frontline support services.

- Revenue Support Grant for 2021/22 will be an increase in line with inflation from 2020/21.

- The existing New Homes Bonus scheme will be extended for a further year with no new legacy payments.

- Local government will receive around £3 billion additional funding for Covid19 in 2021/22, of which;

    - £1.55 billion of un-ringfenced funding for the pressures that are expected to emerge in the first few months of 2021/22.

- £670 million to enable local authorities to continue reducing the council tax bills for those least able to pay including households affected by Covid19 by way of the local council tax support (i.e. a repeat of the 2020/21 Hardship Fund).

- The sales, fees and charges (SFC) compensation scheme being extended into the first 3 months of 2021/22 (which refunds 75% of eligible income loss beyond a 5% threshold).

- The introduction of a new reimbursement scheme, worth £762 million for 2020/21 local tax losses, to be launched to compensate councils for 75% of irrecoverable loss of council tax and business rates revenues in 2020/21. To be paid through an un-ringfenced grant.

- In addition the government announced the outcome of the consultation on reforms to the Public Works Loan Board (PWLB) lending terms designed to end the use of the PWLB for investment property bought primarily for yield, which presents a risk for both national and local taxpayers. The government will cut PWLB lending rates to gilts + 100bps for Standard Rate and gilts + 80bps for Certainty Rate. This will restore the PWLB interest rates back to the levels they were before October 2019.

Influence and Lobbying

130. As part of the Councils attempt to better understand the Governments position, to influence the agenda, and to understand the approach being undertaken by other local authorities a series of roundtable discussion where held between the Leader, the Chief Executive, Chief Finance Officer and several leading sector experts, namely.

- Rob Whiteman, Chief Executive CIPFA
- Paul Dossett, Partner, Public Service Grant Thornton UK LLP
- Sarah Pickup, Deputy Chief Executive Local Government Association
- Sean Hanson, Chief Executive Local Partnerships

131. The outcome of the series of meetings was an endorsement of the council's corporate strategy, ambitions for transformation, financial planning framework and an encouragement to focus on several specific high-profile areas, such as regeneration and housing, that will make a real difference to the local community. Other reflections included

- Challenge related to existing scale and pace of any housing and regeneration ambitions and potential vehicles being used elsewhere.
- Need to ensure strong, robust and proportionate governance around any vehicles used to support such ambitions.
- Ability of the pressures associated with children's services and other demand lead services to destabilise budget planning.
- Consideration of income and taxation opportunities.
- Endorsement of the application of the flexible use of capital receipts to fund transformation costs before 1 April 2022.

- Endorsement of the potential to explore vehicles to generate maximum value from council assets that will become surplus as part of the estates and accommodation strategy.

Portfolio Holders, Corporate Directors and Service Directors review of MTFP

132. The initial stage of the endorsed financial strategy was a detailed review, test and challenge of the assumed cost pressures, savings proposals, requested service investments and fees & charges proposals. This process was designed to ensure the robustness of the estimates being used to underpin next year's budget concluded on the 25 November 2020 with the key changes through this review process being identified as follows;

Items having a positive impact on the 2021/22 budget

- HMRC have confirmed that the reduction to 5% of the standard rate of VAT that will apply in the hospitality and tourism sector until the 31 March 2021. This will mean the Council will receive a one-off benefit of additional income in 2021/22 were charges and invoicing span financial years.
- Updated business plan for the bereavement service with the removal of the income pressure following implementation of a proposed change to a more competitive fee recovery model.

Items having a negative impact on the 2021/22 Budget

- Significant additional investment required in adult social care services due to the predicted legacy impact of the hospital discharge programme which will consequentially mean the council is funding a higher number of placements and at a higher-than-normal cost. For example, The Council is having to fund 66 individuals under the mental health hospital discharge programme with the Council being required to cover the costs as soon as they leave the hospital environment. Ongoing discussion continue as to the extent to which the Clinical Commissioning Group should contribute to these costs.
- In addition, the Council has recently invested in a new preparing for adulthood team set up to understand the support needed for young people in care as they transition into adulthood. As part of this programme additional cost pressures have been identified as a result of a more detailed case by case review of the young people.
- Investment in children's services has been included to support the implementation of consistent and safe practices throughout all areas. The major part is to strengthen the staffing resource required on an ongoing basis to sustain the improvement, but this will be reviewed as the service makes progress over time. The MTFP includes later savings as a result of this investment from supporting children with fewer placement breakdowns, and more security and a lower cost service overall.
- Council on the 24 November approved the delivery of the estates and accommodation strategy to enable the organisation to reduce its exposure to a large and inefficient office accommodation estate, whilst at the same time supporting the development of a single council identity. This strategy is one where staff work in modern and flexible ways, delivering services that are transformed in order to be as customer focused and financially efficient as possible. This requires a capital investment of £5.7 million and an investment

in one-off revenue costs of £0.9 million. Looking at the impact on 2021/22 an additional investment of £382,000 will be required acknowledging both borrowing costs and one-off revenue costs.

Refinancing of the Capital Programme via borrowing

133. As previously highlighted the financial strategy set out a proposal to refinance several capital projects using borrowing with the purpose of releasing resources which can be used to support the 2021/22 budget of the council. Examples of such schemes were the ICT investment plan and the transformation programme.

134. Work has been ongoing to consider other such schemes one of which is the Poole Bay beach management plan. This scheme approved by Council in October 2020 requires a £3.3 million local contribution to lever in £33 million of third-party funding. To support the local contribution the council set aside £780,000 up-front with an annual revenue contribution to capital of £360,000 being made from 2020/21 onwards.

135. The proposal is to now release the £1.5 million set-a-side resources with the local contribution, now funded by borrowing, pushed back until 2025 at the earliest. This approach will also allow other funding sources for the local contribution to be explored including the Community Infrastructure levy (CIL).

Rephasing of Collection Fund Deficits

136. On the 5 November 2020 the Government laid before Parliament the Local Authority (Collection Fund: Surplus and Deficit) (Coronavirus) (England) Regulations 2020 which gave effect to the three-year phasing of local tax deficits as originally considered in the Governments July 2020 comprehensive plan to support local authorities through the pandemic.

137. These regulations mean that council tax and national non-domestic rates deficits arising in the 2020/21 financial year are now required to be spread evenly over the three years 2021/22 to 2023/24. The Council cannot opt out of this deficit phasing or adopt a different repayment profile. This provision does not however include any surplus or deficit carried into 2020/21 which will need to be distributed in the normal way.

138. As set out in the approved financial strategy the council's intention is to take all possible advantage of the system to allow council tax and business rates tax deficits to be repaid over three years instead of one. The actual amount to be rephased will be based on an estimate provided to Government in January 2021. The intention is to review the flexibility this approach provides as part of the budget report in February 2021. This will allow further evidence to be collected of the impact of the pandemic on council tax and business rates collection yields and to better understand the link with the subsequent spending review announcement. Until this point it is proposed that the Council continue to assume that it will set aside resources in 2020/21 to cover the deficit repayments in future years.

Ongoing review of inherited resources and provisions

139. This work focused on a review of resources and provisions inherited from predecessor councils relating to s106 deposits and the community infrastructure levy receipts. The purpose was to establish if there has been consistency in how they have been used and to determine the extent to which they should have been applied to historic capital expenditure. The first phase of this workstream has

identified that as much as £4.8 million would be available to support historic expenditure as set out in Appendix D1.

140. Included within the £4.8 million historic expenditure is the application of £0.7 million of CIL to the legacy Christchurch play schemes. This is in accordance with the approved CIL 123 List for open space, green infrastructure and recreation, but reflects a change in priority from heathland, transport and education, which is necessitated by the financial impact of the current pandemic. The matter of heathland mitigation in the former Christchurch Borough Council area remains an overarching priority for use of CIL monies for all the BCP Council area to ensure compliance with the Habitats Regulations and sufficient overall monies are available to put in place required mitigation in line with the pace of housing growth in the area.

141. In addition, it has been identified that the Council can now release a further £350,000 from the review of the historic amount that make up the capital fund.

Review of Third-Party Contributions

142. The endorsed financial strategy identified that work was ongoing to ensure that third party contributions towards costs were maximised. At this stage provision has been made for and additional £0.8 million contributions towards known programmes of care.

November 2020 Updated MTFP Position

143. Figure 8 below sets out a summary of the current funding gap position in respect of the 2021/22 Budget.

Figure 8: Funding gap 2021/22

£m	Details
37.2	**Sub-Total Funding Gap for 2021/22 (Net)**
(8.8)	Service Savings – Assumed Programmed
(15.0)	Transformation Savings Target 2021/22
13.4	**November Funding Gap for 2021/22**

Updates / Mitigations	
	Items having a positive impact on the 2021/22 Budget
(4.8)	Review of inherited Resources
(1.5)	Rephasing of the Capital Programme by borrowing
(1.5)	Review of MTFP – ASC reduced pressures (Learning Disability etc.) and ASC demographic growth (population estimate)
(1.1)	Review of MTFP – Culture and Destination
(0.8)	Third Party Contributions towards costs
(0.5)	Review of MTFP – HMRC change of VAT rate until 31 March 2021
(0.5)	Review of MTFP – Bereavement service business plan
(0.5)	Public Health contribution
(0.3)	Review of MTFP – ASC demographic growth (population estimate)
(0.3)	Review of Capital Fund
(11.8)	**Sub-Total**
	Items having a negative impact on the 2021/22 Budget position
4.5	ASC preparing for Adulthood & MH hospital discharge programme
3.0	Children's Improvement Plan required investment
0.4	Council approved Estates & Accommodation Project
0.3	ASC transport
0.3	Estimated reduction in summons income in 2021/22
0.1	Street lighting PFI contract
0.1	Environment & Community
8.7	**Sub Total**
10.3	**December Funding Gap for 2021/22**

144. The intention is that the Council will continue to explore the themes and categories set out in the Councils financial strategy with a view to enabling a balanced and lawful budget for 2021/22 to be set at its meeting in February 2021.

145. Figure 9 below summaries the latest MTFP position of the authority. It should be noted that this table is presents on an absolute, rather than incremental, basis.

Figure 9: Latest medium-term financial plan

	2021/22	2022/23	2023/24
Position prior to legacy Covid position	**28.6**	**49.0**	**66.6**
Service Investments	2.4	2.4	2.4
Transformation Revenue Costs	3.5	4.0	4.5
Service Savings – Assumed / programmed	(11.7)	(11.7)	(11.7)
Council Tax – Annual uplift (Harmonisation / 2.99%) & Tax Base	(4.5)	(12.3)	(20.3)
Business Rates – Annual inflationary uplift	(1.1)	(2.2)	(3.3)
One-off - Collection Fund – surplus 2020/21	1.4		
Position prior to legacy Covid position	**18.6**	**29.2**	**38.2**
Covid19 – Sales, Fees and Charges	15.9	8.3	4.0
Covid19 – Core Income	12.2	6.1	3.2
Covid19 - Costs	1.2	0.6	0.6
Current Base MTFP Position	**47.9**	**44.2**	**46.0**
Revenue contribution to capital	(2.0)	(2.0)	(2.0)
One off - Residual capital funding & previous capital contributions	(1.2)		
One off - Other Scheme refinanced from borrowing	(2.5)		
One off - Refinancing of schemes from developer contributions	(4.8)		
ICT Investment Plan Resources One-Off & funding obligations	(1.3)	0.3	0.3
Transformation Fund Resources One-off & funding obligations	(10.8)	8.1	3.0
Net Funding Gap – Before Transformation	**25.3**	**50.6**	**47.3**
Transformation Saving Target 2021/22	(15.0)	(24.1)	(33.2)
Net Funding Gap	**10.3**	**26.5**	**14.1**

146. The MTFP schedule of absolute totals for the 3 years is included in appendix D2.

Local Council Tax Support Scheme (LCTSS)

147. No changes are proposed to the Local Council Tax Support Scheme for 2021/22 which will mean a consistent policy has been applied by the Council from 1 April 2019 onwards.

148. It should be highlighted that as part of the government's response to Covid19 the Council was allocated £3.1 million to credit the council tax accounts of working age claimants with a recommended minimum £150 for this financial year. This will include the new LCTSS accounts resulting from the 14% increase in the cost associated with working age claimants between March and August 2020. There is no indication that the government will provide for a similar support mechanism in 2021/22.

149. Ongoing consideration is being given to potentially consulting during the spring and summer of 2021 on a revised scheme for 2022/23 onwards.

Discretionary Business Rates Relief Policy.

150. Section 47 of the Local Government Finance Act 1988 provides Councils with the discretion to award business rates relief (up to a maximum of 20% in respect of registered charities/ Community Amateur Sports Clubs (CASC) and up to 100% in respect of other organisations). The 1988 Act originally specified the relief was only for Charities and Not for Profit organisations. However, the Localism Act 2011 broadened the Councils powers under section 47 to allow any relief, but only if it is satisfied that it would be reasonable for it to do so, having regard to the interests of the council taxpayers.

- A registered Charity / CASC meeting the legislative criteria will receive mandatory relief of 80%. The Council can top this relief up with a further 0 - 20% to give up to 100% rate relief.
- A Not-for-Profit organisation that meets the legislative criteria does not receive Mandatory Relief, but the Council can award between 0- 100% relief.
- No relief has previously been awarded in the BCP area to a ratepayer that is not either a charity, not for profit organisation or targeted in a fully funded government scheme.
- BCP Council is required to fund 100% of any Discretionary Business Rate relief granted. The cost of mandatory relief is shared between the Government and the Council.
- The Government has also provided for several relief schemes using this piece of legislation as an enabling tool i.e. Retail Relief, Revaluation Relief, Pub Relief etc.

151. BCP Council is required to operate a single discretionary business rate relief policy. The Bournemouth, Dorset and Poole (Structural Changes) Order 2018 stipulates that such a policy must be in place and operational from 1 April 2021 at the latest. The proposed policy in Appendix E1 has been developed having regard to the legislation, existing schemes and government guidance.

152. In order to facilitate the delivery of a single discretionary business rate policy the Council issued a letter to all current discretionary business rate relief recipients in March 2020 giving them the required full financial year's notice of a potential change from 1 April 2021 onwards. The Council then undertook the necessary proportional consultation between 28 August to 25 September 2020. A summary of the consultation responses is set out at Appendix E2 and an equalities impact assessment in Appendix E3.

153. The proposed policy looks to target support towards those organisations which make the maximum contribution towards the community. It is anticipated that most of the existing recipients will continue to receive discretionary business rate relief especially the smaller operators. However, it is recognised that some existing recipients may no longer qualify for support or have the level of award reduced. The £4,000 cap ensures the affordability of the scheme in aligning to an existing policy of a predecessor Council. A "discretion" clause provides a mechanism for the Council to continue to support current recipients receiving awards over £4,000 which are mainly a couple of Cultural/Leisure Organisations. This clause will allow the Council to continue to provide relief while the relevant Council service consider moving their support to a grant. This is considered a more transparent and a better mechanism for monitoring performance against the Councils objectives. The policy also articulates the Councils appeals process.

154. In addition, the new policy will require existing recipients to be mindful of the Councils strategic direction and ensure that they recognise this when providing their services. This includes an explicit requirement for them to demonstrate in their applications their commitment to the Councils Care Experienced Children and the Armed Forces Covenant.

Scenario planning

155. Services consider previous and current year trends in estimating budget requirements over the remainder of the financial year with the most likely scenario taken forward in year-end financial projections.

156. There remains the risk that the financial impact of the pandemic could be better or worse than current projections. A significant resurgence of Covid-19 in the remainder of the year could lead to further lockdown measures. In this case, we would expect government support to also increase to limit the impact on the annual position.

157. It should be noted that since the last update there has been highly positive news in relation to the development of vaccines that will materially impact the longevity of the pandemic. Future years impact assumptions will be under review as more information becomes available.

158. The MTFP assumptions have continued to be refined over the autumn with options considered, and some work is still in progress. In addition, the implications of the government's spending review on 25 November need to be worked through in detail, including for the level of council tax, to establish a balanced budget 2021/22.

Summary of financial implications

159. This is a financial report with budget implications a key feature of the above paragraphs.

160. In respect of the 2020/21 in-year position the commitment towards new corporate priority expenditure as outlined in the 100-day plan will clearly need to be balanced against the significant in-year and future year challenge posed by the public health emergency.

161. The June Covid-19 2020/21 budget monitoring report to Cabinet highlighted that £1.1 million of the originally £1.4 million approved investment in corporate priorities would be held back to balance the 2020/21 in-year position. However, it was recognised that this investment would be the first budget to be restored should the financial position improve to the extent that the council no longer needs to drawdown on reserves to balance the annual position. The current projections indicate that a balanced position has not yet been restored with a drawdown from reserves of £0.2 million before the additional £0.4 million investment in the 100 plan is considered. Therefore, including this extra investment increases the current year end projected draw down on reserves to £0.6 million.

162. In considering approving this additional expenditure councillors will need to be mindful of the Councils financial position and the risks associated with both 2020/21 and future years. In doing so councillors will need to reflect on the unpredictable nature of the public health pandemic and the uncertainty it creates in the council's financial planning. A lower risk strategy would clearly be to refrain from such investments until such time as the level of uncertainty has reduced.

163. Councillors are also reminded that the External Auditor in his report to the Audit and Governance Committee on the 26 November highlighted that Covid19 represented an existential threat to the financial sustainability of many councils and that BCP inherited a lower level of reserves than some of its wealthier peers.

Summary of legal implications

164. The recommendation in this report are to ensure the council remains financially viable over 2020/21 with an improved prospect of balancing future year budgets.

Summary of human resources implications

165. There are no human resources implications from this report. The June Cabinet budget monitoring report included the implications of the current budget mitigation strategy.

Summary of sustainability impact

166. Different ways of working are continuing to reduce staff travel as included in the budget mitigation strategy. The accommodation strategy, and the smaller estate in future years will also lower pollution and energy consumption.

Summary of public health implications

167. The council is seeking to maintain appropriate services for the vulnerable as well as improve the sustainability of services important for the wellbeing of all residents.

168. The projected outturn includes a significant allowance for PPE to protect staff and residents to ensure compliance with all guidance to be issued by Public Health England over time.

Summary of equality implications

169. Budget holders are managing their in-year budget savings to minimise any adverse equalities issues.

170. In developing their final MTFP proposals, directorates will each undertake an equalities impact assessment which will be reviewed corporately and summarised for inclusion in the February 2021 report to Council.

Summary of risk assessment

171. There remains significant uncertainty in the length and depth of impact from the Covid-19 emergency over the remainder of the year. Three scenarios were considered in the early part of the year with now the most likely scenario taken forward and constantly updated to take account of the latest government guidance and emerging issues.

172. Further actions may be needed during the year if the financial impact grows beyond that currently estimated.

Background papers

173. 2020/21 Budget and MTFP report to February 2020 Council

https://democracy.bcpcouncil.gov.uk/ieListDocuments.aspx?CId=285&MId=3726&Ver=4

174. Finance update report to 27 May Cabinet

http://ced-pri-cms-02.ced.local/documents/s17294/BCP%20Council%20Finance%20Update.pdf?LO=1

175. Covid-19 budget monitoring report 2020/21 to 24 June Cabinet

http://ced-pri-cms-02.ced.local/documents/s17802/Budget%20Rebase%20202021.pdf?LO=1

176. 2020/21 Budget Monitoring and Medium-Term Financial Plan Update to 11 November Cabinet

http://ced-pri-cms-02.ced.local/ieListDocuments.aspx?MId=4617&x=1

Appendices

Appendix A1	Projected variances greater than £100,000 for 2020/21
Appendix A2	Revenue summary position 2020/21
Appendix A3	Budget report from the corporate director for children's services
Appendix A4	Budget report from the chief executive
Appendix B	Schedule of movement in reserves for 2020/21
Appendix C1	Summary of Bournemouth neighbourhood HRA for 2020/21
Appendix C2	Summary of the Poole neighbourhood HRA for 2020/21
Appendix D1	MTFP review of inherited CIL / s106 resources
Appendix D2	MTFP absolute totals
Appendix E1	Discretionary business rates relief policy
Appendix E2	Discretionary business rates relief consultation
Appendix E3	Equality impact assessment

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Appendix A1: Budget Variances Greater than £100,000

Adult Social Care & Public Health

Budget	Explanation	August Variance 2020/21 £000s	September Variance 2020/21 £000s	Change £000s
Covid Pressures				
All client groups	Potential market pressures	4,902	4,902	0
All client groups	Client related expenditure - all client groups	210	304	94
All client groups	Service user contributions	255	360	105
Reablement	In house care provision	65	77	12
Employees	Other worker related expenditure	0	300	300
All client groups	Delayed transformation and other savings	940	940	0
All client groups	Additional infection control pressures to support the market	5,053	0	(5,053)
All client groups	Additional infection control grant	(5,053)	0	5,053
All client groups	Care cost from hospital discharge schemes funded by Health	11,837	11,633	(204)
All client groups	Funding from Health for hospital discharge schemes	(11,837)	(11,633)	204
Savings in June Mitgation Strategy				
Fundamental Base Budget Review	Budget rebase including LGR disaggregated amounts, care costs and reduced activity due to Covid-19 such as mileage and training.	(1,300)	(1,300)	0
Employee Costs - Care	Savings relating to vacant posts.	(1,000)	(1,000)	0
Long Term Conditions	Reduction in placement numbers as measures are put in place to provide alternative provision in a client's own home.	(500)	(500)	0
Long Term Conditions	Implementation of a strengths based approach to assessment and enhanced review programme of support being provided to residents receiving home care, ensuring that care packages meet eligible needs under the Care Act 2014.	(300)	(300)	0

Long Term Conditions	Implementation of a strengths based approach to assessment and enhanced programme of review of support being provided to residents who use direct payments, ensuring that care packages meet eligible needs under the Care Act 2014.	(200)	(200)	0
Learning Disability and Mental Health	Package of measures including targeted reviews, achieving best value from s117 and reviewing the need to maintain case contingencies for cases in Continuing Health Care or Ordinary Residence disputes.	(500)	0	500
Tricuro Savings	Efficiency savings in relation to care services provided by Tricuro.	(200)	(200)	0
Employee Costs - Commissioning & Improvement	Savings relating to service restructure.	(110)	(110)	0
Day Opportunity Initiatives	Consistent application of eligibility criteria across the BCP Council area.	(60)	(100)	(40)
Other Pressures and Savings				
Employees	Saving from vacancies	(63)	(1)	62
Care Packages	Demand for care from all client groups	1,618	1,500	(118)
Client Contributions	additional client contributions including deferrred payments from all client groups	(1,751)	(1,775)	(24)
Miscellaneous	Other smaller pressures and savings	196	276	80
Total Adult Social Care & Public Health		**2,202**	**3,173**	**971**

Children's Services

Budget	Explanation	August Variance 2020/21 £000s	September Variance 2020/21 £000s	Change £000s
Covid Pressures				
Social Care	Additional places	4,020	4,020	0
Employees	Staffing restructures	229	229	0
Support to Schools	Support in the recovery period	250	250	0
Social Care	Early help contact/ S17/ and loss of income	660	660	0
Savings in June Mitgation Strategy				
Employee Costs	Savings relating to service restructure.	(237)	(237)	0
Supplies & Services - Miscellaneous	Budgets temporarily underspent due to Covid-19 and budgets that can be permanently reduced.	(200)	(200)	0
Commissioning Framework	Review of commissioning framework and service level agreements.	(165)	(165)	0
Partnership Reserve	One-off return of built up partnership reserve - requires board agreement.	(100)	(100)	0
Other Items Below £100k.	Various budget reductions.	(55)	(55)	0
Other Pressures and Savings				
Employee Costs	Post ofsted action plan	0	310	310
Employee Costs	Pressures continuing from last year in the front door and business support and new pressure in SEN team, operation Thunderstorm and systems	1,139	1,581	442
Total Children's Services		**5,541**	**6,293**	**752**

Environment & Community

Budget	Explanation	August Variance 2020/21 £000s	September Variance 2020/21 £000s	Change £000s
Covid Pressures				
Waste Services	Income-generating services: closure of HWRC, loss of trade waste income	590	976	386
Highways Maintenance	Reduced inspections, potentially increased insurance claims, loss of income-generating work	12	15	3
Bereavement Services	Establishment of excess death facility and additional service activity, implementation of social distance measures	773	794	21
Catering & Concessions	Income loss due to closures	225	222	(3)
Temporary Accommodation	Considered net in previous reports - comparative now £1.6 million as detailed below.	1,200	0	(1,200)
Temporary Accommodation	Accommodation and food costs	0	2,757	2,757
Temporary Accommodation	Security costs	0	1,056	1,056
Temporary Accommodation	Housing Subsidy shortfall	0	611	611
Temporary Accommodation	Temporary Accommodation - night support worker	0	581	581
Temporary Accommodation	Resettlement officer, cleaning, enhanced rent deposits	0	185	185
Temporary Accommodation	Housing Benefit	0	(797)	(797)
Temporary Accommodation	MHCLG lockdown grants (emergency homelessness £54k, emergency food £396k) and next steps successful bids (initial £1,885k and further £460k)	0	(2,795)	(2,795)
Housing	Telecare	0	100	100

Housing	Facilities Management (security & signage)	0	64	64
Communities	Licensing/Markets loss of income	384	407	23
Parks and Open Spaces	Kings Park Nursery, Catering, Golf, Hengistbury Head Visitor Centre & Land Train	852	777	(75)
Savings in June Mitgation Strategy				
Communities:				
Supplies & Services - Miscellaneous	Review of budgets that will be temporarily underspent due to Covid-19.	(150)	(150)	0
Employee Costs - Regulatory	Savings relating to service restructure.	(121)	(121)	0
Employee Costs - Communities	Savings relating to vacant posts.	(69)	(69)	0
Other Items Below £100k.	Various budget reductions.	(143)	(142)	1
Environment:				0
2020/21 priorities	Removal or reduction of priorities relating to climate change, street cleansing, unauthorised encampments and highways maintenance.	(582)	(582)	0
Employee Costs	Savings relating to vacant posts.	(384)	(384)	0
Poole Crematorium	Continue with current service provision.	(103)	(103)	0
Waste & Cleansing Collection Rounds	Efficiencies relating to collection round re-balancing for two rounds.	(77)	(77)	0
Supplies & Services - Miscellaneous	Review of budgets that will be temporarily underspent due to Covid-19.	(69)	(69)	0
Other Items Below £100k.	Various budget reductions plus increased income relating to cess pit emptying and replacement bins.	(145)	(145)	0
Housing:				
Supplies & Services - Miscellaneous	Review of budgets that will be temporarily underspent due to Covid-19.	(406)	(406)	0
Solar Panel Income	Rebalancing solar panel budget for HRA stock to reflect current activity.	(300)	(300)	0

Bad Debt Provision	Temporary suspension of contribution to rent deposit bad debt provision.	(150)	(150)	0
Employee Costs - Housing	Savings relating to vacant posts.	(138)	(138)	0
Employee Costs	Largely temporary changes to establishment budget and reduction to back fill.	(109)	(109)	0
Other Items Below £100k.	Various budget reductions.	(52)	(52)	0
Other Pressures and Savings				
Recharge Income	Rebase income budget in line 2019/20 outturn	246	246	0
Waste Services	Partially due to non application of RDF taxes	0	(534)	(534)
Housing	Housing Related Support Contract Saving	0	(127)	(127)
	Other Items Below £100k.	(80)	109	189
Total Environment & Community		**1,204**	**1,650**	**446**

Regeneration & Economy

Budget	Explanation	August Variance 2020/21 £000s	September Variance 2020/21 £000s	Change £000s
Covid Pressures				
Car Parking	Parking charges, PCN income	9,716	9,516	(200)
Seafront and Tourism	Short term beach hut lets, concession income	4,163	3,505	(658)
Culture and Heritage	Highcliffe Castle, Arts & Museums, Libraries, Archives, Russell Cotes	787	952	165
Leisure Centres	BH Live, Two Riversmeet	4,168	3,664	(504)
Growth and Infrastructure	Fewer hours able to be recharged to capital schemes	1,479	1,479	0
Upton Country Park	All park activities	136	103	(33)
Transportation	Free use of Beryl bikes by NHS staff and key workers	30	30	0
Resort Management	Costs incurred to ensure a safe and compliant resort following the easing of lockdown	1,253	1,253	0
Planning	Covid-19 impact on fees	577	604	27
Building control	Covid-19 impact on fees	585	607	22
Savings in June Mitgation Strategy				
Destination & Culture:				
Supplies & Services - Miscellaneous	Review of budgets that will be temporarily underspent due to Covid-19.	(1,320)	(1,320)	0
Air Festival	Net savings from cancellation of the air festival.	(232)	(232)	0
2020/21 Budget Priorities	Removal of budget priority relating to Culture.	(150)	(150)	0
Employee Costs	Savings relating to vacant posts.	(113)	(113)	0
Temporary Funfair	Major temporary funfair at Pier Approach, Lower Gardens and Poole Quay	(100)	0	100
Other Items Below £100k.	Various budget reductions.	(61)	(61)	0
Development:				

2020/21 Budget Priorities	Removal of budget priority relating to Regeneration.	(326)	(326)	0
Employee Costs	Savings relating to vacant posts.	(184)	(184)	0
Supplies & Services - Miscellaneous	Review of budgets that will be temporarily underspent due to Covid-19.	(106)	(106)	0
Growth & Infrastructure:				
Supplies & Services - Miscellaneous	Review of budgets that will be temporarily underspent due to Covid-19.	(688)	(688)	0
Employee Costs	Savings relating to vacant posts.	(510)	(510)	0
Other Items Below £100k.	Various budget reductions.	(40)	(40)	0
Planning	Salaries and non pay savings	(184)	(177)	7
Building control	Salaries and non pay savings	(78)	(49)	29
Other Pressures and savings				
Car parking	Richmond Gardens car park repair of sink hole	71	71	0
Transport Network	Traffic lights and signalling contract pressures	92	92	0
Car parking	Business rates	0	114	114
Passenger Transport	Adult Social Care Fleet	0	250	250
Total Regeneration & Economy		**18,965**	**18,284**	**(681)**

Resources

Budget	Explanation	August Variance 2020/21 £000s	September Variance 2020/21 £000s	Change £000s
Covid Pressures				
Land Charges	Lost of income due to reduced activity	200	150	(50)
Registrars	Reduced weddings, increased death certificates	616	700	84
Housing Benefits	Housing Benefit Subsidy	50	50	0
Emergency Planning	Standby payments	0	0	0
ICT Services	Budget WAN saving undeliverable as unable to be on site	184	226	42
PPE Purchases	Estimate for items not within services	600	600	0
Tax Collection	Reduction in court summons income from Council Tax and NNDR	1,116	1,116	0
Customer Services	Overtime and equipment	61	94	33
Law & Governance	Legal Fees	45	80	35
Other Pressures	Miscellaneous other (< £100k overall)	94	156	62
Savings in June Mitgation Strategy				
Supplies & Services - Miscellaneous	Review of budgets that will be temporarily underspent due to Covid-19 and budgets that can be permanently reduced.	(514)	(514)	0
Employee Costs	Savings relating to vacant posts.	(250)	(250)	0
Insurance	Temporary reduction in contribution to insurance provision.	(200)	(200)	0
Election Reserve	Temporary removal of election reserve contribution.	(170)	(170)	0
Housing Benefits	Removal of unused budget for the harmonisation of local council tax support scheme.	(146)	(146)	0
Other Pressures and savings				
Resources	Salary cost presures (including Customer Services £102k and Director of Children's Services £96k)	162	142	(20)

Resources	Other cost pressures (including loss of Academy income £96k, bank charges £58k)	326	258	(68)
Resources	Changes to members allowances as agreed on the 24th November 2020 Full Council	0	36	36
Resources	Centralisation of stationery project	0	(100)	(100)
Total Resources		**2,174**	**2,228**	**54**

Corporate Items

Budget	Explanation	August Variance 2020/21 £000s	September Variance 2020/21 £000s	Change £000s
Covid Pressures				
Investment Property	Rent reductions / company administrations	2,104	2,328	224
Council Tax	5% on annual yield for duration of scenario	5,009	5,009	0
Council Tax	Increased bad debt provision	3,271	3,271	0
Business Rates	Loss of excess income to safety net	3,661	3,661	0
Savings in June Mitgation Strategy				
Furloughed Staff	Estimated claim to October	(804)	(980)	(176)
Pension Costs	Saving in pension contriubtion to refelct actual costs.	(30)	(30)	0
Other Pressures and savings				
Estates Management	Revenue impact of estates project (November Cabinet)	0	251	251
Transformation - Smarter Structures	External support to increase the pace of change	0	350	350
100 Day Plan	Additional in-year expenditure across various areas including street cleansing, prevention of antisocial behaviour, homeless initiatives, regeneration and mental health, much of which is aimed at increasing a sense of pride in the BCP Council area.	0	365	365
Interest Payable	Reduction in interest rates on temporary borrowing cost	(185)	(185)	0
Investment Income	Reduction in interest rates means lower investment returns	73	55	(18)
One off small items	Various income items	(65)	(65)	0
Total Corporate Items		**13,034**	**14,030**	**996**

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BCP Council - General Fund Summary 30 September 2020

Directorate	Revenue	Working Budget	Covid 19 Pressures	Covid 19 Mitigation	Other Pressures	Forecast Outturn	Forecast Variance
Adult Social Care	Expenditure Total	200,019	23,550	(3,710)	1,834	221,693	21,674
	Income Total	(88,899)	(16,667)	0	(1,834)	(107,400)	(18,501)
Adult Social Care Total		**111,120**	**6,883**	**(3,710)**	**0**	**114,293**	**3,173**
Children's Services (excl DSG)	Expenditure Total	75,414	4,499	(657)	2,925	82,181	6,767
	Income Total	(13,595)	660	(100)	(1,034)	(14,069)	(474)
Children's Services Total		**61,819**	**5,159**	**(757)**	**1,891**	**68,112**	**6,293**
Environment & Community	Expenditure Total	89,002	6,963	(2,561)	1,267	94,671	5,669
	Income Total	(37,718)	(2,010)	(436)	(1,573)	(41,737)	(4,019)
Environment & Community Total		**51,284**	**4,953**	**(2,997)**	**(306)**	**52,934**	**1,650**
Regeneration & Economy	Expenditure Total	63,801	4,493	(4,484)	527	64,337	536
	Income Total	(56,818)	17,220	528	0	(39,070)	17,748
Regeneration & Economy Total		**6,983**	**21,713**	**(3,956)**	**527**	**25,267**	**18,284**
Resources (inc PPE costs)	Expenditure Total	146,682	1,206	(1,280)	335	146,943	261
	Income Total	(113,768)	1,966	0	0	(111,802)	1,966
Resources Total		**32,913**	**3,172**	**(1,280)**	**335**	**35,141**	**2,228**
100 Day Plan	Expenditure Total	**0**	**0**	**0**	**365**	**365**	**365**
Total Net Cost of Service		**264,119**	**41,880**	**(12,700)**	**2,812**	**296,112**	**31,993**
Corporate Items							
Furlough Savings		0	0	(980)	0	(980)	(980)
Estates Management		0	0	0	251	251	251
Smarter Structures		0	0	0	350	350	350
Provision for repayment (MRP)		11,647	0	0	0	11,647	0
Pensions		5,612	0	(30)	0	5,582	(30)
Revenue contribution to capital - general		2,839	(2,480)	0	0	359	(2,480)
Revenue contribution to transformation		0	2,480	0	0	2,480	2,480
Interest on borrowings		1,799	0	0	(185)	1,614	(185)
High Needs Reserve Contribution		1,230	(1,230)	0	0	0	(1,230)
Revenue contribution to transformation		0	1,230	0	0	1,230	1,230
Contingency		1,151	0	(1,151)	0	0	(1,151)
Parish, Town, Neighbourhood Councils & Charter Trustees		969	0	0	0	969	0
Contingency for pay award		0	0	0	0	0	0
Movement to and (from) reserves		(344)	0	0	0	(344)	0
One off small items		0	0	0	(65)	(65)	(65)
Levies (Environment Agency / Fisheries)		597	0	0	0	597	0
Apprentice Levy		565	0	0	0	565	0
Revenue expenditure on surplus assets		62	0	0	0	62	0
Corporate Items	**Expenditure Total**	**26,127**	**0**	**(2,161)**	**351**	**24,317**	**(1,810)**
Corporate Items							
Investment property income		(5,482)	2,328	0	0	(3,154)	2,328
Income from HRA		(949)	0	0	0	(949)	0
Other Grant Income		(351)	0	0	0	(351)	0
Interest on cash investments		(185)	0	0	55	(130)	55
Dividend Income		(100)	0	0	0	(100)	0
Corporate Items	**Income Total**	**(7,067)**	**2,328**	**0**	**55**	**(4,684)**	**2,383**
Net Budget Requirement		**283,179**	**44,208**	**(14,861)**	**3,218**	**315,745**	**32,566**
Funding							
Covid19 Grant - Tranche 1		0	(11,102)	0	0	(11,102)	(11,102)
Covid19 Grant - Tranche 2		0	(10,905)	0	0	(10,905)	(10,905)
Covid19 Grant - Tranche 3		0	(3,153)	0	0	(3,153)	(3,153)
Covid19 Grant - Tranche 4		0	(3,883)	0	0	(3,883)	(3,883)
Covid 19 Grant - Sales, Fees and Charges Compensation		0	(12,100)	0	0	(12,100)	(12,100)
Contribution to reserves to cover lost Council Tax Income		(217,075)	8,280	0	0	(208,795)	8,280
Contribution to reserves to cover lost Business Rates Income		(58,102)	3,661	0	0	(54,441)	3,661
Revenue support grant		(3,005)	0	0	0	(3,005)	0
New Homes Bonus Grant		(2,648)	0	0	0	(2,648)	0
Collection Fund Surplus Distribution		(1,380)	0	0	0	(1,380)	0
Parish/Town/Neigh Coun & Charter Trustees		(969)	0	0	0	(969)	0
Total Funding		**(283,179)**	**(29,202)**	**0**	**0**	**(312,381)**	**(29,202)**
Net Position		**0**	**15,006**	**(14,861)**	**3,218**	**3,364**	**3,364**
Potential Project Savings		0	0	0	0	(2,770)	(2,770)
Potential use of Financial Resilience Reserve		0	0	0	0	(594)	(594)
Net Position after potential use of reserves		**0**	**15,006**	**(14,861)**	**3,218**	**0**	**0**

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Director of Children's Services - Budget Report

Reason for Report	As part of the Actions proposed in the Budget Monitoring Report to Cabinet on 11 November 2020, the Director of Children's Services was requested to set out in the next 2020/21 Budget Monitoring Report the budget variances within the service area and the actions being taken to bring the budget into balance.
Summary of Issues and Actions Taken	In the first year of the new council, the overspend on children's services budget at outturn (March 2020) was £2.5 million. This budget is to a large extent demand-led and unpredictable. Establishing the right base budget is difficult for all local authorities and especially a new council. For several years now, around 60% of local authorities have overspent this budget, so it is a constant worry and pre-occupation for all local authorities, not just BCP. **Placement Cost of Children in Care - £4 million** The number of children in care and average costs of placements are rising The 2020/21 budget has allowed for £0.9 million of growth with the projection at the end of September an overspend of £4.0 million on a budget of £13.2 million (30%). These figures include in-house fostering, unaccompanied asylum seeker children, and special guardianship orders. The September position has remained static against the August level and there has been no further increase to the overspend position. There remains a level of contingency/growth of £0.8 million within the £4.0 million forecast overspend. This is to allow for new placements/cost increases over the remaining months to March 2021 The pressure had already started to emerge in the final quarter of last year with a spike in spend between December 2019 and March 2020 of which £0.4 million was due to late and unavoidable new placement costs and occurred too late to be able to make any budget adjustments for 2020/21. Placements for the most vulnerable children and young people in care to the council are expensive. This can be as high as £1.2 million year for one child, who may perhaps need a 4:1 staff ration (4 carers to 1 child). The spectrum of children in care ranges from children who can be safely looked after by a kinship carer or a foster carer without undue difficulty, right the way through to a young person with the highest level of complex needs, who often has exceptionally challenging behaviour. During the Covid period the LA has been reporting weekly to the Department for Education increase of placement costs of between 10 and 20% this is a national problem which locally is being addressed through a review of the sufficiency strategy, demand management and market capacity. A demand management approach is being taken which will contribute to reduce immediate and medium term pressures on resources and costs by focusing on reducing new demand for services, by improving consistency of practice and statutory thresholds in tandem with appropriate and timely interventions for young people and families already in the care system. These approaches will include addressing previous legacy practice which has contributed to significant demand for resources and expenditure for specific cohorts of young people for which there has been no historical budget provision. This includes appropriately 89 young people, who at a current annualised cost of £8.0m, have remained in high cost residential settings for too long largely due to a lack of timely and rigorous planning of interventions. These cohorts of young people will be reviewed over the coming weeks to ensure services and planning will achieve optimum outcomes and opportunities for young people and ensure services are appropriate and value for money.

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There is an acute national shortage of suitable placements for this latter group of children and young people. For example, one child in care to BCP was the subject of a court order for secure accommodation, yet for months there was no available bed in England. The same happened last week, so this is now a chronic systemic national shortage. This usually means social workers and their managers deal as effectively possible with the highest levels of risk but with limited options.

The shortage of skilled foster carers who can work therapeutically with children and young people with the most complex needs is also a national problem, not just in BCP. A core workstream within the CS improvement programme is to build greater placement sufficiency at an affordable cost. Improved commissioning arrangement will be part of this workstream to reduce spend on independent fostering agencies, whose costs are considerably higher than in-house options.

Staffing Budgets - £1.6 million

The other major in-year budget pressure is on staffing. A major improvement programme is underway in children's services so that services meet national standards. Workstreams include increasing the quantum of permanent staff and reducing spend on agency staff with the associated premiums. This is about BCP establishing itself as an employer of choice in the region.

Another unavoidable in-year cost is on experienced interim managers who have had to be brought in to run specific services where performance and quality of services falls well short of expectations. The scale of this problem was not understood until the summer of 2020. Without these staffing additions, improvements cannot be guaranteed in a timescale children and young people need and deserve. A proportion of this expenditure will have to be continued into 2021/22 but the intention is to keep this at a much lower level. This depends upon significant sustainable improvements being made in the next 6-9 months.

Loss of income - £0.7 million

This pressure in the main is due to the pandemic from lost income from private fostering fees (for example, from language schools which have significantly reduced activity), adoption fees, educational psychologist (due to reduced school activity) and from council-run nurseries.

Service Improvements funding request- £0.3 million

- A Service Manager for the MASH (multi-agency safeguarding hub): this post is an essential building block for handling incoming referrals safely and managing a demand reduction and ensuring safe transfers to other services;
- Additional capacity for legal work including a case progression officer to handle PLO cases (public law outline cases), of children for whom the local authority is seeking a degree of control through the family courts. These are some of the most serious abuse, neglect and exploitation cases with currently too much delay in the system with permanence plans for children not being sharp enough in all cases.
- Additional service manager and other support to provide additional capacity and capability for early help and SEND services.

Additional Support to Schools due to Covid - £0.25 million

This was contingency set aside early in the pandemic with the need for this under review.

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Next Steps	**Children in Care (CiC) placement forecasting** Under new management, CS has begun to get a grip both of their budget and the needs of the service. Profiling of children in care has been carried out systematically which will result in a much better predictor of future placement cost requirements. These placements are now subject to continuous intensive review, aiming to give children earlier permanence in their lives and to reduce drift and delay in care plans which leads to an escalation in costs. **Employee change control process** Children's Services has recently introduced a change control process which requires authorisation before any temporary or permanent recruitment takes place, or if there is a requested change for existing staff (i.e. increased hours). This is a new mandatory process and no changes or appointments will be made without the correct process followed. It requires sign off from finance to confirm budget/funding is available, HR to confirm posts are in the establishment and to make sure recruitment process is followed with overall sign off from Directors. Any agency recruitment should be through the Comensura framework and only in exception circumstances should off framework contracts be awarded and requires Service Director and DCS sign off. **Recruitment Campaign** BCP has recently introduced a temp to perm recruitment campaign. The campaign covers all roles between social worker and service managers (this agreement excludes high value agency leadership). The intention is to reduce the current high use of agency staff and replace with permanent staff. This temp to perm approach offers both parties an opportunity to 'try before you buy' and if successful the candidate is taken off agency and put on payroll as a permanent member of staff in an established post. The authority pays an introduction for successful candidates. This should mean fewer agency staff and subsequently savings on agency fees. **Cost sharing arrangement partners** Steps are also being taken to establish a better basis for sharing costs and risks with external partners, especially the local NHS. Options are being looked at, including strengthening the current complex cases panel arrangement, or moving to a single pooled budget under s75 of the 2006 NHS Act.

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Chief Executive - Budget Report	
Reason for Report	As part of the Actions proposed in the Budget Monitoring Report to Cabinet on 11 November 2020, the Chief Executive was requested to set out in the next 2020/21 Budget Monitoring Report the budget variances within his service area and the actions being taken to bring the budget into balance.
Summary of Issues and Actions Taken	The current budget variance for Chief Executive budget is a net pressure £116k. The biggest cost pressure for the service area is the recruitment costs and employment of the Interim Corporate Director of Children's Services totalling £96k. Director of Children Services is one of the toughest, most demanding jobs in local government. It is no secret that turnover of this critical role is high and in order to attract the right calibre staff, on an interim basis comes at an additional cost. The other main cost pressure for the service has been the temporary recruitment of an interim monitoring officer covering the vacant Director of Law and Governance Director post at a cost of £64k. The interim cover came during the first Covid lockdown and it was vital the Council had the correct expertise to deal with the challenges the Council faced. To offset the pressures set out above £44k mainly relates to underspend on pension contributions where some employees in the service area are not members of the local government pension scheme.
Next Steps	1. Continue to review areas within the Chief Executive remit to see if more savings can be identified.

Appendix A4

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Appendix B - BCP Council - Earmarked Reserves

Detail	31/03/20 Actual Balances £000's	Covid Resilience £000's	Transformation £000's	Estimated Movements £000's	31/03/21 Estimated Balances £000's
(A) - Financial Resilience Reserves	**(13,318)**	(6,282)	10,331	(3,105)	**(12,374)**
(B) - Transition and Transformation Reserves	**(3,454)**	0	718	2,661	**(75)**
(C) - Asset Investment Strategy Rent, Renewals and Repairs	**(2,491)**	0	0	0	**(2,491)**
(D) - Insurance Reserve	**(3,500)**	0	0	0	**(3,500)**
(E) - Held in Partnership for External Organisations	**(3,071)**	0	0	712	**(2,359)**
(F) - Required by Statute or Legislation	**(3,013)**	2,591	0	0	**(422)**
(G) - Planning Related	**(1,396)**	461	0	210	**(725)**
(H) - Government Grants	**(18,190)**	0	0	14,012	**(4,178)**
(I) - Maintenance	**(1,601)**	224	0	0	**(1,377)**
(J) - ICT Development & Improvement	**(1,203)**	380	0	749	**(74)**
(K) - Corporate Priorities & Improvements	**(2,529)**	1,228	0	122	**(1,179)**
GF Earmarked Reserve Balance - 31 March 2020	**(53,766)**	**(1,398)**	**11,049**	**15,361**	**(28,754)**

(A) - Financial Resilience Reserves

	31/03/20 Estimated £000's	Covid Resilience £000's	Transformation £000's	Movement £000's	31/03/21 Estimated £000's
Designed to provide the Council with the ability to manage any emerging issues recognising the 2020/21 Budget has been formed based on the experience of operating the new BCP for nine months. The Financial Liability Reserve has been established to mitigate the deficits on the Dedicated Schools Grant Budget (principally the High Needs Budget deficit) which have to be held against Unearmarked Reserves					
Financial Liability Reserve	(5,500)	0	10,331	(4,831)	0
Financial Planning Reserve	(892)	0	0	892	0
Financial Resilience Reserves	(6,675)	1,688	0	4,987	0
Other Financial Resilience Reserves	(251)	0	0	251	0
Covid-19 Financial Resilinence Reserve	0	(7,970)	0	(4,404)	(12,374)
Financial Resilience Reserves	**(13,318)**	**(6,282)**	**10,331**	**(3,105)**	**(12,374)**

(B) - Transition and Transformation Reserves

	31/03/20 Estimated £000's	Covid Resilience £000's	Transformation £000's	Movement £000's	31/03/21 Estimated £000's
Purpose: Resources set aside to support the one-off change costs of creating the new council including the phase three transformation programme. Includes the council's contribution to support the deficit on the Dedicated Schools Grant (DSG) high needs budget which is a one-off contribution for 2019/20 only.					
Transitional and Transformation Costs	(1,181)	0	0	1,181	0
BCP Programme Resources - Costs originally profiled for 2019/20	(909)	0	718	116	(75)
BCP Programme Resources - Pay and Reward Strategy	(1,364)	0	0	1,364	0
Transition and Transformation Reserves	**(3,454)**	**0**	**718**	**2,661**	**(75)**

(C) - Asset Investment Strategy Rent, Renewals and Repairs

	31/03/20 Estimated £000's	Covid Resilience £000's	Transformation £000's	Movement £000's	31/03/21 Estimated £000's
Purpose: Resources set a side as part of the process of managing annual fluctuations in the rent, landlord repairs and costs associated with the councils commercial property acquisitions as set out in the Non Treasury Asset Investment Strategy.					
Asset Investment Strategy Rent, Renewals and Repairs	**(2,491)**	**0**	**0**	**0**	**(2,491)**

(D) - Insurance Reserve

	31/03/20 Estimated £000's	Covid Resilience £000's	Transformation £000's	Movement £000's	31/03/21 Estimated £000's
Purpose: Reserve to enable the annual fluctuations in the amounts of excesses payable to be funded without creating an in-year pressures on the services. Subject to ongoing review by an independent third party.					
Insurance Reserve	**(3,500)**	**0**	**0**	**0**	**(3,500)**

(E) - Held in Partnership for External Organisations

	31/03/20 Estimated £000's	Covid Resilience £000's	Transformation £000's	Movement £000's	31/03/21 Estimated £000's
Purpose: Amounts held in trust on behalf of partners or external third party organisations.					
- Dorset Waste Partnership	(202)	0	0	0	(202)
- Dorset Adult Learning Service	(387)	0	0	(33)	(420)
- Stour Valley and Poole Partnership	(781)	0	0	197	(584)
- CCG Emotional Wellbeing and Mental Health	(655)	0	0	250	(405)
- Local Economic Partnership	(1)	0	0	0	(1)
- Flippers Nursery	(89)	0	0	0	(89)
- Adult Safeguarding Board	(42)	0	0	0	(42)
- Dorset Youth Offending Service Partnership	(367)	0	0	200	(167)
- Music and Arts Education Partnership	(358)	0	0	0	(358)
- Bournemouth 2026	(98)	0	0	98	0
- Bournemouth 2026 - West Howe Bid	(45)	0	0	0	(45)
- Charter Trustees	(46)	0	0	0	(46)
Held in Partnership for External Organisations	**(3,071)**	**0**	**0**	**712**	**(2,359)**

(F) - Required by Statute or Legislation

	31/03/20 Estimated £000's	Covid Resilience £000's	Transformation £000's	Movement £000's	31/03/21 Estimated £000's
Purpose: Amounts which the council is required to hold as a reserve in line with current accounting practice or legislative requirements.					
Building Regulation Account	(128)	0	0	0	(128)
Bournemouth Library Private Finance Initiative (PFI)	(393)	0	0	0	(393)
Carbon Trust	99	0	0	0	99
Business Rates Levy payments annual variation reserve	(2,591)	2,591	0	0	0
Business Rates 19/20 Settlement Grant - paid 18/19 - Surplus national levy/safty net account	0	0	0	0	0
Required by Statute or Legislation	**(3,013)**	**2,591**	**0**	**0**	**(422)**

(G) - Planning Related

	31/03/20 Estimated £000's	Covid Resilience £000's	Transformation £000's	Movement £000's	31/03/21 Estimated £000's
Purpose: Reserves designed to support planning processes and associated planning activity where expenditure is not incurred on an even annual basis.					
Local Development Plan Reserve	(644)	0	0	81	(563)
Planning Hearing and Enforcement Reserve	(123)	0	0	0	(123)
Other Planning Related Reserves	(629)	461	0	129	(39)
Planning Related	**(1,396)**	**461**	**0**	**210**	**(725)**

(H) - Government Grants

	31/03/20 Estimated £000's	Covid Resilience £000's	Transformation £000's	Movement £000's	31/03/21 Estimated £000's
Purpose: Amounts which the council is required to hold as a reserve in line with specific grant conditions.					
Total Unspent Grants	**(18,190)**	**0**	**0**	**14,012**	**(4,178)**

(I) - Maintenance

	31/03/20 Estimated £000's	Covid Resilience £000's	Transformation £000's	Movement £000's	31/03/21 Estimated £000's
Purpose: Reserves and sinking funds designed to support maintenance investments in specific services or assets.					
Corporate Maintenance Fund	(400)	149	0	0	(251)
Other Maintenance Related Reserves	(1,201)	75	0	0	(1,126)
Maintenance	**(1,601)**	**224**	**0**	**0**	**(1,377)**

(J) - ICT Development & Improvement

	31/03/20 Estimated £000's	Covid Resilience £000's	Transformation £000's	Movement £000's	31/03/21 Estimated £000's
Purpose: Resources set aside to meet various ICT improvement projects					
ICT Development & Improvement	**(1,203)**	**380**	**0**	**749**	**(74)**

(K) -Corporate Priorities & Improvements

	31/03/20 Estimated £000's	Covid Resilience £000's	Transformation £000's	Movement £000's	31/03/21 Estimated £000's
Purpose: Amounts set a side to deliver various priorities, some of which will be of a historical natured inherited from the predecessor authorities.					
Welfare Reform Reserve / Hardship Fund	(121)	0	0	121	0
Capital Feasibility and Small Works Fund	(342)	0	0	0	(342)
Local Elections Reserve	(187)	0	0	0	(187)
Other Corporate Priorities & Improvements	(1,879)	1,228	0	1	(650)
Corporate Priorities & Improvements	**(2,529)**	**1,228**	**0**	**122**	**(1,179)**

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Appendix C1

HRA Bournemouth Neighbourhood - Revenue Account 2020/21

	September Actuals £000s	Approved Budget £000s	Forecast Outturn £000s	Variance £000s
Income				
Dwelling Rents	(9,299)	(22,439)	(22,439)	0
Non-Dwelling Rents	(49)	(147)	(125)	22
Charges for Services and Facilities	(181)	(1,532)	(1,564)	(32)
Contributions towards expenditure	0	(60)	(60)	0
Total Income	**(9,529)**	**(24,178)**	**(24,188)**	**(10)**
Expenditure				
Repairs and Maintenance	1,541	5,378	5,378	0
Supervision and Management	1,639	8,575	8,505	(70)
Rent, rates, taxes and other charges	101	222	220	(2)
Bad or Doubtful debts	0	188	188	0
Capital financing costs (debt management)	0	75	75	0
Depreciation	0	7,253	7,253	0
Interest and capital charges	160	2,517	2,517	0
Interest and investment income	0	(30)	(30)	0
Total Expenditure	**3,441**	**24,178**	**24,106**	**(72)**
(Surplus) / Deficit	**(6,088)**	**0**	**(82)**	**(82)**

Appendix C1

HRA Bournemouth Neighbourhood - Capital Programme 2020/21

	September Actuals £000s	Approved Budget £000s	Forecast Outturn £000s	Variance £000s
Basic Planned Maintenance				
External Doors	11	300	300	0
Boiler Replacement Programme	0	670	670	0
Windows	778	1,180	1,180	0
Building External – All schemes	282	700	700	0
Fire Risk Remedial works	1	600	600	0
Electrical Works	0	130	130	0
Kitchen Replacement Programme	199	850	770	(80)
Building Envelope (Seddons)	0	60	60	0
Roofing	85	350	350	0
Bathrooms	218	950	870	(80)
Disabled Adaptations	124	700	640	(60)
Various programmes under £100,000	262	1,116	1,056	(60)
Capitalised Salaries	0	331	331	0
Major Projects				0
Northbourne Day Centre	1	962	751	(211)
Barrow Drive Garages	167	454	345	(109)
Princess Rd Development	35	1,400	101	(1,299)
Ibbertson Way Garages	80	662	480	(182)
Luckham Rd/Charminster Rd	1	1,706	726	(980)
Cabbage Patch Car Park	2	1,700	700	(1,000)
Moorside Road	6	1,950	72	(1,878)
Templeman House	34	1,700	1,428	(272)
New Build & Acquisition TBC	256	1,147	1,479	332
				0
Total Capital Programme	**2,542**	**19,618**	**13,739**	**(5,879)**

Appendic C2

HRA Poole Neighbourhood - Revenue Account 2020/21

	September Actuals £000s	Approved Budget £000s	Forecast Outturn £000s	Variance £000s
Income				
Dwelling Rents	(10,471)	(20,070)	(20,093)	(23)
Non-Dwelling Rents	(12)	(41)	(31)	10
Charges for Services and Facilities	(582)	(1,553)	(1,544)	9
Contributions towards expenditure	0	(54)	(54)	0
Total Income	**(11,065)**	**(21,718)**	**(21,722)**	**(4)**
Expenditure				
Repairs and Maintenance	2,473	5,368	5,368	0
Supervision and Management	1,438	4,365	4,349	(16)
Rent, rates, taxes and other charges	44	160	160	0
Bad or Doubtful debts	0	197	197	0
Capital financing costs (debt management)	0	105	105	0
Depreciation Charge	0	4,861	4,861	0
Capital Charges (net)	1,431	3,013	3,013	0
Contribution to transformation	1,000	1,000	1,000	0
Contribution to HRA reserve	0	162	162	0
Contribution new builds	0	2,487	2,507	20
Total Expenditure	**6,386**	**21,718**	**21,722**	**4**
(Surplus) / Deficit	**(4,679)**	**0**	**0**	**0**

Appendix C2

HRA Poole Neighbourhood - Capital Programme 2020/21

	September Actuals £000s	Approved Budget £000s	Forecast Outturn £000s	Variance £000s
Basic Planned Maintenance				
External Doors	30	150	150	0
Boiler Replacement Programme	362	1,389	1,196	(193)
Windows	189	628	523	(105)
Building External – All schemes	2	290	164	(126)
Fire Risk Remedial works	139	841	768	(74)
Electrical Works	2	450	450	0
Kitchen Replacement Programme	10	675	563	(113)
Building Envelope (Seddons)	6	312	260	(52)
Roofing	145	380	380	0
Bathrooms	(2)	250	208	(42)
Various programmes under £100,000	105	693	644	(49)
Capitalised PHP Salaries	266	524	524	0
Other Planned Maintenance	0	**0**	**0**	0
Voids Maintenance	0	50	50	0
Sustainability	12	100	83	(17)
Contingency	0	250	100	(150)
Sales Admin	0	26	26	0
DA - Stairlifts	0	10	10	0
Disabled Adaptations	59	350	290	(60)
New Computer System	61	250	250	0
Major Projects	0	0	0	0
Cladding	9	450	450	0
New Build - Infill Projects	5	1,100	5	(1,095)
New Build - Montacute	34	151	40	(111)
Old Town Tower Block Works	524	7,350	4,250	(3,100)
Herbert Avenue Modular	(13)	2,347	1,175	(1,172)
Small Projects/Acquisitions	313	1,000	1,000	0
Sheltered Sites Works	69	0	100	100
Cynthia House	(34)	577	175	(402)
Sprinkler Installations	10	754	400	(354)
Hillborne School Development	(2)	285	5	(280)
Total Capital Programme	**2,300**	**21,633**	**14,239**	**(7,394)**

Appendix D1 - MTFP Review of Inherited S106 and CIL Balances

Proposed Drawdown of CIL

CIL Poole

Year of spend	Description	Amount £	123 List Allocation
2018/2019	Town Centre Regeneration	325,181.04	Town Centre North
2019/2020	Beach huts - Shore road Blk 8	312,084.84	Sustaining Poole's Seafront SPD projects
2019/2020	Heart of Poole Development Partner Procurement	230,360.54	Town Centre North
2018/2019	Beach huts - (Hamworthy)	169,779.05	Sustaining Poole's Seafront SPD projects
2019/2020	Dolphin Swimming Pool	157,431.10	Provision of new leisure facility
2018/2019	Heart of Poole (TCN) Delivery Team	128,554.00	Town Centre North
2018/2019	Social Workers ICT	122,873.85	Adult social care
2019/2020	Heart of Poole Programme Delivery	62,166.16	Town Centre North
2017/2018	New Beach Huts - Phase 2 (including Public Realm Enhancements)	47,909.00	Sustaining Poole's Seafront SPD projects
2017/2018	Beach huts - minor schemes	46,009.75	Sustaining Poole's Seafront SPD projects
2018/2019	Beach huts - Shore road Blk 8	29,060.00	Sustaining Poole's Seafront SPD projects
2018/2019	Heart of Poole (TCN) Dev Partner Procurement	25,507.35	Town Centre North
	Total Poole	**1,656,916.68**	

CIL Bournemouth

Year of spend	Description	Amount £	123 List Allocation
2017/2018	Stokewood Leisure Centre Expansion	348,898.23	Green Infrastructure, Leisure, Sport and Open Space
2017/2018	Linwood Main Site Feasibility	247,830.00	Education
2018/2019	Bournemouth Prom lighting (Salix)	102,000.00	Green Infrastructure, Leisure, Sport and Open Space
2017/2018	Cooper Dean Roundabout	74,000.00	Transport
2017/2018	Asset Management Littledown	63,200.64	Green Infrastructure, Leisure, Sport and Open Space
2017/2018	Alum Chine - Playground Improvement	40,000.00	Green Infrastructure, Leisure, Sport and Open Space
2017/2018	Asset Management Stokewood	37,916.15	Green Infrastructure, Leisure, Sport and Open Space
2017/2018	Bournemouth Pier Structure	35,700.00	Green Infrastructure, Leisure, Sport and Open Space
2018/2019	PR 44 - Asset Management Littledown	29,990.00	Green Infrastructure, Leisure, Sport and Open Space
2018/2019	Linwood roof renewal & planned and emergency work	24,158.28	Education
2017/2018	District Heat Network	21,346.00	Green Infrastructure, Leisure, Sport and Open Space
2018/2019	PR 51 - Stokewood Leisure Centre Expansion	20,124.02	Green Infrastructure, Leisure, Sport and Open Space
2017/2018	Town Centre AAP - Walking & CyclingImprovements	20,000.00	Green Infrastructure, Leisure, Sport and Open Space
2018/2019	Littledown play park	20,000.00	Green Infrastructure, Leisure, Sport and Open Space
2017/2018	Asset Management Pelhams	13,418.73	Green Infrastructure, Leisure, Sport and Open Space
2018/2019	PR 45 - Asset Management Stokewood	12,100.00	Green Infrastructure, Leisure, Sport and Open Space
2017/2018	Boscombe Pier - Shops 1 & 2 - external render	11,198.60	Green Infrastructure, Leisure, Sport and Open Space
2017/2018	Beaufort Road CC Gym – new ramp	9,146.00	Green Infrastructure, Leisure, Sport and Open Space
2017/2018	Bournemouth Pier Maintenance	8,459.68	Green Infrastructure, Leisure, Sport and Open Space
2018/2019	Heathlands Mitigation - Stour Valley Master Plan	7,700.00	Heathland Mitigation
2018/2019	PR 46 - Asset Management Pelhams	6,600.00	Green Infrastructure, Leisure, Sport and Open Space
2018/2019	Slades Farm - Cycle Track Facilities & Office	5,933.00	Green Infrastructure, Leisure, Sport and Open Space
2017/2018	Bournemouth Pier – partial replacement of sewerage pipe	5,062.00	Green Infrastructure, Leisure, Sport and Open Space
2017/2018	Boscombe Pier - Shops 1 & 2 - flashings & seals	2,200.00	Green Infrastructure, Leisure, Sport and Open Space
2017/2018	Asset Management Littledown	1,265.02	Green Infrastructure, Leisure, Sport and Open Space
2018/2019	Kings Park ~ Ashley Road Playground refurb	879.23	Green Infrastructure, Leisure, Sport and Open Space
	Total	**1,169,125.58**	

CIL Christchurch

Year of spend	Description	Amount £	123 List Allocation
2019/2020	Christchurch Legacy Play areas	**685,000.00**	Open Space / Green Infrastructure / Recreation Provision

Total Proposed drawdown of CIL	**3,511,042.26**	

Appendix D1 - MTFP Review of Inherited S106 and CIL Balances

Proposed Drawdown of S106

S106 Poole

Description	Amount £
Future Parking Provision	172,978.89
South East Dorset Transport Contribution Post Apr10	214,536.64
Education Contributions	207,791.70
Highway Act Deposit	113,214.22
Sec106 Highway Improvements	72,253.92
South East Dorset Transport Contribution Pre Apr10	62,927.08
Arts	58,801.40
Traffic Management	51,723.40
Wildlife	26,561.90
Green Travel Plan & Monitoring	19,069.77
Alternative Community Use	12,216.90
Environmental/Landscaping	7,393.20
Interim Transport Contribution Policy	1,855.56
Informal Development Fund (exc Agreements)	775.38
Heathlands	54,579.40
Total Poole	**1,076,679.36**

S106 Bournemouth

Description	Amount £
Terrace Mount Development	43,456.25
Honeycombe Chine	25,000.00
Total Bournemouth	**68,456.25**

S106 Christchurch

Description	Amount £
Dorset Interim Transport Fund	49,206.06
Flood Risk	31,948.00
Total Christchurch	**81,154.06**

Total CIL	**3,511,042.26**
Total S106	**1,226,289.67**
Proposed Drawdown of CIL/S106	**4,737,331.93**

Medium Term Financial Plan 2021/22 (based on absolute budget)

	Adjusted Net Budget 2020/21 £m	MTFP 2021/22 £m	Net Budget 2021/22 £m	MTFP 2022/23 £m	Net Budget 2022/23 £m	MTFP 2023/24 £m	Net Budget 2023/24 £m
Adult Social Care *(Including Public Health)*	**109.7**	5.7	**115.5**	8.3	**123.8**	9.9	**133.7**
Children's Services	**63.1**	7.3	**70.4**	2.6	**73.0**	2.1	**75.1**
Environment & Community	**49.8**	0.9	**50.7**	1.5	**52.3**	0.4	**52.6**
Regeneration & Economy	**9.7**	15.7	**25.4**	(6.0)	**19.3**	(3.1)	**16.3**
Resources	**31.9**	0.4	**32.3**	0.1	**32.4**	0.2	**32.7**
Transformation Revenue Implications	**0.0**	3.5	**3.5**	0.5	**4.0**	0.5	**4.5**
Corporate Priorities	**1.4**	1.1	**2.5**		**2.5**		**2.5**
Net cost of services	**265.6**	**34.6**	**300.2**	**7.1**	**307.3**	**10.0**	**317.3**
Provision for repayment borrowing (MRP)	**9.8**	0.1	**9.9**	0.1	**10.1**	0.1	**10.1**
Pensions	**5.6**	(0.1)	**5.5**	(0.1)	**5.5**	0.2	**5.7**
Revenue contribution to capital	**0.8**	(0.8)	**0.0**		**0.0**	0.0	**0.0**
Transformation Funding	**2.0**	(1.5)	**0.5**		**0.5**	2.0	**2.5**
Interest on borrowing	**1.8**	1.4	**3.2**	(0.0)	**3.2**	(0.0)	**3.2**
Contingency	**1.2**	3.4	**4.6**	3.4	**7.9**	3.3	**11.2**
Parish, Town, Neighbourhood Councils & Charter Trustees	**0.8**		**0.8**		**0.8**		**0.8**
Movement to and (from) reserves - inc unearmarked	**0.7**	(0.0)	**0.7**		**0.7**		**0.7**
High needs reserve contribution	**1.2**	(1.2)	**0.0**		**0.0**		**0.0**
Levies (Environment Agency / Fisheries)	**0.6**		**0.6**		**0.6**		**0.6**
Apprentice Levy	**0.6**		**0.6**		**0.6**		**0.6**
Revenue expenditure on surplus assets	**0.2**		**0.2**		**0.2**		**0.2**
Investment property income	**(6.7)**	1.2	**(5.5)**	(0.4)	**(5.9)**	(0.4)	**(6.3)**
Income from HRA	**(0.9)**		**(0.9)**		**(0.9)**		**(0.9)**
Interest on cash investments	**(0.2)**	0.1	**(0.0)**		**(0.0)**		**(0.0)**
Dividend income	**(0.1)**		**(0.1)**		**(0.1)**		**(0.1)**
Residual capital funding	**0.0**	(0.1)	**(0.1)**	0.1	**0.0**	0.0	**0.0**
Town Centre Development Fund	**0.0**	(2.5)	**(2.5)**	2.5	**0.0**	0.0	**0.0**
ICT Investment Plan Resources One-Off	**0.0**	(1.6)	**(1.6)**	1.6	**0.0**	0.0	**0.0**
ICT Investment Plan funding obligations	**0.0**	0.3	**0.3**	0.0	**0.3**	0.0	**0.3**
Transformation Fund Resources One-Off	**0.0**	(13.5)	**(13.5)**	13.5	**0.0**	0.0	**0.0**
Transformation Fund funding obligations	**0.0**	2.7	**2.7**	5.4	**8.1**	(7.1)	**1.0**
Transformation Saving Target 2021/22	**0.0**	(15.0)	**(15.0)**	(9.1)	**(24.1)**	(9.1)	**(33.2)**
Transformation - Delay in Capital Receipts income	**0.0**	0.0	**0.0**	0.0	**0.0**	0.0	**0.0**
Developer Contribution Review	**0.0**	(4.7)	**(4.7)**	4.7	**0.0**	0.0	**0.0**
Capital Fund Release	**0.0**	(0.4)	**(0.4)**	0.4	**0.0**	0.0	**0.0**
Reverse Poole Bay previous contributions	**0.0**	(1.0)	**(1.0)**	1.1	**0.1**	(0.1)	**0.0**
Net Budget	**283.0**	**1.4**	**284.3**	**30.3**	**314.6**	**(1.1)**	**313.5**
Council Tax income	**(217.1)**	4.0	**(213.0)**	(12.0)	**(225.1)**	(10.2)	**(235.2)**
Net income from Business Rates	**(58.1)**	2.6	**(55.5)**	(3.0)	**(58.4)**	(2.0)	**(60.5)**
Revenue Support Grant	**(3.0)**	0.0	**(3.0)**		**(3.0)**		**(3.0)**
New Homes Bonus Grant	**(2.6)**	0.9	**(1.7)**	0.9	**(0.8)**	0.8	**0.0**
Collection Fund Surplus Distribution	**(1.4)**	1.4	**0.0**		**0.0**		**0.0**
Parish, Town, Neighbourhood Councils & Charter Trustees	**(0.8)**	0.0	**(0.8)**		**(0.8)**		**(0.8)**
Total Funding	**(283.0)**	**9.0**	**(274.0)**	**(14.1)**	**(288.1)**	**(11.3)**	**(299.5)**
Annual – Net Funding Gap	**(0.0)**	**10.3**	**10.3**	**16.2**	**16.2**	**(12.5)**	**(12.5)**
Cumulative MTFP – Net Funding Gap			**10.3**		**26.5**		**14.1**

APPENDIX D2

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BCP Non-Domestic Rates Section 47 (LGFA 1988) –Policy	
Date: effective from 1st April 2021	**Policy Author: Mark Chadbourne, Alan Fletcher**
Review Date: January 2022 or if any change to Legislation/Best Practice	**Version: V1.**
Purpose/Introduction	Non-Domestic Rates: Policy for granting a Discretionary Discount under Section 47 of The Local Government Finance Act 1988.
Who the policy applies to	All Staff receiving a request for Non-Domestic Rate Discretionary Relief and Revenue staff deciding applications under Section 47 of The Local Government Finance Act 1988. Non-Domestic Ratepayers.
When to use this policy	From 1st April 2021
The policy	**1.0 Introduction** 1.1 This policy sets out Bournemouth, Christchurch and Poole Council's intentions for dealing with applications for Non-Domestic Rate relief under Section 47 of The Local Government Finance Act 1988 (discretionary rate relief). 1.2 Section 47 of the Local Government Finance Act 1988 enables the Council to exercise discretion to award rate relief in respect of properties occupied by charities and other not-for-profit organisations. This includes the additional powers given to Councils by Section 69 of The Localism Act 2011 which amended Section 47 of the Local Government Finance Act 1988 (see section 4). This policy does include Central Government funded relief initiatives (see section 1.6). 1.3 The Criteria shall take effect for all applications made in respect of rate liabilities incurred from 1 April 2021 onwards. 1.4 When deciding on whether to grant a discretionary award, the Council will consider each application on its own merits and in line with the criteria below. 1.5 The principal consideration is that any relief is in the best interests of the taxpayers of the Council, as the council taxpayer will fund any relief granted.

Appendix 1

1.6 Where the government will fully fund (via section 31 grant) rate relief awarded under Section 47 of the Local Government Finance Act 1988, Bournemouth, Christchurch and Poole Council will automatically award relief based upon the criteria of that scheme. Any such schemes will be administered in accordance with instruction and guidance set out by government.
NB – Section 2,3,4,5 and 6 do not apply to this paragraph.

1.7 At the discretion of the Portfolio Holder for Finance having taken advice from the Councils Chief Financial Officer the Council may award discretionary relief outside of the criteria below.

2.0 Eligibility Criteria

2.1 Hereditaments occupied by organisations which are not established for profit and whose main objectives are charitable, philanthropic, or religious or concerned with education, social welfare, science, literature, or the fine arts and are available to a wide section of the community

or

the hereditament is wholly or mainly* used for purposes of recreation, and all or part of it is occupied for the purposes of a club, society or other organisation not established or conducted for profit.

2.2 Where the services, facilities or activities provided by the applicant are in line with the Council's objectives and priorities.

and

Where the services, facilities or activities provided by the applicant are wholly or mainly* benefiting the residents of Bournemouth, Christchurch and Poole.

and

Where there is a need, in Bournemouth, Christchurch and Poole Council's area for the specific services, facilities or activities provided by the applicant.

and

Where the organisation has financial need which will be assisted by the rate relief given.

Appendix 1

2.3 Non Domestic Rate relief will **not** be considered where the following criteria apply:-

a) Shops - To any organisation which occupies a property wholly or mainly* as a shop

* Wholly or mainly is taken to be 50% or more.

3.0 Amount of Relief

3.1 The maximum amount of rate relief that shall be awarded under this policy in respect of any one hereditament for any one financial year shall be limited as follows:

(i) Where the award is in addition to an award of mandatory charitable rate relief; £4,000

(ii) In all other cases, except those in section 1.6 above; £4,000

The amount of rate relief awarded in respect of any application shall be calculated according to this limitation.

3.2 Discretionary Rate Relief may be awarded up to 100% of the rate liability. In determining an award, the following criteria will be used.

(i) Does the organisation fall into 2.3 above?

(ii) Is the organisation open to all sections of the community? If membership fees are in place, they should be reasonable and not be at a level where it restricts membership

(iii) Does the organisation actively encourage membership from particular groups (e.g. the young, elderly, disabled, the disadvantaged, care experienced children, members or ex-members of UK Armed Forces)?

(iv) Does the organisation allow its facilities to be used by people other than members (e.g. schools, casual public sessions)?

(v) If the organisation provides a bar for its members consideration will be given to the main purpose of the organisation. Regard will be given to the balance between playing and non-playing members and whether the prices charged for drinks are significantly lower than those charged by commercial organisations.

Appendix 1

(vi) Does the organisation provide training or education for its members?

(vii) Does the organisation provide facilities which indirectly relieve the Council of the need to do so, or enhance and supplement those which it does provide?

4.0 Local Business Rate Discount – Funded locally.

4.1 Section 69 of The Localism Act 2011 amends Section 47 of the Local Government Finance Act 1988 and allows the Council to grant locally determined business rate discounts (in addition to the already available discretionary rate reliefs).

This power recognises that the current business rates scheme is broadly prescribed by central government and its aim is to provide increased flexibility to local authorities to support organisations, recognising the variations in economic conditions across and within local authority boundaries.

When deciding whether to award a local business rates discount, the principal consideration will be that in granting any discount there should be a substantial, positive impact for residents and local taxpayers, as the Council must partly bear the cost of any relief granted.

The following criteria will also be taken into account when considering applications:

- Whether the organisation provides substantial and essential long-term benefits to both the community and the council tax payer, such as increasing employment or improving amenities available to the local community.
- Whether the organisation provides residents of the Council with such services, opportunities or facilities that cannot be obtained locally or provided locally by another organisation and whether the award could have an anti-competitive effect on other businesses in the area.

5.0 Administering the scheme

5.1 Applications for rate relief based on their own merits and on a case by case basis. Applications will be considered in accordance with this policy.

Appendix 1

5.2 All applications for discretionary discounts should be made in writing using the Council's application forms. The Council will also require evidence to support applications, the details of which will be included on each claim form.

6.0 Notification and duration of award.

6.1 Successful applicants will be notified in writing of the amount and period a discretionary relief has been awarded for. Any entitlement is applied to the Non-Domestic Rate account and a revised bill will be sent. Awards are limited to the end of the financial year in which the application is made.

6.2 At the end of any award period a re-application will be required before any further award can be considered by the Council

6.3 Unsuccessful applicants will be notified in writing together with the reasons for the decision.

6.4 The Council will aim to make a decision within 21 days of receiving sufficient information to make a decision or within a reasonable period thereafter.

7.0 Appeals

7.1 A ratepayer dissatisfied with a decision made under these criteria may make an appeal to request that the decision be reviewed, except for decisions made by the Portfolio Holder which shall be final.

7.2 Requests for the decision to be reviewed should be received by the Council within four weeks of the notification of the award or refusal of an award

8.0 State Aid

8.1 State Aid rules apply to this relief. The Council will be mindful of these rules and will ensure compliance with the legal requirements and any permitted exemptions. Each case will be considered based on the organisation's individual circumstances in full consideration of the state aid rules

.

Appendix 1

BCP Non-Domestic Rates Section 47 (LGFA 1988) –Policy	
How to use the policy	This policy is a public document, reflecting how this Discretionary Relief will be considered. Internal use: this Policy should be used alongside accompanying guidance and processes.
Roles and responsibilities	Taxation and Operations Managers for the BCP Revenue and Benefits service are responsible for reviewing this policy and ensuring it is applied when applications are processed.
Enforcement and sanctions	Occasional checks may be undertaken (as part of any appeal) to ensure the councils policy is being applied. Feedback and lessons learnt will be given as/when necessary.
Further information and evidence	Link to Policy & Application form will be put on council website(s). Approved by Corporate Management Board

Appendix 1

Discretionary Business Rate Relief Policy Consultation

September – October 2020

Report November 2020

Insight Team
BCP Council

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1. Executive Summary

Below is a summary of the key findings from this survey:

- There were 26 responses to the survey
- Most respondents supported the proposals across all sections of the draft Policy
- The proposals with the highest levels of agreement were:
    - Notifying beneficiaries of an award
    - Administering the Discretionary Business Rates Relief Scheme
    - Eligibility criteria for awarding up to 100% of the rate liability
- The main reasons respondents gave for disagreeing with proposals were:
    - To protect charitable organisations and their work in the local community
    - Proposed criteria could discriminate against certain businesses/organisations
    - Proposed criteria is too ambiguous
    - The decision-making role of the Portfolio Holder is inadequate and unclear

2. Introduction

BCP Council is required to operate a single discretionary rate relief policy. The Bournemouth, Dorset and Poole (Structural Changes) Order 2018 stipulates that such a policy must be in place and operational from 1 April 2021 at the latest. The proposed Policy has been developed having regard to the legislation, existing schemes and government guidance.

The earliest this Policy can now be implemented, due to the requirements of the Local Government Finance Act 1988 to give a full financial year's notice of any potential change, is 1 April 2021.

The three existing schemes that currently operate within the BCP area have not altered for many years and do not reflect the current business rates landscape.

The existing Discretionary Business Relief Rates Policies can be viewed below:

- Bournemouth
- Christchurch
- Poole

The proposed policy aims to target support for those organisations which make a maximum contribution towards the community. It is anticipated that the majority of existing recipients would continue to receive discretionary rate relief. However, it is recognised that some existing recipients may no longer qualify for support from 1 April 2021 or have the level of award reduced.

The consultation ran between 7th September and 23rd October 2020 and asked for respondents' views on the proposed policy and the potential impact it could have on businesses and the local community.

3. Methodology

The survey was hosted on the BCP Council Consultation Tracker page and was promoted through various channels including:

- Social media posts (Facebook, Twitter, LinkedIn) – see more details in the Communications Report below
- Emails to key stakeholders including businesses and the general public
- BCP Email Me Newsletters
- BCP Business e-Newsletter

An online survey was produced asking for respondents' views on the proposed changes. It was made available at https://www.bcpcouncil.gov.uk/About-the-council/Have-your-say/Consultations/Draft-Discretionary-Business-Relief-Rates-Policy-Consultation.aspx along with a brief description of the project. The survey was also made available at a dedicated webpage for the consultation: http://www.bcpcouncil.gov.uk/businessratesreliefpolicy.

The survey was designed in Snap (survey design software). The online responses were downloaded into Snap for analysis. The data was checked and verified in preparation for analysis and held in the Insight Team’s secure area.

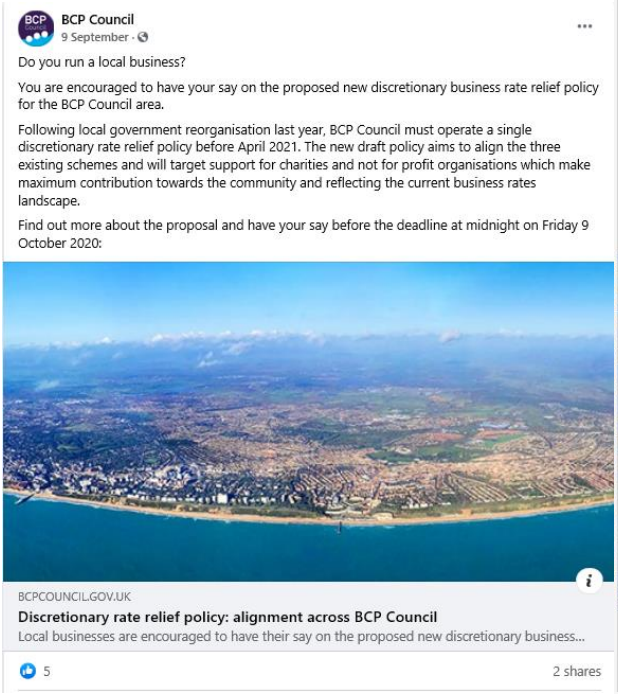
Quantitative analysis was carried out using Snap to identify the frequencies for each question. Demographic analysis was carried out to identify any differences in views by characteristics such as postcode, ethnicity and age.

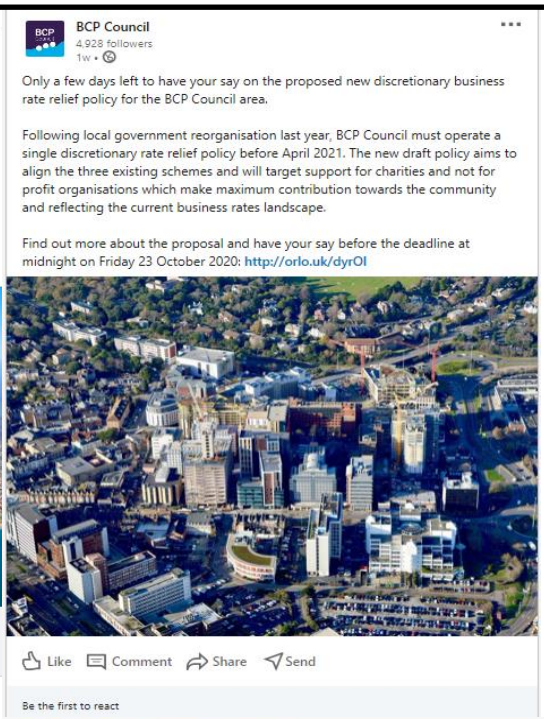
Where sample sizes allowed, cross tabulations were run in order to identify valid associations between variables.

The write in (qualitative) responses were exported into Excel and coded into categories. Qualitative research does not seek to quantify data, instead, its purpose is to provide deeper insights into reasoning and impact and many researchers therefore believe that numbers should not be included in reporting. The numbers of people mentioning the most prevalent codes are provided in this report to give an indication of the magnitude of response. Importantly, however, given the nature of the data, this does not provide an indication of significance or salience in relation to the question asked.

4. Communications Report

Social Media
Posted on - LinkedIn, Facebook, Twitter – 9 total posts





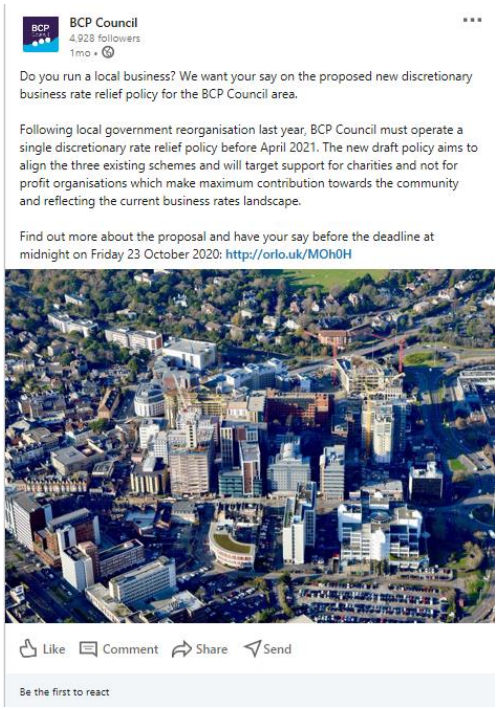






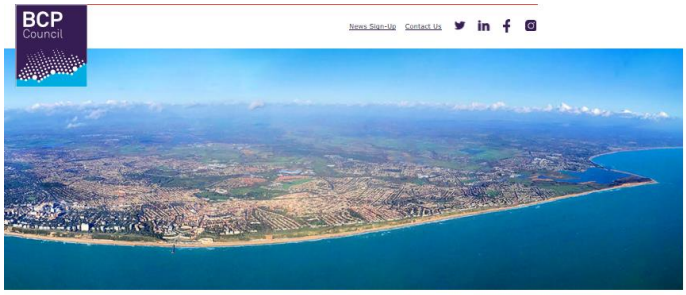






BCP Council Website
Web feature: bcpcouncil.gov.uk/businessratesreliefpolicy

Dedicated page:
The consultation page provided an explanation of the proposal, along with links to the previous policies for Bournemouth, Christchurch and Poole. The links to the draft policy, information document and survey were also provided.



BCPCouncil > News > News Articles > Discretionary rate relief policy: alignment across BCP Council

Discretionary rate relief policy: alignment across BCP Council

Posted on Tuesday 8 September 2020

Local businesses are encouraged to have their say on the proposed new discretionary business rate relief policy for the BCP Council area. The policy aims to align the three existing schemes, targeting support for charities and not for profit organisations which make maximum contribution towards the community and reflecting the current business rates landscape.

The proposed scheme will continue to support the vast majority of current recipients, however there will be a discretionary clause to allow the council to provide relief to any organisation adversely affected.

Cllr Vikki Slade, Leader of the Council said, "It's really important that we understand what's important to local businesses as we align our discretionary rate relief policy. I'd encourage all those with an interest to take part during the consultation period."

Following local government reorganisation last year, BCP Council is required to operate a single discretionary rate relief policy which must be in place before April 2021. This policy contributes to the council's dynamic places priority to support an innovative successful economy.

Following consultation, a full report on the findings and outcomes of the consultation will be presented to Cabinet to ensure a single policy is agreed before October 2021.

Find out more about the proposal and have your say before the deadline at midnight on Friday 9 October 2020.



Draft Discretionary Business Relief Rates Policy Consultation

Date(s)

Monday 7th September (13:00) - Friday 23rd October 2020 (23:59)

Description

BCP Council is required to operate a single discretionary rate relief policy. The Bournemouth, Dorset and Poole (Structural Changes) Order 2018 stipulates that such a policy must be in place and operational from 1 April 2021 at the latest. The proposed Policy has been developed having regard to the legislation, existing schemes and government guidance.

The earliest this Policy can now be implemented, due to the requirements of the Local Government Finance Act 1988 to give a full financial year's notice of any potential change, is 1 April 2021.

The three existing schemes that currently operate within the BCP area have not altered for many years and do not reflect the current business rates landscape.

The existing Discretionary Business Relief Rates Policies can be viewed below:

- Bournemouth
- Christchurch
- Poole

The proposed policy looks to target support for those organisations which make a maximum contribution towards the community. It is anticipated that the majority of existing recipients would continue to receive discretionary rate relief. However, it is recognised that some existing recipients may no longer qualify for support from 1 April 2021 or have the level of award reduced.

Have your say on the Draft Discretionary Business Relief Rates Policy

Your views are important to us and we want to hear from all those who live, work or visit the BCP area who could be affected by the proposed Discretionary Business Relief Rates Policy.

Please read the consultation Information Document and proposed draft Policy before responding to the survey.

The deadline for responses is midnight on the **23rd October 2020**.

If you have any questions about the consultation or need the documents in a different format, please email Mark.chadbourne@bcpcouncil.gov.uk.

E-Newsletters

The Discretionary Business Rates Relief Consultation Survey was included in 2 Business newsletters:

1. Friday 11 September to 7803 recipients
2. Friday 2 October to 7817 recipients

Discretionary rate relief policy alignment

Businesses are encouraged to have their say on the proposed new discretionary business rate relief policy for the BCP Council area. It aims to harmonise the three pre-existing policies, which do not reflect the current business rates landscape, into a single one for Bournemouth, Christchurch, and Poole.

The proposed policy looks to target support for those organisations which make a maximum contribution towards the community and will continue to support the vast majority of current recipients. However there will also be a discretionary clause to allow the council to provide relief to other organisations suffering adverse effects.

The findings of the consultation will be presented to Cabinet in time for a single policy to be agreed before October 2021. The deadline for feedback is Friday 9 October 2020.

Find out more and have your say

Discretionary rate relief policy

Local businesses are encouraged to have their say on the proposed new discretionary business rate relief policy for the BCP Council area. The policy aims to **align the three existing schemes**, targeting support for charities and not for profit organisations which make the maximum contribution towards the community, and to reflect the current business rates landscape. The proposed scheme will continue to support the vast majority of current recipients, however there will be a discretionary clause to allow the council to provide relief to any organisation adversely affected.

Find out more and have your say by **Friday 23 October 2020**. A full report will then be presented to Cabinet to ensure a single policy is agreed before October 2021.

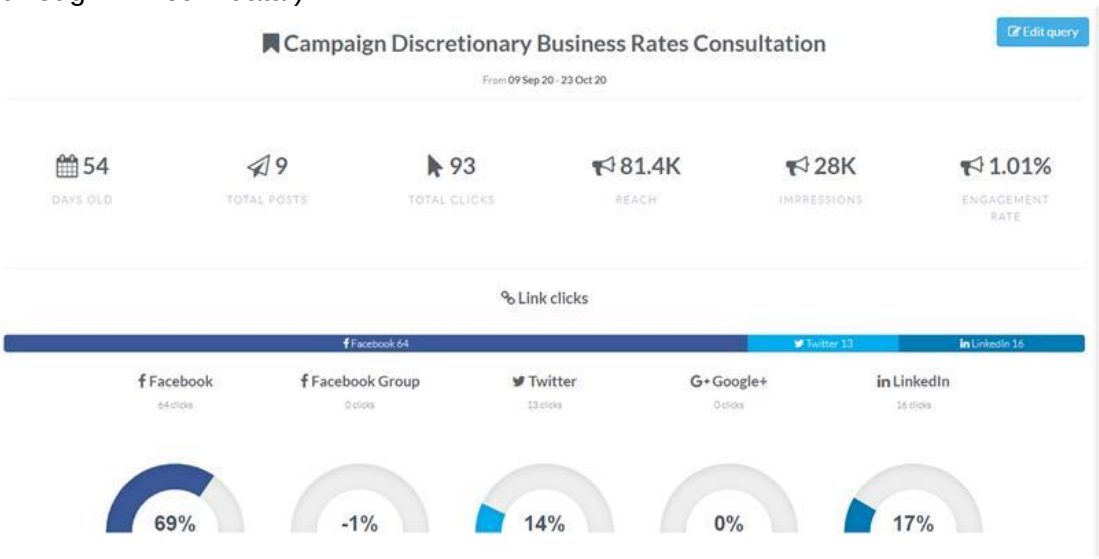
Have your say

Outcomes:

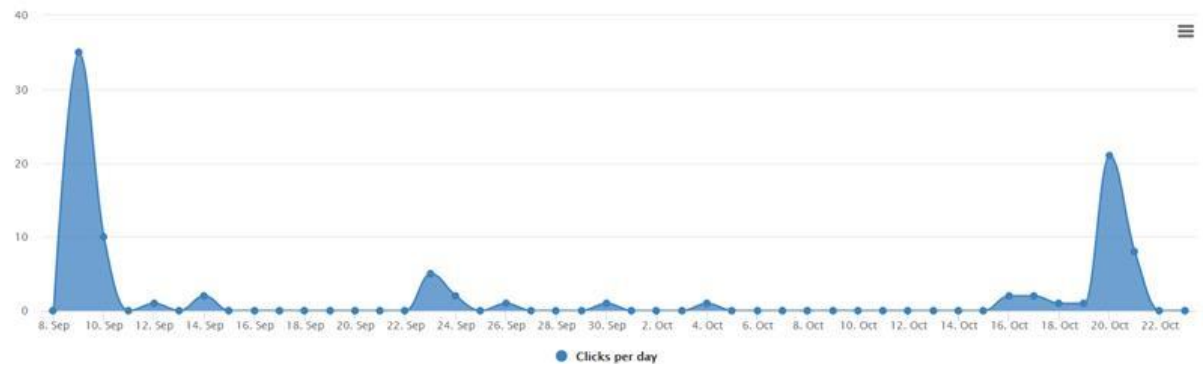
Social Media

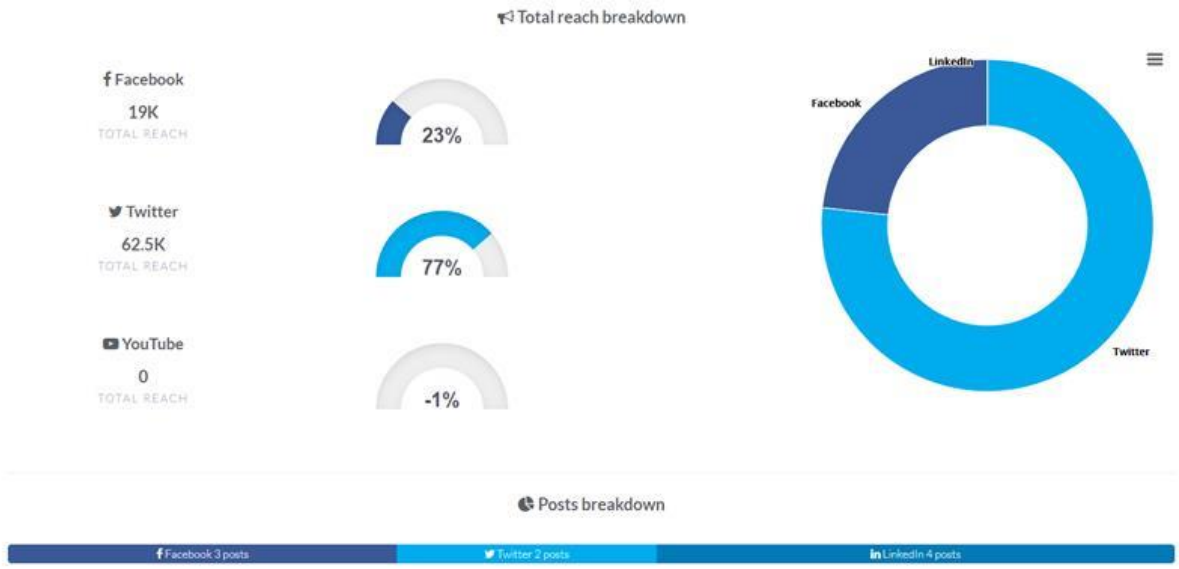
The survey was promoted **nine times on** corporate channels between 9 September and 20 October.

The posts received **93 clicks**, had **18 retweets** and **20 likes**. The campaign **reached 81,433 people** through Facebook and Twitter alone. (Our campaign analytics do not pull through LinkedIn data.)



From social media, **93 people clicked** through to the survey from posts on Facebook, Twitter and LinkedIn. Graph below shows the clicks per day:



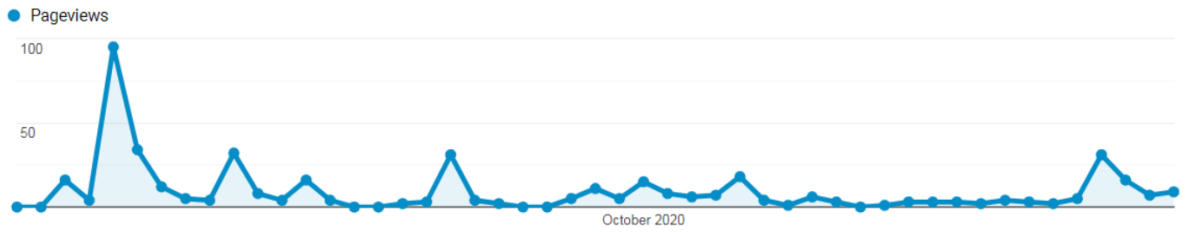


BCP Council News Feature

Our communications directed people to the bcpcouncil.gov.uk/businessratesreliefpolicy news feature.

The webpage received **454 views** (individuals who viewed multiple times) and **291** unique page views.

Page visitors spent an average of **00:03:07** minutes on the page. **59.94%** exited the main Towns Fund landing page to visit this webpage.



E-Newsletter

Sent in the Business Newsletter on Friday 11 September to 7803 recipients, with 34% open rate, 25 clicks of their link but only 7 of them were unique users.

Sent in the Business Newsletter on Friday 2 October to 7817 recipients with 35.4% open rate, 13 clicks of their link with 9 of them unique users.

5. Findings

A total of 26 responses were received to the online survey.

Figures in this report are presented as numbers of people who answered the question excluding 'don't know', 'not applicable' and 'no reply', unless otherwise stated. **Please note, percentages have not been used due to the low number of responses, as this can be misleading when interpreting the findings.**

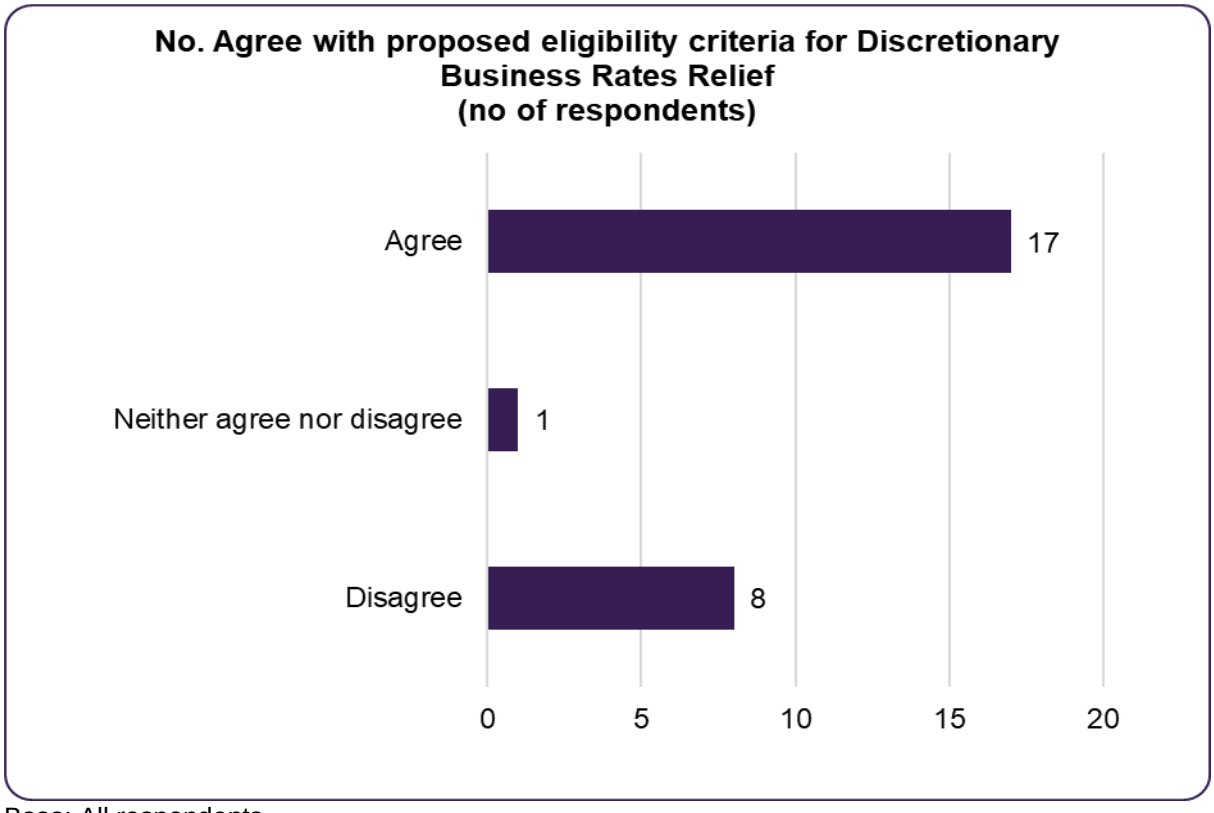
Please note that where numbers have been provided for the most prevalent codes to open-ended questions, this is to give an indication of the magnitude of response rather than an indication of significance or salience in relation to the question asked.

5.1. Eligibility Criteria

In this section, we asked respondents to tell us how supportive they were of the proposed criteria for determining whether a business is eligible for Discretionary Business Rates Relief.

Q1. To what extent do you agree or disagree with the proposed eligibility criteria for Discretionary Business Rates Relief?

Almost two-thirds of respondents (n=17) said they agreed with the proposed eligibility criteria for Discretionary Business Rates Relief, while a third (n=8) disagreed.



Base: All respondents

Q2. If you disagree or strongly disagree with this proposal, please tell us why below.

Respondents who disagreed or strongly disagreed with with the proposed eligibility criteria for Discretionary Business Rates Relief were asked to explain why. 8 respondents provided comments which have been coded into themes to make the them easier to interpret.

For the purposes of this report, we will focus on the most prevalent theme: 'Charities'.

Charities (6 comments)

Respondents gave different reasons for disagreeing with the proposed criteria for determining whether a business is eligible for Discretionary Business Rates Relief with most relating to charities:

*"Sick and tired of **pretend charities scamming poor people** out of money and lowering the tone of the town."*

*"There are many organisations and charities that occupy shops that still have a positive effect on the community and residents of BCP. **To exclude these is an oversight and is too broad-a-brush**."*

*"**By favouring the charity shops and not for profit organisations** you will end up with a high street full of these businesses and very little else as the rates paid by commercial businesses in the High Street are prohibitively high in order to support charity shops, etc."*

*"A business being 'for profit' **should not necessarily or automatically preclude it from support**."*

*"I strongly disagree**, charities are the ones that need help and I would strongly oppose that they get such relief at all without proper verification of trustees and other key staff charities**. Such staff should work for little wages as after all it is a charity! Letting them hav[e] high salaries means the tax payer is paying for their income!"*

*"I disagree that charity shops for local charities should not be eligible. **Local charities provide a direct, clear benefit to local BCP residents and the Council should be supporting them to do this rather than effectively putting barriers up to their work**. Every pound that is spent on Business Rates is a pound that could have been spent directly on helping local people in the way that the donor of the goods (also a BCP resident) intended."*

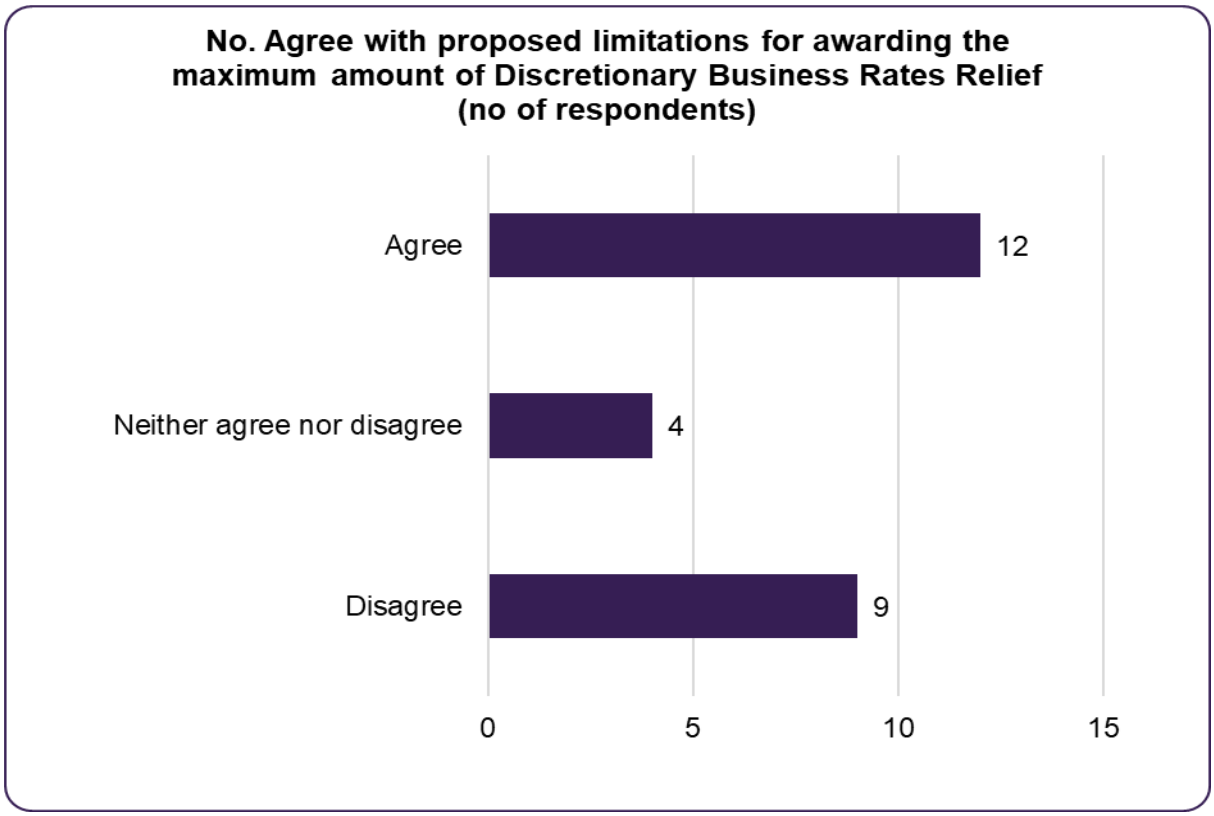
*"Charities are under a huge amount of financial pressure at the moment and **it's wrong for more of the donated goods sales to be spent on rates** rather than to the charity they have been donated to."*

5.2. Amount of Relief

In this section, we asked respondents to tell us how supportive they were of the proposed criteria for determining the amount of relief a business is eligible for.

Q3. To what extent do you agree or disagree with the proposed limitations for awarding the maximum amount of Discretionary Business Rates Relief?

Almost half of respondents (n=12) said they agreed with the proposed limitations for awarding the maximum amount of Discretionary Business Rates Relief, while over a third (n=9) disagreed.



Base: 25 respondents

Q4. If you disagree or strongly disagree with this proposal, please tell us why below.

Respondents who disagreed or strongly disagreed with the proposed limitations for awarding the maximum amount of Discretionary Business Rates Relief were asked to explain why. 7 respondents provided comments which have been coded into themes to make the them easier to interpret: ‘Charities’ and ‘Proposed Limit’.

Charities (5 comments)

As with the previous section, respondents gave different reasons for disagreeing with the proposed limitations for awarding the maximum amount of Discretionary Business Rates Relief, with most relating to charities:

*"**There should be a limit to the number of charity shops/not for profit businesses** and bona fide businesses should pay a realistic amount that enables them to functions and make a profit. Customers can only spend their money once and if they are overwhelmed with choice of charity shops and very little else, normal businesses will never be able to succeed."*

*"**Some charities simply won't be able to afford to rent a premises if the level of Discretionary Business Rates Relief is capped at £4,000**, even if the premises is being offered rent free. This risks a number of charities having to reduce their activities which is very likely to have a detrimental effect on their ability to support the growing number of residents facing disadvantage or hardship in BCP."*

*"This should solely be aimed at struggling businesses **NOT charities**."*

*"**We could not continue to support over 500 local children in need** if we did not get 89% rate reduction on both our units."*

*"As per previous answer, **charities should be supported by BCP** to encourage local communities to support themselves."*

Proposed Limit (2 comments)

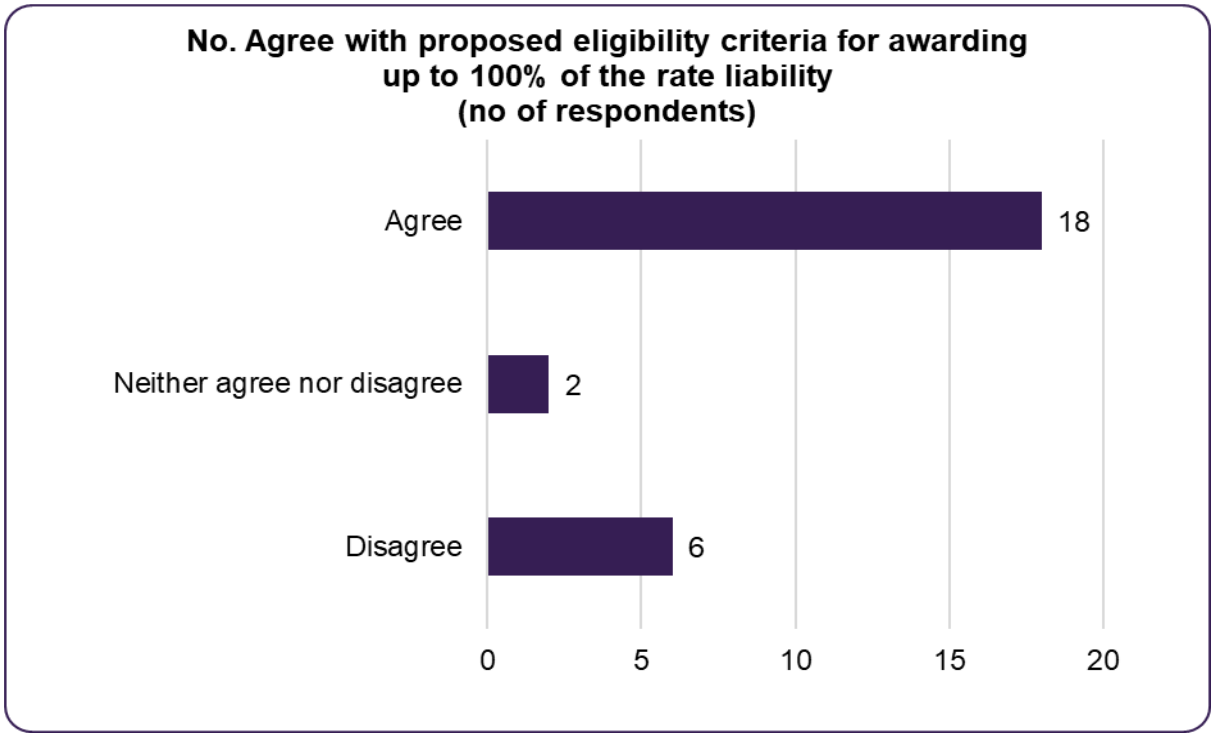
These respondents disagreed with the proposed limitations for awarding the maximum amount of Discretionary Business Rates Relief because they felt it was not fit for purpose in its proposed form:

*"The £4000 limit is an arbitrary amount and **takes no account of larger charities/organisations** who deliver services at scale. It **may also dissuade organisations from growing and providing more services** for the local community."*

*"Clearly, if you're going to have a clause (3.2) that overrides the limit (3.1) **you may as well just have it as discretionary up to 100%**."*

Q5. To what extent do you agree or disagree with the following proposed eligibility criteria for awarding up to 100% of the rate liability?

Over two-thirds of respondents (n=18) said they agreed with proposed eligibility criteria for awarding up to 100% of the rate liability, while less than a quarter (n=6) said they disagreed.



Base: All respondents

Q6. If you disagree or strongly disagree with this proposal, please tell us why below.

Respondents who disagreed or strongly disagreed with the proposed eligibility criteria for awarding up to 100% of the rate liability were asked to explain why. 5 respondents provided comments which have been coded into themes: 'Criteria', 'Support' and 'Criticism'.

Criteria (3 comments)

Respondents gave different reasons for disagreeing with the proposed eligibility criteria for awarding up to 100% of the rate liability, with most relating to the eligibility criteria itself:

*"If the "business" in question is providing a service that is necessary then **surely the fact that it is so popular will generate enough cash to pay something towards the rates**. Also, why does it have to be situated in what is considered prime retail location? Why not situate it elsewhere and fill the high street units with full business rate paying businesses?"*

*"**The criteria is flawed as it should look at various factors not just uniqueness**; all local businesses contribute to the local economy and community. Help those small businesses by putting in a more diverse selection criteria."*

*"As per my previous comment our concern is that organisations that are doing valuable work to a more specific group of people within the population **may well lose out as these criteria seem to favour organisations that have a broad focus**."*

These respondents disagreed with the proposed limitations for awarding the maximum amount of Discretionary Business Rates Relief because they felt there should be greater support for organisations and shops were being unfairly targeted by the proposals:

Support (1 comment)

*"As per previous response **BCP should find ways to support local communities, charities and their charity shops**."*

Criticism (1 comment)

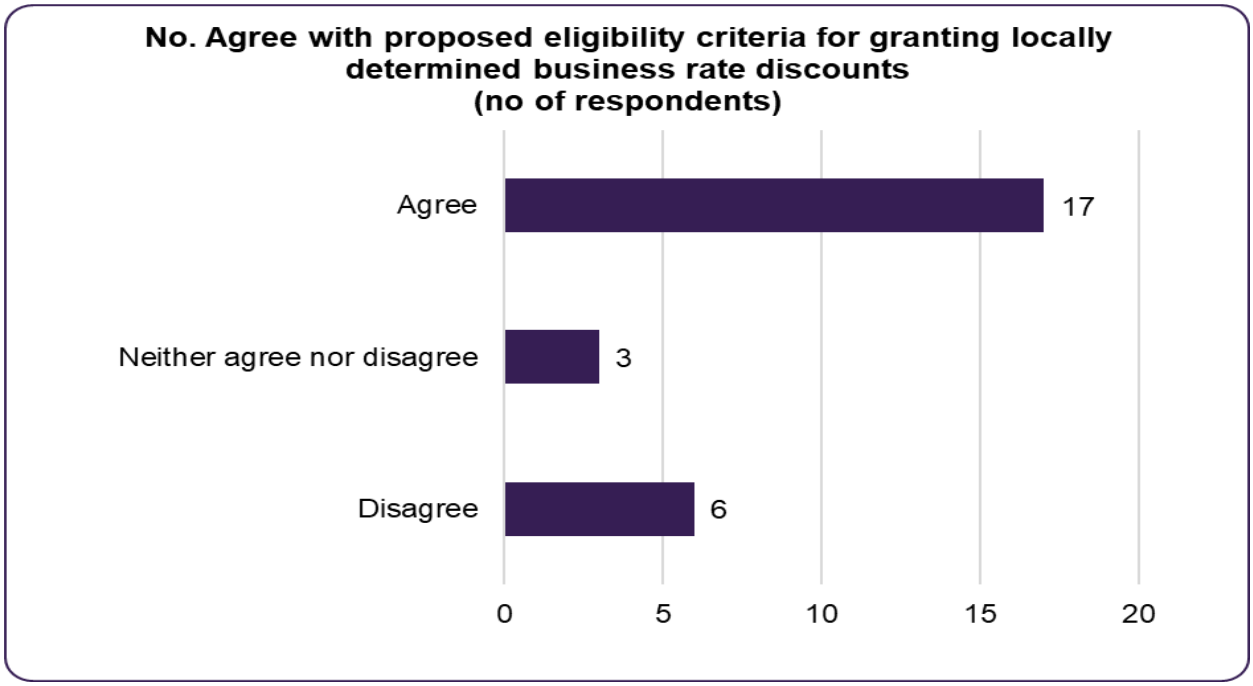
*"Again **to single out shops** as a fundraising venture is ridiculous."*

5.3. Local Business Rate Discount – Locally funded

In this section, we asked respondents to tell us how supportive they were of how the council proposes to grant locally determined business rate discounts (in addition to the already available discretionary rate reliefs).

Q7. To what extent do you agree or disagree with the proposed eligibility criteria for granting locally determined business rate discounts?

Two-thirds of respondents (n=17) said they agreed with the proposed eligibility criteria for granting locally determined business rate discounts, while less than a quarter (n=6) disagreed.



Bases: All respondents

Q8. If you disagree or strongly disagree with this proposal, please tell us why below.

Respondents who disagreed or strongly disagreed with the proposed eligibility criteria for granting locally determined business rate discounts were asked to explain why. 5 respondents provided comments which have been coded into themes: 'Charities' and 'Criteria'. 1 comment was not relevant to the question and therefore not coded.

Respondents gave different reasons for disagreeing with the proposed eligibility criteria for granting locally determined business rate discounts, with most relating to the impact charities and the criteria itself:

Charities (2 comments)

"Where rates are levied on a charity which in normal trading circumstances that property would qualify for SBRR, ***the charity should also automatically qualify for the same 100% discount****. Charities* ***should not be put at a disadvantage by being a charity****."*

"Plenty of charity shops provide employment and opportunities for cp and volunteers ***which our staff supervise and train at no cost****."*

Criteria (2 comments)

*"****The wording is to open to interpretation****, some services could arguably be 'anti-competitive' due to their nature (Museums, theatres etc.) as there is insufficient demand to replicate the existing service and so the market can not be tested."*

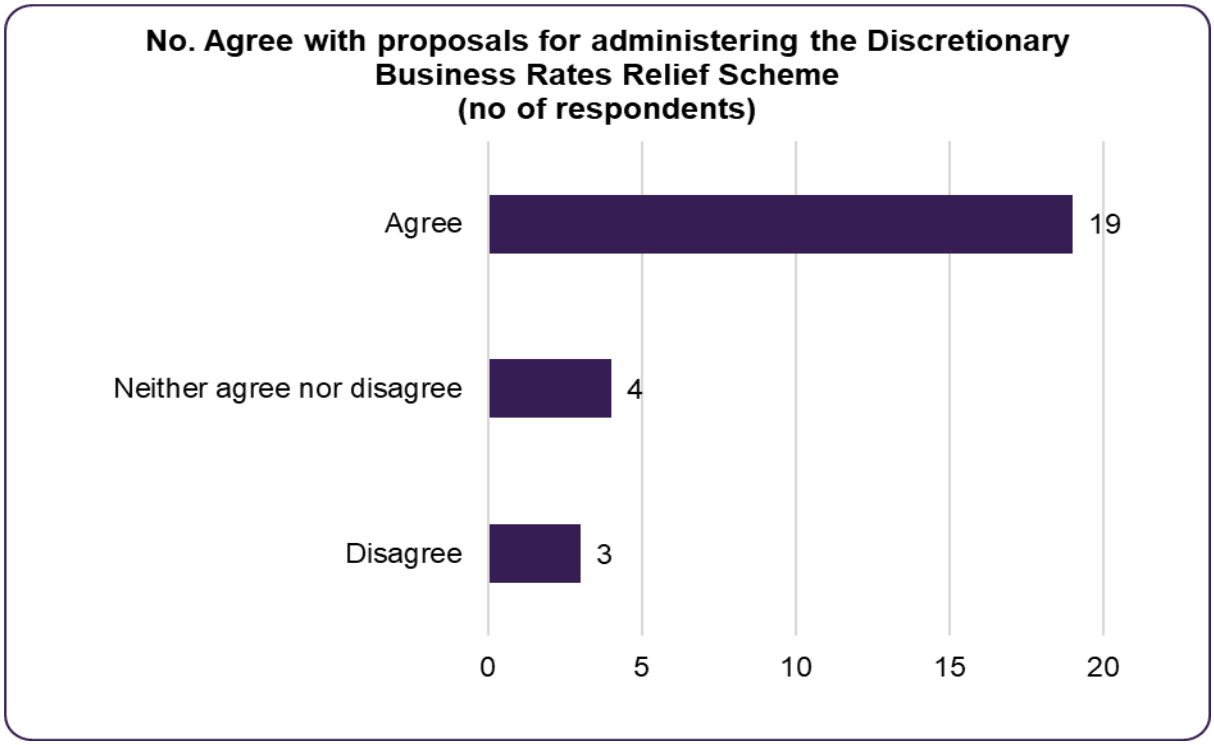
"Charities can often work effectively in partnership with one another and may provide similar services in different parts of BCP council area. ***The danger with this criteria is that some organisations with strong local links could be denied the rate relief in favour of other organisations providing a similar service in other geographical areas of BCP****. Care would need to be taken to ensure the criteria were applied to avoid this."*

5.4. Administering the Scheme

In this section, we asked respondents to tell us how supportive they were of how the council proposes to administer the Discretionary Business Rates Relief Policy.

Q9. To what extent do you agree or disagree with the proposals for administering the Discretionary Business Rates Relief Scheme?

Almost three quarters of respondents (n=19) said they agreed with the proposals for administering the Discretionary Business Rates Relief Scheme, while over a tenth (n=3) disagreed.



Bases: All respondents

Q10. If you disagree or strongly disagree with this proposal, please tell us why below.

Respondents who disagreed or strongly disagreed with the proposals for administering the Discretionary Business Rates Relief Scheme were asked to explain why. 2 respondents provided comments relating to the application process and the level of support organisations receive:

"The policy requires an annual full re-application and decision notice, ***could this not be reconsidered and a more efficient process put in place****?"*

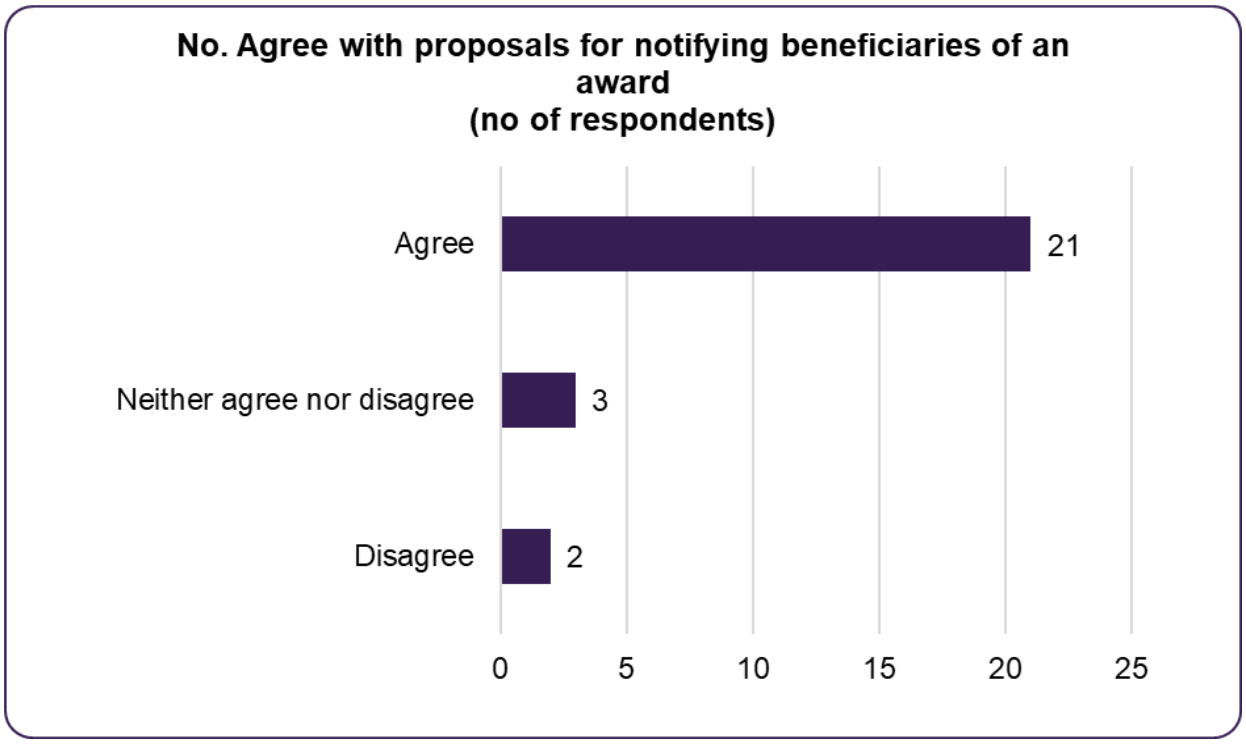
"As per previous answers. ***BCP must be supporting and enabling local charities and their revenue streams****. Local residents give their goods to support local charities. BCP have the opportunity to support local charities & communities through choosing to provide Rate support."*

5.5. Notification and Duration of Award

In this section, we asked respondents to tell us how supportive they were of how the council proposes to notify beneficiaries when they are awarded Discretionary Business Rates Relief and how long this will last for.

Q11. To what extent do you agree or disagree with the proposals for notifying beneficiaries of an award?

Four-fifths of respondents (n=21) said they agreed with the proposals for notifying beneficiaries of an award, while less than a tenth (n=2) disagreed.



Base: All respondents

Q12. If you disagree or strongly disagree with this proposal, please tell us why below.

Respondents who disagreed or strongly disagreed with the proposals for notifying beneficiaries of an award were asked to explain why. 1 respondent provided a comment with suggestions to amend the proposal:

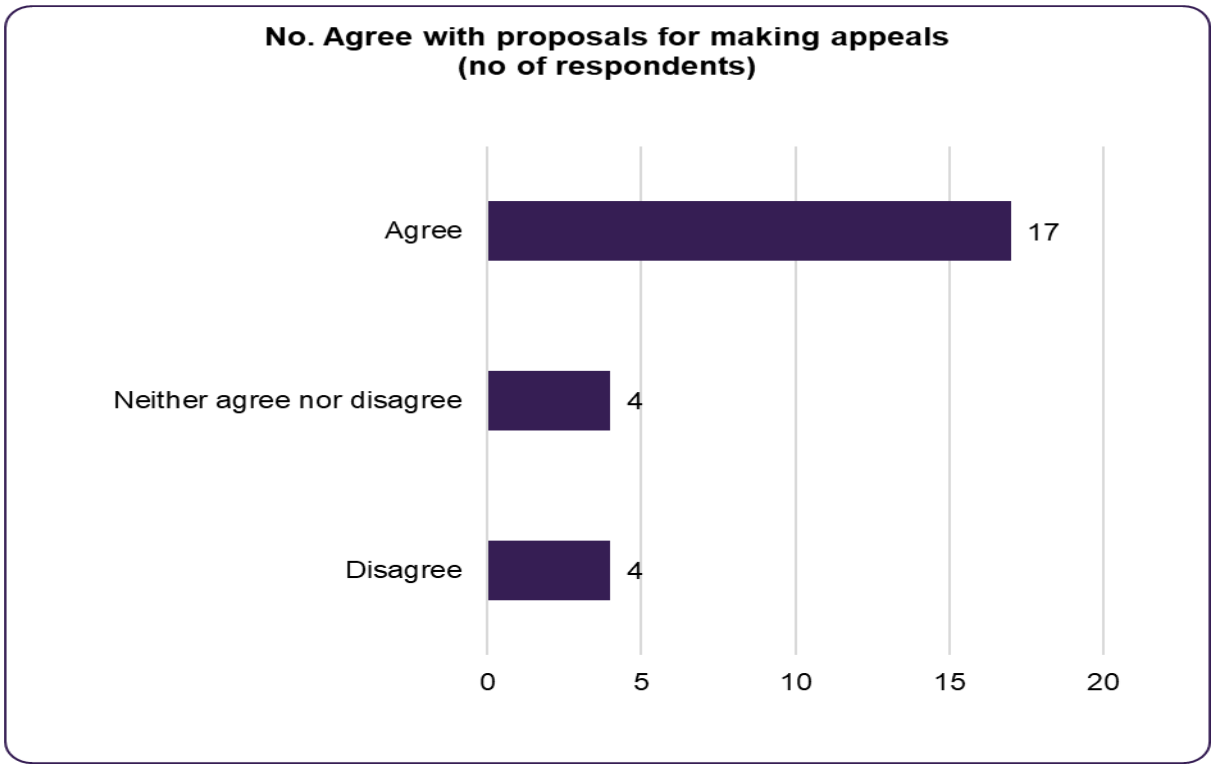
*"'Or within a reasonable period thereafter' **is too ambiguous**. The council should **commit to adhere to the 21 day period** stated."*

5.6. Appeals

In this section, we asked respondents to tell us how supportive they were of how how businesses will be able to make appeals and how these appeals will be administered.

Q13. To what extent do you agree or disagree with the proposals for making appeals?

Over two-thirds of respondents (n=17) said they agreed with the proposals for making appeals, while less than a fifth (n=4) disagreed.



Base: 25 respondents

Q14. If you disagree or strongly disagree with this proposal, please tell us why below.

Respondents who disagreed or strongly disagreed with the proposals for making appeals were asked to explain why. 3 respondents provided comments which all related to the role of the Portfolio Holder in the decision making process:

*"**Decisions should not be made by an individual (the portfolio holder)**. An appeals committee should be convened whose membership does not include anyone who was involved in making the initial decision."*

*"What is a Portfolio Holder and **why would one's decision be final** given that said decision will affect a business's livelihood for ONE year?"*

*"**Clarification is required of who is the Portfolio Holder**, (e.g. BCP or another body/organisation)."*

5.7. Further Comments

In this section, we asked respondents if they had any further comments on the proposals. 15 respondents provided comments which have been coded into the themes to make them easier to interpret.

For the purposes of this report we will focus on the most prevalent theme 'Prioritisation'.

Prioritisation (6 comments)

*"**Emphasis seems to have been given to not-for-profit and charitable organisations** but there are other organisations that enhance the lives of residents that are profit-making but that are likely to find it hard to survive unless they are able to apply for discretionary relief. By the council limiting applications to non-profit and charitable organisations and excluding businesses, they will not get to weigh up those worthwhile organisations and businesses that were originally profit making but are no longer profit making but are seeking to survive for the sake of providing a service to residents - business or organisations who need help and who may disappear without some form of discretionary relief."*

*"It may be for consideration that certain organisations that are registered charities could be considered for 3-year awards rather than 1-year **to allow for a degree of longer term planning when the circumstances for consideration for the award are clearly going to be the same for the full period** to save unnecessary administrative time particularly for those organisations using volunteers to manage community facilities in co-operation with the BCP colleagues."*

*"**Small and micro businesses should be the priority of the Council at the moment** and helping those business develop is what will generate most income in the long run for the business NOT charities."*

*"**Community centres especially should continue to receive maximum help** they play a huge role in the community and rely on funding to stay open especially now rate relief is important when income is low due to restrictions - could make the difference between staying open or having to close."*

*"**The rate relief makes an enormous difference in allowing us to work for the benefit of the local community as our work locally generates little income**. This includes working with partners like Faithworks and others to support their work with disadvantaged groups within the area."*

*"As a charity in Poole, currently receiving 100% discretionary relief for our Research Centre, providing educational and research services, which has been closed since March due to Covid, **this would not be a good time to cease receiving this relief**."*

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Insight Team.

6. Appendix 1 – Respondent Profile

Group	Breakdown	Number of respondents
Gender	Male	17
	Female	7
	Prefer not to say	1
Age	Under 25 years	0
	25 - 34 years	0
	35 - 44 years	1
	45 - 54 years	10
	55+ years	13
	Prefer not to say	2
Disability	Yes	4
	No	19
	Prefer not to say	2
Ethnicity	White British	21
	White Other	1
	BME	0
	Other ethnic group	0
	Prefer not to say	3
Religion	No religion	8
	Christian	11
	Prefer not to say	5
Sexual Orientation	Heterosexual	15
	All other sexual orientations	2
	Prefer not to say	7
Transgender	Yes	0
	No	20
	Prefer not to say	4
Respondent Type	A BCP resident	0
	Someone who works in the BCP area	0
	Business or organisation	17
	Other	1

Equality Impact Assessment: Conversation Guidance

Purpose

To provide conversation prompts for equality discussions and to use as a template to capture the outputs of the conversations between officers, stakeholders and interested groups.

The initial stages of an equality impact assessment begin with a conversation. Make sure to include people who know about the operational aspects of service delivery and consider service user experience.

It is important to capture a record of these conversations as they evidence that we are considering the impact of the decisions and changes we make. See **the Public Sector Equality Duty** for more information.

Policy/Service under development/review:	**BCP Non-Domestic Rates Section 47 (LGFA 1988) – Policy**
What changes are being made to the policy/service and why?	BCP Council is required to have a single discretionary rate relief policy in operation by 01 April 2021 to meet the requirements of The Bournemouth, Dorset and Poole (Structural Changes) Order 2018. The creation of a single will replace the 3 existing policies currently in use, that are no longer appropriate or sustainable as a result of significant reductions in BCP Councils revenue and be a more efficient process. A single policy will remove the inequity of access that currently exists be more reflective of the present business rates landscape.
Service Unit:	Financial Services
Persons present in the conversation and their role/experience in the service:	Leaders Section 151 Officer and Taxation Manager Cllr David Brown the Portfolio Holder for Finance, Cllr Vicky Slade, David Brown, Cllr May Haines, Director of Communities Kelly Ansell
Conversation dates:	

Question Prompts:

1. Do you know your current or potential client base? Who are the key stakeholders?

BCP Non-Domestic ratepayers who are either registered charities or not for profit organisations whose objectives are charitable, philanthropic, or religious or concerned with education, social welfare, science, literature, or the fine arts or for purposes of recreation.
BCP Non Domestic ratepayers who do not fall into the above.
BCP Council Taxpayers.
The 3rd Sector

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2. Do different groups have different needs or experiences in relation to the policy/service? Consider the following protected characteristics and further BCP commitments:

- Different Ages
- Current/Previous members of the Armed Forces
- Those with caring responsibilities
- Those with physical disabilities
- Those with mental disabilities
- Different sexes/genders
- Those who identify as trans
- Those who are pregnant/on maternity
- Those who are married/in a civil partnership
- People from different ethnic groups
- People with different religions or beliefs
- People with different sexual orientations
- People with different socio-economic status
- Any human rights issue

Yes, as some of the organisations provide targeted services for specific groups Full list is available on request.

3. Will the policy or service change affect any of these service users? If yes, then how?

Yes. Any organisation that does not positively promote the Councils Vision and Priorities will no longer be eligible to receive support in future years. An award cap of £4,000 will now also be applied to those Business Ratepayers located in the towns of Poole and Christchurch. See 7 for mitigation of this impact.

If the answer to the questions 1, 2 or 3 is 'don't know' then you need to gather more evidence. The best way to do this is to use the Capturing Evidence form.

4. What are the benefits of the policy/service change? Will the benefits affect any of these service users? If yes, then how?

A single policy will improve equality of access to support across the BCP Council area. It will ensure that future support is based on BCP values and not dependent on historical relationships or the geographical location of a ratepayer and therefore subject to predecessor authority values.

5. Will the policy or service change affect employees? If yes, then how?

Yes, as the new policy will bring a degree of protection to the local economy by protecting local charities and as a result local jobs within that sector.

6. Will the policy or service change affect the wider community? If yes, then how?

Yes, as national charities will no longer be eligible for relief. This will remove the unfair advantage they have over local charities and local businesses which benefits local residents and adds social value.

7. What mitigating actions are planned or already in place for those negatively affected by the policy/service change?

Any organisation affected by the financial cap will potentially be fully supported to ensure they do not suffer any detriment or be disadvantaged through the adoption of a single

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approach, changes in practice or through the implementation of a single policy across BCP Council area. This will allow time for alternative funding opportunities to be explored. Organisations transferring to alternative funding streams from year 2 will positively benefit as they will have access to more flexible and higher funding options such as grant funding which is not capped at £4,000 as at present.

8. You **must** summarise the conclusions and outcomes of this policy/service change? i.e. issues and resolutions.

If the conversation has not raised any potential disadvantages to certain groups/people or it has, but there are mitigating actions in place, then the equality impact has been adequately assessed. This summary can be lifted into your covering committee report under the heading summary of Equality Implications.

Summary of Equality Implications:

A single discretionary rate relief policy increases equality of access to support for local businesses and organisations across BCP Council area. It protects local charities, the local economy and local jobs and adds social value. It increases equality of opportunity for the organisations who are impacted to access additional and more flexible funding streams which will contribute to improving outcomes for vulnerable people in local communities such as those living with a disability.

It also requires these businesses to promote the Councils visions and priorities. This includes evidencing that they actively encourage membership from BCP Council's care experienced children and members or ex-members of UK Armed Forces.

9. Date conversation completed:

Concluded on the 13 November 2020

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For any questions on this, please contact the Policy and Performance Team by emailing performance@bcpcouncil.gov.uk

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CABINET

Report subject	**Bournemouth Christchurch and Poole Parking Standards Supplementary Planning Document**
Meeting date	16 December 2020
Status	Public Report
Executive summary	To adopt the Bournemouth Christchurch and Poole Parking Standards Supplementary Planning Document.
Recommendations	**It is RECOMMENDED that:** **(a) Cabinet recommends that Council adopt the Bournemouth Christchurch and Poole Parking Standards Supplementary Planning Document (SPD);** **(b) The making of any minor changes to the SPD and publication arrangements are delegated to the Director of Growth and Infrastructure in consultation with the Portfolio Holder for Regeneration, Economy and Strategic Planning.**
Reason for recommendations	To ensure the Council has a single, consolidated and consistent framework for parking standards for new development across the BCP area. Having an updated set of parking standards will ensure that the Council's approach to parking requirements assists with the delivery of viable development and aligns with BCP Council's Corporate Strategy priorities.

Portfolio Holder(s):	Philip Broadhead, Portfolio Holder for Regeneration, Economy and Strategic Planning Mike Greene, Portfolio Holder for Transport and Sustainability
Corporate Director	Bill Cotton, Corporate Director for Regeneration and Economy
Report Authors	Julian McLaughlin, Director for Growth and Infrastructure Nicholas Perrins, Head of Planning incl. Building Control Richard Pincroft, Head of Transportation Trevor Sills, Transport Development Manager Alexis Edwards, Transport Development Team Leader Rebecca Landman, Planning Policy Officer
Wards	Council-wide
Classification	For decision

Background

1. On 9th September 2020, Cabinet approved for public consultation, the draft Parking Standards Supplementary Planning Document (SPD). The purpose of SPD is to provide comprehensive and detailed parking guidance and parking standards to guide applicants when designing new development. The SPD will be used by both applicants and decision makers when determining planning applications.
2. The SPD (at Appendix 1) if adopted would therefore replace the existing three legacy supplementary planning documents; Bournemouth Parking SPD (adopted 2014), Dorset County Council parking standards guidance for the Christchurch area, and the Poole Parking and Highway Layout in Development SPD (adopted 2011).
3. A four-week public consultation took place from 14th September to 12th October 2020. The consultation process was conducted in accordance with the legacy authorities' adopted Statements of Community Involvement, under the provisions of the Planning and Compulsory Purchase Act 2004, and the revised procedures required by the Town and Country Planning (Local Planning) (England) Regulations 2012.
4. The draft SPD and relevant supporting papers were published on the council's website as well as promoted through corporate social media channels. Emails were sent to statutory consultees, other specific organisations, and everyone who had registered an interest in being contacted about planning policy documents and supplementary planning document consultations. This provided further information about the draft SPD and where more information could be found.
5. In line with governance guidance in response to Covid-19 hard copies of the draft SPD and supporting documents were not placed in libraries and in council offices for the public to view. However, a supplementary notice was used in public libraries to direct people to the Council's website for further information about the consultation.

6. If the SPD is adopted, an Adoption Statement must be prepared. This Adoption Statement and the accompanying SPD will be made available on the Council's website and a copy sent to any person who has asked to be notified of the adoption of the SPD.

Consultation on the draft SPD

7. Following approval to consult by Cabinet on 9 September 2020, the public consultation on the draft SPD took place from 14 September to 12 October 2020. 3,214 individual consultation emails or letters were sent out to those on the planning policy database. Posters were sent to all 24 libraries within the BCP council area. The document and survey were published on the consultation tracker on the main BCP council website and each of the platforms (Bournemouth, Christchurch and Poole) to inform the public of the consultation. The consultation was promoted via the main BCP council social media channels on Facebook, Twitter and Linked In, to potentially reach a larger audience. The consultation was featured and promoted in monthly Roads and Travel e-newsletter.

Interest in the consultation

8. A total of 298 individuals or organisations responded to the consultation This raised approx.1129 points with common themes. These are summarised below:

    - concern that proposed parking standards are inadequate (161 comments);
    - the housing numbers will cause parking pressures (104 comments);
    - proposed parking standards would put pressure on surrounding streets (70 comments);
    - there is too much reliance on public transport (63 comments);
    - there is not enough choice to travel other than by car (49 comments);
    - traffic congestion is an issue across BCP (39 comments);
    - issues over cycling provision (39 comments); and
    - suggestions for wording changes to the SPD.

9. The consultation report (Appendix 2) sets out a summary of the main issues, which have been grouped into topics. In summary, the majority of representations (80%) were received from residents who objected to car free development amongst other common issues detailed above. Where alternative parking provision was suggested, there was a wide variation from 2 spaces per dwelling to 1 space per room, regardless of dwelling size, location, viability government policy or access to alternatives to the private car. In contrast the development industry generally welcomed the SPD and was much more supportive of the approach taken by the council to promote modal shift to more sustainable forms of transport, recognised its implications on the highway network, and in addressing climate change. Appendix 2 (page 1-13) sets out a summary of each main issue together with officer comments. The consultation feedback has informed several changes to the SPD, albeit minor in nature, but which respond and address to relevant issues that were raised, as follows:

- Strengthening the cycle parking requirements applicable to different types of development;
- Providing further clarity on where variations from the standards may be considered;
- Clarification on the electric vehicle charging requirements applicable to different types of development;
- Closer harmonisation of the parking requirements for similar use classes;
- Improvements to the zonal mapping in line with suggested alterations;
- Inclusion of additional guidance for underground and multi-storey developments
- Clarity on opportunities to deliver car clubs
- Rearrangement of sections that make the document easier to navigate, including grammatical and other identified corrections;

Options Appraisal

10. The SPD provides an opportunity to consolidate into one policy document the SPDs of the three legacy authorities. The SPD would therefore replace the legacy SPDs to reflect current evidence and new national policy. The SPD would help deliver on BCP Council's corporate strategy commitments to encourage modal shift to walking, cycling and use of public transport. These commitments will significantly contribute to addressing the impacts of climate change resulting in social, economic and environmental benefits for residents and visitors.
11. It is essential that the planning system actively manages patterns of growth, to reduce congestion and air pollution, carbon emissions, and improve air quality and public health. There are no reasonable alternative options to consider in this case.

Summary of financial implications

12. The Parking Standards SPD has been produced and funded from existing resources.

Summary of legal implications

13. A Supplementary Planning Document is not part of the statutory development plan but instead builds upon and provides guidance on the polices within an adopted local plan. As such an SPD constitutes a material consideration when determining planning applications for new development.
14. To be valid an SPD must be made in accordance with the procedures set out in The Town and Country Planning (Local Planning) (England) Regulations (2012) (the LPR 2012) which includes the need to undertake a consultation in accordance with the Council's Statement of Community Involvement.
15. An SPD must not conflict with the adopted local plan and steps have been taken to review the draft to ensure that the requirements of Regulation 8(3) of the LPR 2012 have been met in this regard. This consideration has been undertaken in relation to the review of the consultation responses.

Summary of human resources implications

16. The adoption of the Parking Standards SPD would reduce the existing workload for development management officers in both the Planning and Transport services as they would no long need to refer to three different sets of parking requirements when assessing planning applications.

Summary of sustainability impact

17. The principle of reducing parking standards to reduce car usage and encourage modal shift to other forms of travel, would have a direct positive impact on carbon and other emissions to air, land and water. A Habitats Regulations Assessment (HRA) and a Strategic Environmental Assessment (SEA) are not required for SPD production as the existing Local Plans have been subject to high level HRA and SEA. Therefore, the SPD Screening Statement reflects this.
18. A Decision Impact Assessment (no. 174) has been prepared in line with BCP Council's Financial and Procurement Regulations. Amber RAG ratings were identified for Climate Change & Energy, Communities & Culture and Economy, green RAG ratings for the remaining themes apart from Learning & Skills and Sustainable Procurement which were considered not relevant to the Parking Standards SPD.

Summary of public health implications

19. The principle of reducing parking standards to reduce car usage and encourage modal shift (including walking) will have a significant positive impact on air quality and health and wellbeing.

Summary of equality implications

20. All developers would have to comply with the new parking standards in the design of new schemes of development. An Equality Impact Assessment (EqIA) screening has been carried out to ensure that there are no identified impacts on protected characteristic groups in terms of ethnicity, religious belief or faith, gender, transgender, sexual orientation or social inequality.
21. The opportunity to enhance equity for all users has been taken to ensure the SPD reduces barriers to mobility. Enhancements to the cycle provision would benefit non-able users who rely on cycles for independent personal mobility. Enhancements to car parking standards for disabled drivers and passengers have been made to reduce barriers and support their everyday needs.

Summary of risk assessment

22. The SPD has been developed to reflect the priorities and objectives of the adopted Corporate Strategy, and in accordance with national and local planning policy. Should the SPD not be adopted or is delayed, then a key risk of not having a harmonised set of parking standards remains and which would not align with the direction of travel in the corporate strategy.

Background papers

Published works

Appendices

Appendix 1: Parking Standards SPD for Adoption
Appendix 2: Parking Standards SPD Consultation Report
Appendix 3: Strategic Environmental Assessment Screening Statement
Appendix 4: Equalities Impact Assessment Screening
Appendix 5: Decision Impact Assessment

Parking Standards

Supplementary Planning Document

For adoption
Growth and Infrastructure

Executive Summary

The aim of this SPD is to provide detail on parking requirements for new development proposals with an emphasis on good design and sustainability. It is a comprehensive document to be used by developers and consultants when they are designing new developments. It will be used by officers to assess parking requirements where planning permission is sought for new development.

The parking standards set out in this SPD will support the delivery of development that will be necessary to meet housing needs and other economic, social and environmental priorities in the emerging BCP Local Development Plan. It is expected that flats and other high density and mixed-use development will be delivered in highly sustainable locations that are well-served by public transport, shops and local services. This in turn will enable the implementation of safe and attractive walking and cycling infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This SPD takes a zonal approach to parking standards reflecting differing accessibility levels in the BCP area as follows:

Zone A – Town Centres

Zone B – District Centres

Zone C – Business Hubs

Zone D – Suburban/Rural locations

It is essential that supplementary planning documents support Local Plans, in terms of their vision, objectives and policies. Work has begun on bringing the three legacy areas up-to-date with a new statutory BCP Local Development Plan. In the interim, this SPD will support the existing adopted local plan policies and the transport strategy for the BCP area as set out in the Bournemouth, Poole and Dorset Transport Plan (2011-2026).

Car parking can occupy a great deal of space and can have a negative impact on the appearance of development and the efficient use of land. Therefore, this parking SPD encourages high quality and well-designed parking provision, appropriate to the type and scale of development within its context and location. However, the availability of car parking can also have an impact on how people travel. Encouraging a modal shift to non-car alternatives, including walking, cycling and taking public transport will help improve air quality, combat climate change, improving health and wellbeing, address inequalities and tackle congestion.

The council recognises that parking restraint and demand management is one side of the modal shift equation and must be accompanied by investment in public transport and active travel to provide people with opportunities to travel sustainably. BCP Council will play a lead role in promoting such schemes and consider favourably planning applications with a sustainable transport focus.

This SPD reflects both national and local priorities to reduce the need to travel by private car by encouraging behaviour change and reflecting the need to find alternative safe, sustainable and cleaner ways to travel.

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1. Introduction

1.1 Background

1.1.1 The Parking Standards Supplementary Planning Document (SPD) is a material consideration in the determination of planning applications within the BCP Council area. It has a role to support the policies in the Local Development Plan and to help to deliver on corporate priorities including housing and economic growth.

1.1.2 To contribute to creating vibrant and sustainable communities, housing delivery must be directed to the most accessible locations, focused on brownfield sites and maximising opportunities for a range and mix of homes in areas where there will be investment in infrastructure. These locations are the town centres and district/ local centres and along sustainable transport corridors.

1.1.3 Delivering homes in the right places play an important role in protecting the built and natural environment, protecting heathland and greenbelt. New communities will have greater connectivity and accessibility to places of work, shops and services and leisure facilities either by walking, cycling or using public transport.

1.1.4 The Parking Standards SPD will support the actions of BCP Council's Corporate Strategy to tackle its commitment to the declared climate change and ecological emergency by helping to prioritise opportunities to walk, cycle and use public transport. The approach to parking requirements fits with the actions listed under three priority areas:

1. to lead communities towards a cleaner, sustainable future that preserves our outstanding environment for generations to come
2. to support an innovative, successful economy in a great place to live, learn, work and visit.
3. To help people lead active, healthy, independent and fulfilled lives.

1.1.5 The planned housing and economic growth needed is expected to generate an increase in vehicle numbers in the BCP area. If unchecked, it could give rise to increased carbon emissions, and worsen congestion affecting health, safety and create road safety issues. Additionally, the public realm and public amenity are at risk. The council recognise that it is a challenge to ensure parking is attractive, safe and convenient for users. Rigid and overly generous parking requirements historically have not helped to deliver the quantum or quality of development expected by our communities.

1.1.6 It will be a challenge to meet the level of housing need due to physical and environmental constraints of the area. It is important therefore that development makes the best use of the land on brownfield and other allocated development sites. Development should be designed to encourage walking and cycling and public transport use, be pleasant and safe to travel through and be located within easy access to local facilities, shops and services [1].

1.1.7 Accessibility to public transport and local services may reduce the demand for car ownership and increase the use of non-car transport for commuting purposes. Census data demonstrates that car ownership and method of travel to work varies by location, tenure, and number of habitable rooms. For example, in Bournemouth Town Centre, car ownership is at its lowest, with 46.4% of households without a car. This reduces to less than 20% in the suburban areas of BCP [2].

[1] Gear Change: A bold vision for cycling and walking (2020, DfT)

2 2011 Census Car availability by household

1.1.8 Car ownership is likely to continue growing at a slower rate than previously [3]. While the council has no powers for controlling car ownership, it does have a responsibility to manage the increasing numbers of vehicles. Any potential negative impacts require action, to ensure that the highway network functions efficiently for all users [4], regardless of mode of travel.

1.1.9 If policies are not developed to effectively manage the levels of parking associated with new development, this is likely to intensify existing on-street parking pressure. Consequently, there is a higher risk of more frequent incidences of illegal and anti-social parking adversely affecting existing residents. To mitigate the impact of anti-social parking, the council can use appropriate parking restrictions such as Controlled Parking Zones (CPZs) or Resident Permit Schemes (RPS).

1.1.10 High quality design is critical to a successful development, as it offers a first and lasting impression. The design and layout should feel intuitively safe and welcoming. Without this, a development is unlikely to unlock its full potential. The level of provision of parking and its location influences the choices people make when deciding where to live, when travelling, and on the appearance and form of a development. High quality parking and accessible layouts should aim to provide an attractive, comfortable, safe, convenient pattern of movement into, across, and out of parking bays and the site.

1.2 Purpose of the document

1.2.1 The overall aim of this SPD is to set out parking standards in new residential and non-residential development.

1.2.2 This SPD provides clear guidance and certainty to applicants, developers and agents. It is important to provide clarity on the level of car and cycle parking sought by the council, to ensure that a consistent and transparent approach is followed when assessing parking need, design and layout.

1.2.3 Other key aims of this SPD are to:

- balance the needs of different users on transport networks, protect amenity, improve accessibility and highway safety
- encourage the creation of high quality, well-designed places to live, work and visit
- minimise conflict between pedestrians, cyclists and vehicles with safe, convenient and useable parking provision
- encourage more travel on foot, by bicycle, by public transport or using low emission vehicles to reduce CO_2 emissions and benefit air quality
- help support the council's commitment to address the impacts of climate change and contribute to a low carbon future
- support the delivery of increased housing densities in the most sustainable locations.

1.2.4 All car parking figures are presented as optimums whereas cycle figures are considered as minimum levels. This is to encourage smart travel choices and reduce dependency on the private car.

1.2.5 This SPD will replace the following three legacy council Parking SPDs; Bournemouth Borough Council Parking SPD (2014), Borough of Poole Parking and Highway Layout in Development SPD (2011), and the Dorset Residential Car Parking Study (2011). It provides revised parking standards to comply with the National Planning Policy Framework and to promote sustainable transport.

3 National Trip End Model (2017, DfT)

4 The Traffic Management Duty (TMA 2004 Part 2) includes pedestrians within the definition of 'Traffic'.

1.3 Approach and document structure

1.3.1 Parking provision is a key component that decides how people travel and how they choose to live. It influences the use of land, as well as the quality of the built environment.

1.3.2 Our approach states that as BCP Council continues to grow, the ability and desirability to accommodate additional trips by private car is no longer sustainable or feasible. Instead, the focus relies on active transport (eg walking, cycling and the use of public transport). An effective transport system can grant a reasonably sized catchment area access to local facilities. For example, public transport to jobs and services, including recreational opportunities and nature. This will create a virtuous circle for our residents and businesses, as well as helping to cut carbon emissions.

1.3.3 This SPD is in five parts, as follows:

- Parts 1–2 comprise the introduction and national & local policy context
- Part 3 provides general guidance for car and cycle parking design necessary for attractive, safe, convenient, equitable and appropriate parking
- Part 4 sets out the optimum parking standards within each use class
- Part 5 covers additional guidance on a range of complementary matters.

1.4 Document status

1.4.1 This SPD was subject to public consultation in accordance with the Town and Country Planning Regulations (2012).

1.4.2 This SPD has been screened in accordance with the European Directive 2001/42/EC and associated Environmental Assessment of Plans and Programmes Regulations 2004 to determine whether a Strategic Environmental Assessment (SEA) is required. A copy of the screening record is available to view on the council's website.

1.4.3 This SPD has also been subject to an Equalities Impact Screening Assessment which is available to view on the council's website.

2. Policy Context

2.1 National Planning Policy Framework

2.1.1 The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) provides the policy context and guidance to promote sustainable development.

2.1.2 In Section 9, the NPPF (2019) outlines guidance for setting local parking standards and what they should take into account, including the accessibility, type and mix of use, availability for public transport, car ownership levels and need to ensure adequate provision of spaces for charging plug-in and other ultra-low emission vehicles (para 105).

2.1.3 It also states that maximum parking standards should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. The NPPF also states that in town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists (para 106).

2.2 The Local Development Plan

2.2.1 The overarching policy framework for parking standards are set out in the following Local Plan Policies:

Bournemouth Core Strategy (2012) - Policy CS16.

This states that parking provision in new development shall accord with the council's adopted parking standards.

Christchurch and East Dorset Local Plan Part 1 (2014) – Policy KS12.

This states that adequate vehicle and cycle parking facilities will be provided by the developer to serve the needs of the proposed development. Cycle and vehicle parking for residential development should be of the highest quality design and use land efficiently. Development proposals should make provision for parking in accordance with the Local Transport Plan parking guidance, including provision for parking for people with disabilities.

Poole Local Plan (2018) – Policy PP35.

This states that proposals for new development will be required to maximise the use of sustainable forms of travel, provide safe access to the highway, contribute to the retention of attractive, safe and assessible places including convenient pedestrian and cycling routes and accord with the Parking SPD.

2.2.2 In addition to the local plans there may be relevant policies in neighbourhood plans which must be taken into account when considering applications within the neighbourhood area. Within BCP Council there are three made plans, all of which refer to parking requirements. There are no inconsistencies between the requirements in this parking SPD and the existing policies in the neighbourhood plans. The 'made' neighbourhood plans are set out below:

Boscombe & Pokesdown Neighbourhood Plan (adopted 2019)

- BAP1: which states at (v) the density of residential development which should not exacerbate existing overcrowding and pressure for on-street parking.
- BAP8: Houses in Multiple occupations and bedsits which states car and bicycle parking would be provided at an appropriate

quantity and would be of a high standard so as not to harm visual amenity.

- BAP10 Site Allocations – SA2 Hawkwood Road Car Park – retain site for car parking. SA6 Sovereign Centre and car park – retain within a scheme for mixed town centre use.

Broadstone Neighbourhood Plan (2018)

- BP4: Securing High Quality Design and Sustainability. This sets a design principles and states that amenity space should not include provision for car parking.

Poole Quays Forum Neighbourhood Plan (2017)

- PQF1: Public Realm. (5) This states that car parking and provision for servicing are appropriate to the context and sensitively integrated into the public realm.
- PQF3: High Quality Design (9) states that development proposals must create a multi-functional, lively and well-maintained public realm that sensitively integrates different modes of transport, parking and servicing.
- PQF7: Hamworthy Centre Environmental Improvements (1) states that these should include facilities for cyclists, including cycle path and parking. (4) states that a parking strategy should explore the potential of free short-term parking.
- PQF8: Creating a more vibrant High Street during the day and evening (5) states that a review of town centre car parking arrangements and charging will be supported, to encourage people to use the town centre.

3. Layout and Design Guidance

3.1 Introduction

3.1.1 The way that parking is accommodated and arranged can have a positive or negative effect on road safety, access for emergency services, pedestrians, cyclists, environmental quality, character and appearance of a development.

3.1.2 The materials used to provide parking should enhance the street scene rather than detract from it. Appropriate planting and landscaping can also be incorporated to encourage opportunities for increasing biodiversity and enhance the quality of the built and natural environment.

3.1.3 It is equally important to consider the design of parking and street layouts as well as the number of spaces provided. Poor design can reduce the level of parking available. This SPD sets out the council's preferred approach for applicants to ensure that they achieve the expected design of car and cycle parking. It includes certain minimum criteria that a space must meet to be counted as a parking space.

3.1.4 Where the use class associated with the development will provide elderly person's housing, developers are encouraged to provide wider parking spaces, having regard to the need to provide for those with limited mobility who would not normally be entitled to blue badges.

3.2 Cars

3.2.1 The minimum dimension of a standard car parking space is 2.6m x 4.8m (as shown in Figure 1). Bay width is a key component of its usability and durability as substandard provision in this dimension inhibits opening of car doors and equality of use. A 4.8m bay length allows for a range of everyday vehicles to use a space without the vehicle overhanging the parking bay.

3.2.2 Widths or lengths of spaces will need to increase if next to a wall or a footway. The minimum distance expected between the end of the car (or car door) and a solid object (wall/fence) is 0.5m (as shown in Figure 2).

3.2.3 The long dimension should be extended to 6 m for parallel bays as a minimum (as shown in Figure 3).

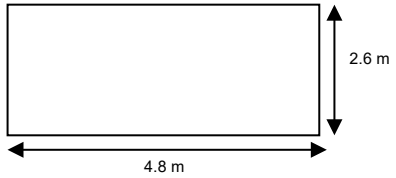


Figure 1 Standard parking space dimension

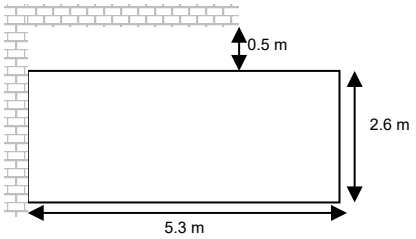


Figure 2 Parking space dimensions next to wall

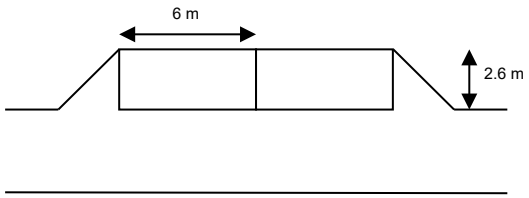


Figure 3 Parallel parking bay dimensions

3.2.4 Parking spaces should not directly abut building lines where windows are provided at ground floor level. If parking is to be provided adjacent to ground floor windows, a landscape buffer should be planted and retained at a low level.

3.2.5 For perpendicular bays, an overspill area of 0.5m is required next to a solid object (as shown in Figure 4) and/or the back of an adjacent footway, to ensure usability of the spaces and to prevent vehicles overhanging the parking bay. The inclusion of a 1m vegetation (or access) buffer strip(s) to separate long rows of spaces is encouraged to reduce the visual impact of large parking areas.

3.2.6 The aisle width between rows of spaces should be at least 6m to enable cars to manoeuvre comfortably and should extend beyond the end spaces to facilitate turning manoeuvres (as shown in Figure 5). Larger aisle widths may be sought for end bay access in large blocks of parking.

3.2.7 For echelon (angled) parking bays, the minimum acceptable length is 4.2m. The width of the bay and the angle of approach vary depending on the design. For a 2.6m wide bay, the aisle widths are typically: 6.0m at 90 degrees, 4.2m at 60 degrees and 3.6m at 45 degrees. These width requirements may be reduced if the parking spaces are widened.

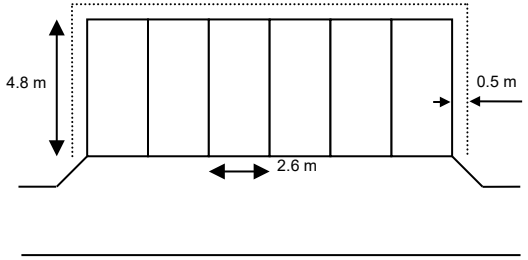


Figure 4 Perpendicular bays dimensions

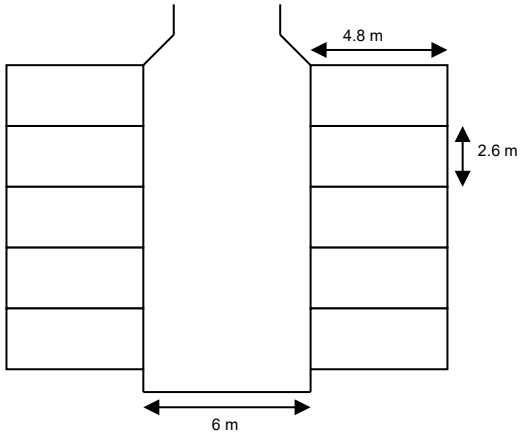


Figure 5 Minimum grouped parking bay dimensions

3.2.8 The council accepts the use of swept-path analysis to assess the effect of oversized spaces on reducing the need for manoeuvring space. Appropriate proprietary software using scaled (using a large car) simulated vehicles at realistic speeds with enough margin for driver error (0.5m from any wall or fence) will be expected for any swept-path analysis.

3.2.9 Echelon bays should be arranged so that drivers are encouraged to reverse into them to avoid poor visibility from adjacent parked vehicles. Different layouts, such as herringbone,

have different overall space requirements, and the detailed layout of car parking will need to be determined on a site-specific basis.

3.2.10 Research has shown that in many developments less than half of all garages are used for car parking, instead being used for storage[5]. In terms of sizes, an internal minimum of 7m x 3.3m is considered appropriate to ensure that a large modern family car (e.g. SUV) will fit comfortably with a minimum circulation space to allow for some general storage which may include cycles (as shown in Figure 6).

3.2.11 This 7m x 3.3m must be a clear, unobstructed space to allow a vehicle to enter and exit safely. Garages must also have entrances wide and high enough to allow for large family cars. The space required to open and close garage doors should also be considered. Driveways in front of garages should be at least 5.3m long, or 6m so as remain clear of a footway, carriageway or shared surface. Garages will only be counted as a parking space where they meet the minimum size requirements (as shown in Figure 6).

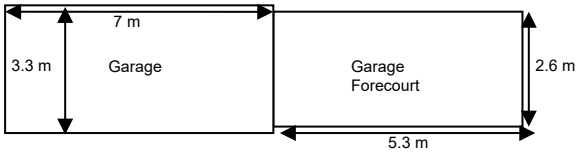


Figure 6 Garage dimensions

3.2.12 Where a garage court area is provided, an aisle width of 7.3m is necessary to sufficiently accommodate turning movements. A garage bay of 7m x 3.3m is also required (as shown in Figure 7).

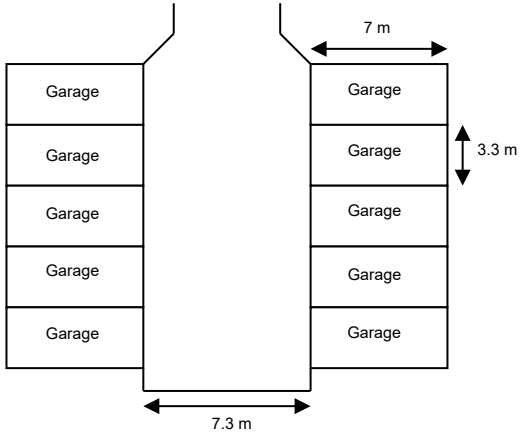


Figure 7 Minimum garage court dimensions

3.2.13 Visitor spaces must be marked with 'VISITOR' where they are located within private car parking areas.

3.2.14 Vehicle access provides a transition from the carriageway across the footway and into private forecourts. When poorly designed, driveway entrances provide difficult walking environments, due to continual changes in cross-falls. This is a particularly challenging issue for disabled or elderly users, and those with small children or mobility aids. The narrower the footway, the greater the impact of gradient changes.

3.2.15 Additionally, the excessive use of extended dropped kerbs across the frontage of developments is problematic. It eliminates the possibility of on-street parking, creates greater potential conflict points between pedestrians and motor vehicles, and is poorly designed. The council's preference is the provision of a single 4.6m width vehicular crossover equivalent to three dropped kerbs and two tapered kerbs, or an entrance kerb system. Wider than 4.6m width vehicle crossovers may be required where simultaneous

5 Manual for Streets (DfT, 2007)

entry exit is required. Pairs of vehicular crossovers near each other are also discouraged.

3.2.16 The use of dropped kerbs lower the level of the footway towards the carriageway. Dropped kerbs are no longer supported on heavily trafficked footways with a footway width in excess of 1.5m. Instead, a short ramp at the front of the footway (kerbside), providing vehicle transition from carriageway to footway, should be implemented (as shown in Figure 8 and Figure 9). The entrance kerb system ensures that the footway is maintained level for the entire length. The transition is provided by using entrance kerbs or a combination of quadrant kerbs and chamfered kerbs.

3.2.17 Through the design of the vehicular access including the materials, priority must be ensured for pedestrians using the footway where vehicles cross. Materials used should match the existing footway. Edging strips or other materials should be avoided in a way that would suggest that vehicles have priority over pedestrians.

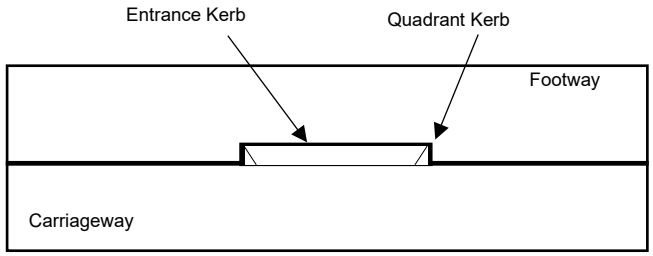


Figure 8 Entrance kerb system

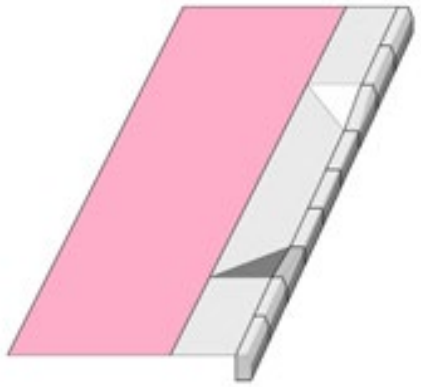


Figure 9[6] Entrance kerb example

3.2.18 All proposed gated accesses should be set back 5m from the highway to help preserve the safety of other road users. This includes proposals for new developments or as part of householder applications on Classified Roads.

3.2.19 Vehicle crossovers must be perpendicular to the footway. This ensures that motor vehicles cannot drive along the footway in order to gain illegal access to a property. Additionally, pedestrian visibility is maximised. Parallel parking adjacent to the highway will not be supported on grounds of safety and illegal and dangerous manoeuvring.

3.2.20 Visibility splay areas should be kept clear of obstructions reaching no more than 0.6m in height, measured from the adjoining highway level. The driver position is typically 2.4m back from the front of a vehicle. Due to this, visibility splays measuring 2m x 2m either side of an access would aid drivers in viewing pedestrians on the footway before exiting the access.

6 ©Mark Philpotts / City Infinity, used with permission.

3.2.21 Where visibility splays are required, consideration should be given to the most effective method of achieving this. It is also necessary to consider their wider visual appearance within the street. Treatments may include hard landscaping, low level landscape planting or railings. Any railings must have adequate gaps to ensure that visibility is available.

3.2.22 On-street parking is an efficient option which can work well in certain situations where there is sufficient space on roads which do not have existing parking pressure[7]. Where new streets are proposed as part of a large development, on street parking can be complemented with tree planting to create an attractive environment. Examples of locations that are not suitable for on-street parking are listed in Appendix C(ii). Where surface parking is provided on plot it should be located to the rear or side of the development. This would minimise the impact cars have on the street scene. Where the only option is to locate parking in front of a building, it should be enclosed by a high-quality front boundary treatment. For example, a low wall or hedge.

3.2.23 Proposals should provide safe access to the highway, taking guidance from the Local Planning Authority on the most suitable access. They must egress typically in forward gear to ensure safety for all road users.

3.2.24 All parking courts should be well landscaped, carefully lit, limited in size and well overlooked for security purposes. Parking directly adjacent to living accommodation is not acceptable. Defensible space should be allowed between parking and circulation spaces, as well as the windows of living accommodation.

3.2.25 In the case of residential and mixed-use development, parking and circulation areas require careful designs. Transport developments should ensure that vehicles can only travel at slow speeds and that pedestrian movements have priority. Creating a high-quality environment can be achieved through the geometry of the space, the use of appropriate materials, native species planting and good quality signage.

3.2.26 Parking in front gardens should maintain a sense of enclosure and harmony with the existing streetscape. This is particularly significant for existing properties where front gardens are converted to hardstanding or parking areas.



Figure 10 Landscaped parking court

7 See Manual for Streets (DfT,2007), Manual for Streets 2 (CIHT, 2010) and Car Parking: What Works Where (English Partnerships, 2006)

3.2.27 Parking in front gardens should be designed with the retention of existing walls, fences, railings or hedging, the minimisation of hard, impermeable surfacing and the provision of sufficiently setback gates and generous planting. Any surface adjacent to the highway needs to be made up of bonded material eg permeable block paving, and not loose material, such as gravel, to avoid loose material spilling onto the highway.

3.2.28 Where development results in existing accesses across the footway no longer being required, the existing dropped kerbs or entrance kerbs shall be reinstated to footway construction. This will be secured on the approved plan, as part of the planning approval.

3.3 Cycles

Access and layout

3.3.1 The council will expect cycle parking and cycle access to be a component of new development. Increased cycle parking encourages healthy lifestyles, reduces pressure for car parking, eliminates unnecessary car journeys, and does not add to carbon emissions or affect air quality.

3.3.2 Cycle access and cycle parking should be considered at the commencement of the design and not as a last-minute addition. Cycle parking forms an integral part of any full or reserve matters planning application [8] and should not be treated as a secondary issue to be resolved by condition. As with car parking a proportion of cycle parking (typically 5%) should be provided for non-standard cycles to accommodate people with mobility impairments.

3.3.3 Cycle parking should be in the most accessible location near the main entrance to any development and not be located in remote or inaccessible areas. Access to cycle parking should be easier than access to car parking with the exception of disabled car parking. Unless the proposed cycle parking is within an underground car park, it should always be located at ground level.

3.3.4 All cycle parking and any associated access routes must be well-illuminated with good natural surveillance to deter theft and engender a feeling of personal security Cycle storage identified in habitable rooms, general storage areas, bin stores, circulation areas, or on balconies will not be considered acceptable. Cycle hire docking stations should not be considered as a substitute for cycle parking facilities.

3.3.5 Where cycle parking is provided to the rear or sides of a building, the access way should be 2m wide, with an absolute minimum 1.5m width accepted for a length of no more than 10m except where there are adjoining buildings or boundary treatments. Cycle Design Vehicle specific swept-path analysis is expected to demonstrate any proposed paths that are accessible. Tight turns and adjacent structures or boundary treatments can inhibit access. With conversation of existing buildings this will be considered on a case by case basis.

3.3.6 All cycle parking must be designed for the exclusive use of cycles and maintained in perpetuity. Whether cycle storage is provided within a standalone store or in an internal area of a building, it should be conveniently located with level access and users should not have to negotiate more than one door with their cycle (with a minimum width of 1.2m).

3.3.7 Dedicated cycle parking is required within all new development. This can be either through internal storage as part of a non-habitable room, or within a garage, or a purpose-built cycle store.

[8] LTN 1/20 Cycle Design Guidance (2020, DfT)

Where rear storage is likely to be required an accessway is expected to be designed in from the beginning. Therefore, eliminating the need for cycles to traverse inside the property from rear to front (and vice versa). The access way should follow the standards outlined above.

3.3.8 Additional facilities for cyclists should also be considered when designing cycle storage locations, such as public bike pumps, repair stations and charge stations for e-bikes or e-cargo bikes. Integrated charging points to stands for integrated batteries or separate locker spaces for removable batteries may be suitable solutions. Any charging facility should have its own dedicated supply.

3.3.9 The use of green 'living' roofs is encouraged on cycle stores as their provision is more than just for aesthetic purposes. They reduce runoff, conserve energy, reduce pollution, sequester carbon and provide habitat for wildlife.

3.3.10 It is very important to recognise that there are various types of cycle (as shown in Figure 11) and many types of people using them. Cycle parking needs to take into account all user needs, so as not to exclude or disadvantage riders of certain types of cycle.

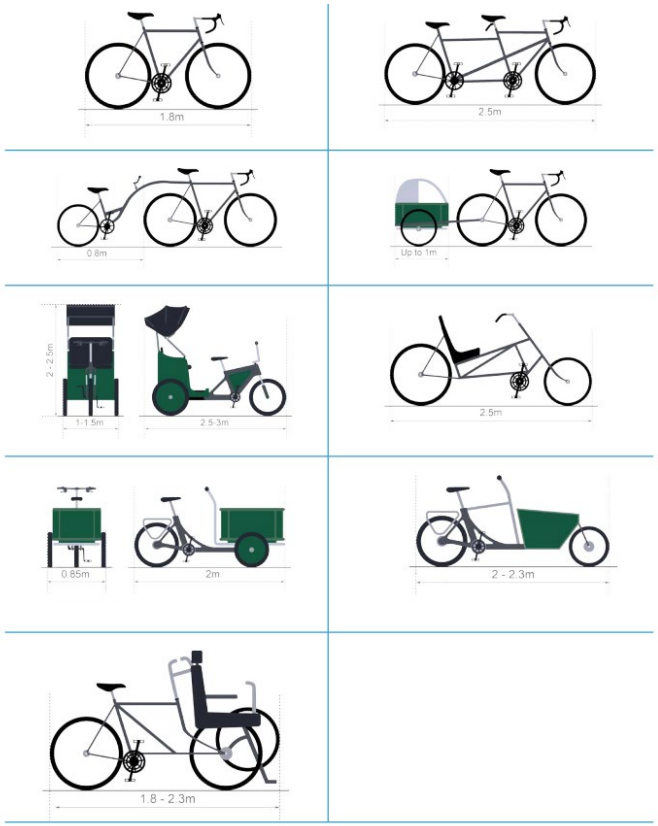


Figure 11[9] Types of cycles

3.3.11 A Cycle Design Vehicle (CDV) of 2.8m in length by 1.2m in width will cover most situations. It must be used when designing facilities for cycles including all forms of cycle parking[10]. Consideration must be given to the required turning circle of the CDV when designing facilities.

3.3.12 Cargo bikes are increasingly popular for business deliveries, utility and leisure purposes. Extra-long Sheffield type stands

[9] CD 195 Designing for cycle traffic (Highways England, 2020) LTN 1/20 Cycle Design Guidance (2020, DfT)

[10] LTN 1/20 Cycle Design Guidance (2020, DfT)

positioned to prevent trailers blocking adjacent footways, should be provided in locations where trailers will be commonplace. For example, in town centres, primary schools, and leisure sites.

3.3.13 Additional measures such as extended dropped kerbs and enlarged turning space are required for cargo bikes, e-bikes, trikes and disability bikes as these cycles are larger, heavier and sometimes difficult to manoeuvre. Where provision is required for three-wheeled cycles, lateral spaces between stands should be increased to at least 2m.

3.3.14 Cargo bikes, trailers, adapted cycles, and tricycles are self-supporting when stationary, yet may require a stand to which they can be padlocked. This is typically an end stand in a group of stands appropriately signed. Ground anchors may be an acceptable alternative for self-supporting cycles.

3.3.15 Where underground cycle parking is proposed, a step-free cyclable access must be provided. Any ramp should have a maximum gradient of 7% (1:14) with rounded transitions at the top and bottom. Ramps of 5% gradient and above should be divided into sections that do not exceed 10m in length, and with intermediate resting places at least 2m long[11]. Cycle storage in underground and multi-storey car parks should be in the most accessible locations, with good natural surveillance and well lit.

3.3.16 In limited circumstance wheeling ramps or channels might be suitable to enable cycles to be rolled up or down a flight of steps that interrupt an access route. Typically, where gradient changes are significant over short distances and where site constraints otherwise limit provision of a cyclable path however alternative provision should be made as wheeling ramps are not inclusive.

3.3.17 When used, wheeling channels should not prevent access to handrails or create trip hazards but must be sufficiently placed to ensure pedals and handlebars do not clash while the bike is being held relatively upright. An offset of 200mm to reduce pedal strike in addition to a 100mm u-shaped channel would be expected to ensure a usable wheel ramp.

Stands

3.3.18 All cycle parking should be in the form of coated or stainless-steel cycle stands. The Sheffield type stands demonstrated in Figure 12 exemplify this standard. An additional crossbar 500mm above the ground must be provided at locations where children are likely to be regular users. For example, at schools, libraries, and parks.

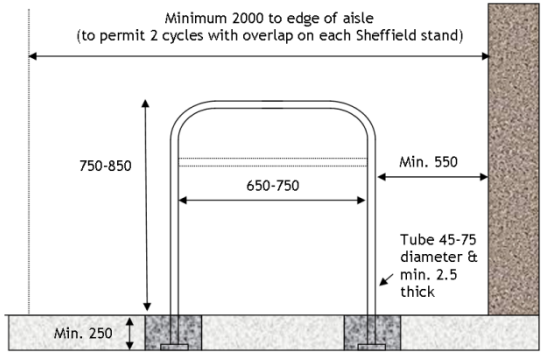
3.3.19 Other forms of stand (e.g. butterfly/wheel bender/bollard/wave) have been associated with well documented and unacceptable problems, such as bikes toppling over, poor security and damage to wheels.

3.3.20 Sheffield type stands should be spaced in accordance with Figure 12 and Figure 13. The minimum footprint of Sheffield type stands should be taken as 2.3m x 1m. Sub-standard spacing significantly reduces capacity and hinders their usage. Sheffield type stands should either be embedded to a depth of at least 250mm in concrete or fitted with tamper proof bolts.

3.3.21 Stands should ideally be installed on level ground. Where stands are positioned on a slight slope, they should be aligned at right angles to the slope to prevent bikes from moving. The minimum spacing between Sheffield type stands must be 1000mm. This is always measured from the centre line of the stand.

[11] Gear Change: A bold vision for cycling and walking (2020, DfT)

3.3.22 Aisle widths must be an absolute minimum of 1.2m and ideally 1.5m when continued around a 90-degree bend. Aisles between rows of Sheffield type stands are important to allow users to access the stands with their bike. Where stands are angled, they must ensure a 1000m minimum spacing in between rows of Sheffield type stands as per Figure 14.



241 Figure 12 Sheffield type stand dimensions

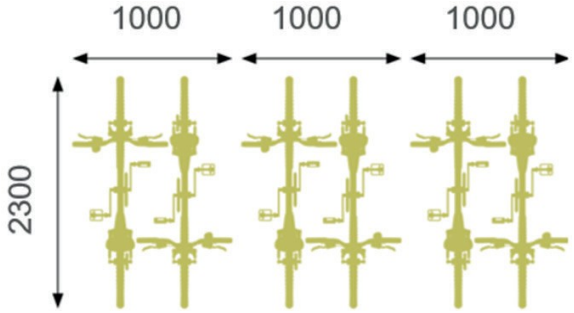


Figure 13 Footprint of parked CDVs

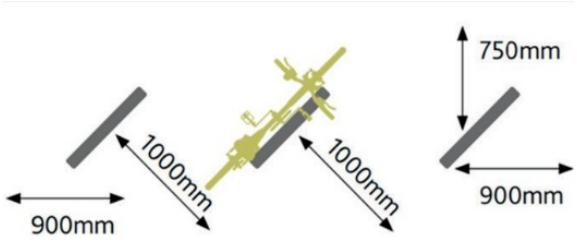


Figure 14 Stands at 45 degree angle to wall

3.3.23 In coastal environments within 400m of the seafront, marine grade stainless steel (SAE 316) is considered a minimum requirement, as marine grade stainless steel has greater resistance to corrosion. Elsewhere, coated steel should be used.

3.3.24 The council considers double deck cycle parking to be less convenient than Sheffield type stands and discriminatory for short people and those with low strength. People with mobility issues are also disadvantaged due to the difficulties involved with lifting at height. Additionally, limited types of cycles can fit within double-deck systems in comparison with the Sheffield type stand.

3.3.25 Nonetheless, in exceptional circumstances, where facilities are expected to be used by young fit adults, a small proportion of high quality, assisted (with gas struts or sprung) double deck systems can be used alongside Sheffield type stands in a limited number of locations, such as railway stations (as shown in Figure 15). Any double deck design must allow a cycle's frame to be locked to the stand.



Figure 15 Double deck stand example

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3.3.26 Double deck stands require significantly greater aisle widths and therefore typically provide only 30% more capacity than standard Sheffield Stands [12]. A minimum aisle width of 2.5m beyond the lowered frame is required, increased to a minimum of 3.5m where double-deck stands line both sides of the aisle. The minimum height requirement to clear any cycles on the upper deck is 2.7m with a 500mm spacing between stands.

3.3.27 Double deck parking also requires ongoing maintenance. Evidence of a maintenance regime should be presented as part of an application. Sufficient Sheffield type stands must also be provided nearby to cater for the range of cyclists that are not able to use assisted double deck systems. Approval of such arrangements is subject to agreement from the Local Planning Authority.

[12] LTN 1/20 Cycle Design Guidance (2020, DfT)

3.3.28 Three forms of cycle parking are specified:

- Visitor
- Secure covered non-residential
- Secure covered residential

Visitor

3.3.29 Sheffield type stands in a publicly accessible area for visitor parking. These stands must be in an area with good natural surveillance and in the closest possible proximity to the pedestrian entrance to the building they serve, Figure 16. Where priority stands are provided additional space is required to cater for disability bikes, trikes, and other adapted cycles.



Figure 16 Visitor parking example

Secure covered non-residential

3.3.30 For non-residential developments, Sheffield type stands should be arranged within a robust weatherproof store, with a lockable door. The structure and locking mechanism should be resistant to forced entry. Any electronic lock should not be dependent on a continuous power supply to remain locked. Any store with plastic or steel mesh panels must have steel bars at sufficient intervals to prevent the removal of cycles via a removed panel. Authorised users of the store should be provided with keys or contactless cards to provide access. A suitable maintenance regime is required to ensure its continued effective use.

3.3.31 Sheffield type stands within the cycle stores should be placed in accordance with Figure 19 and Figure 20. Access aisles should have a minimum width of 1.2m between parked bicycles. If double stacked cycle parking is proposed, a minimum aisle width of 2.5m beyond the lowered frame is required, increased to a minimum of 3.5m where double-deck stands line both sides of the aisle. A minimum of 2.7m head height is required to ensure the system is usable. Access doors should have a minimum width of 1.2m. Every cycle space should be accessible and not obstructed by other cycles in the store.



Figure 17 Secured covered non-residential cycle parking example

Secure covered residential

3.3.32 For residential developments, a walk-in store should be constructed with robust building materials (typically masonry) with a lockable door. A suitable maintenance regime is required to ensure its continued effective use. The structure and locking mechanism should be resistant to forced entry. Any electronic lock should not be dependent on a continuous power supply to remain locked. Authorised users of the store should be provided with keys or contactless cards to provide access. Padlocks or double doors are not to be used. If a side hung door cannot be installed, then a sliding door that cannot be lifted off its runners or electrically operated shutters are acceptable in exceptional circumstances.



Figure 18 Residential cycle parking example

3.3.33 Sheffield type stands within the stores should be placed in accordance with Figure 19 and Figure 20. Any access aisle should have a minimum width of 1.2m between parked bicycles. Any access door should have a minimum width of 1.2m. Each cycle space should be accessible and not obstructed by other cycles in the store.

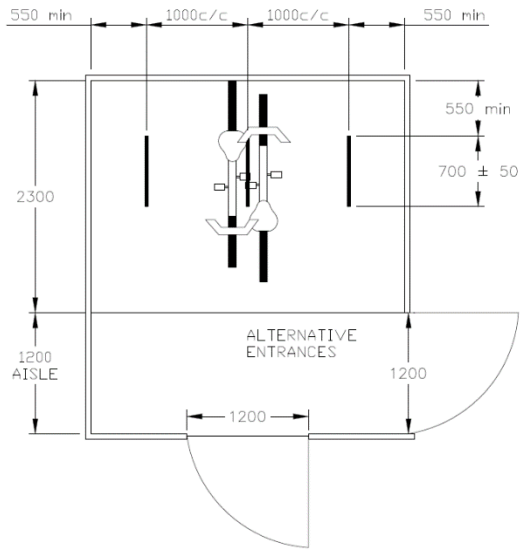


Figure 19 Option A Secure covered (inc. residential)

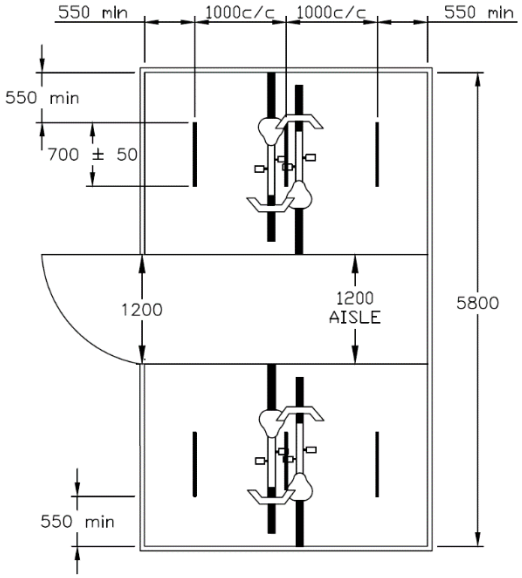


Figure 20 Option B Secure Covered (Inc. Residential)

3.3.34 Dwellinghouses with front garden cycle sheds are an increasingly common sight, particularly in terraced neighbourhoods. The council considers front garden cycle sheds acceptable if they are the minimum size necessary, and exhibit a minimal visual impact on the street. Low, covered, secure, convenient and attractive ‘bike boxes’ are preferable because they can sit unobtrusively behind garden walls and hedges. However, they are unlikely to be acceptable in very small front gardens, in some conservation areas, and where there is an Article 4 direction in place.

3.3.35 Communal residents cycle parking, sometimes known as bikehangars, Figure 21, are only considered an acceptable solution where other methods of cycle provision are not possible. These are typically in existing terraced properties. Such solutions may require a Traffic Regulation Order (TRO) and the use of a legal agreement secured as part of the planning application.



Figure 21[13] Communal residential cycle storage

[13] The Bikerhanger© by Cyclehoop.

3.4 Micro-scooter facilities

3.4.1 Micro-scooters are now a common mode of transport for children and adults using for leisure trips, school or work travel.

3.4.2 In addition to the expected cycle provision, foot propelled scooter facilities should be provided within the curtilage of the school sites at the same ratio. Such facilities should be under cover, in safe well-lit areas, ideally lockable and near all the main entrances.

3.4.3 Scooter parking generally takes one of two basic forms:

1. Lockable racks – The handle is secured by a catch. Racks provided in rows looking like a single Sheffield type stand or held in a 'mushroom'.
2. Ground stands – The stands grip the wheels. Stands or pegs can be a cheaper alternative but are generally a less secure design and may not suit all micro scooter wheel sizes.

3.4.4 Consideration should be given particularly in universities, colleges, and sixth forms to micro scooters and electric micro scooters as these are likely to be used at these sites. Provision should be made for charging facilities within the secure scooter facility. Integrated charging points to stands for integrated batteries or separate locker spaces for removable batteries may be suitable solutions. Any charging facility should have its own dedicated supply.

3.5 Powered two-wheelers (PTW)

3.5.1 Powered two-wheeler or motorcycles and scooters as they are more generally known should have parking that is clearly signed and marked. PTW parking must indicate that it is reserved for PTWs only. PTW parking should have dropped kerb access, and natural surveillance.

3.5.2 Security devices including the use of anchor points should be fitted into the designated parking area to enable the owners to affix their vehicle. In car parks it is important to recognise PTW lack a secure place to hold a parking ticket.

3.5.3 PTW facilities should be illuminated and ideally located away from drain gratings, manhole covers, studs, cats' eyes, cobbles and gravel. PTW parking bays are generally not marked for individual bikes. This allows flexible and efficient use of limited space by bikes of different sizes.

3.5.4 Provision must be made to secure PTWs. There are two basic types of anchor points to which motorcycles can be secured to reduce the risk of theft:

1. Raised – A horizontal bar is provided at a height of approximately 400- 600mm and requires the user to have their own lock. Horizontal bars should be welded or fixed with tamper proof bolts.
2. Ground Level – An anchor point below the surface, with a loop allowing the user's own lock to be passed through. Anchor points require regular maintenance and can be dirty to use.

3.6 Electric Vehicle Charging

3.6.1 In order to future proof development ahead of the expected transition to electric vehicles (EV), the council expects the inclusion of charging points for electric vehicles in all new developments. Conversions and change of use applications will be agreed with the LPA on a case by case basis.

The EV charging requirements have been developed according to the government's Road to Zero strategy and the Transport Decarbonisation Plan, alongside BCP Council's own Carbon Neutrality Strategy. This requires the council and its operations to be carbon neutral by 2030, ahead of the 2050 national target.

3.6.2 Electric Vehicle Charging Infrastructure (EVCI) is a developing technology. The council will expect that connection points are installed in line with emerging technical requirements and open benchmarks. Connections conforming to national and/or industry benchmarks such as BS 61851 and BS 7671 are expected as a default.

3.6.3 The council requires applications for new development to provide EV charge points that comply with Table 1 to future-proof development ahead of the expected transition to electric vehicles. BCP Council will play a role in supporting organisations to access any government/grant funding to fulfil electric vehicle charging provision requirements outlined in the document.

3.6.4 The council recognise user needs and usage circumstances may give rise to differing provision depending on different user needs and/or usage requirements. Where the needs of users differ from the provision set out in Table 1, notwithstanding the council's commitment to a net zero carbon target of 2030, the Local Planning Authority will consider an alternative EVCI requirement, subject to the applicant providing up-to-date and robust evidence to support user, usage and business needs.

Table 1 EV provision

	Percentage of bays with "active [14]" chargepoint provision	Percentage of bays with "passive [15]" chargepoint provision
Residential development less than 10 spaces	20%	80%
Residential development with 10+ spaces	50%	50%
Non-residential development with 10+ spaces	30%	70%
Non-residential development less than 10 spaces	To be agreed with LPA	

3.6.5 The EVCI charge requirements increase in line with the number and intensity of usage as set out in Table 2.

[14] Active provision is defined as an actual socket connected to the electrical supply system that vehicle owners can plug their vehicle into.

[15] Passive provision is defined as the network of cables and power supply necessary so that at a future date a socket can be added easily.

Table 2 Charge point Specification

EV Charging Requirement	Charge Point Specification	Power Requirement
Individual charge socket	7kW Mode 3 with Type 2 Connector	230V AC 32A Single Phase dedicated supply
Communal fast charge socket	Feeder pillar or equivalent permitting future connection	230V AC 32A Single Phase dedicated supply
Intensive communal rapid charge socket	50kW -350kW Mode 4 (DC) Multi-standard charge point	400V AC 100A Triple Phase dedicated supply

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3.6.6 A wide variety of options exist to control access to charge points and allocate electricity charges to individual users. Management and maintenance arrangements for charge points should be determined on a site by site basis to meet the needs of the users in question. This should include any leasehold and freehold consents and or responsibilities regarding use, payments, charges or approvals.

3.6.7 Individual charge sockets are considered appropriate for residential overnight charging or where long dwells greater than 6 hours is expected. Communal fast charges are expected where the destination charging reflects shorter dwell times of around 2 hours or where individual charge sockets are not appropriate. Intensive communal rapid chargers are expected in destinations of high demand, or of short dwell times typical of up to 1 hour. Communal facilities must be capable of simultaneous use serving all “active” bays.

3.6.8 The provision of EVCI on-street is permitted in exceptional circumstances where on site constraints eliminate all other methods of on site provision. Details will require agreement with the Local Planning Authority to ensure that such features do not result in highway safety issues or encroach on active travel or public transport infrastructure. Additionally, a traffic regulation order (TRO) will be required for any on-street bays.

3.7 Disabled Parking Requirements

3.7.1 To ensure provision of disabled friendly parking spaces, the council would normally require a level of parking provision for disabled persons.

3.7.2 Parking bays for people with disabilities should be designed to ensure that drivers and passengers, either of whom may have a disability, can enter and exit from the car easily and safely. Parking spaces should be 2.6m in width with a 1.2m wide marked access zone between spaces. A 1.2m wide safety zone for boot access is also required (as shown in Figure 22).

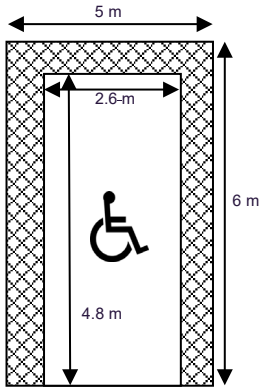


Figure 22 Disabled bay dimensions

3.7.3 Alternatively, two standard 2.6m wide spaces with a shared space of 1.2m between may be considered as per Figure 23. New developments will be encouraged to provide this layout in commercial car parks.

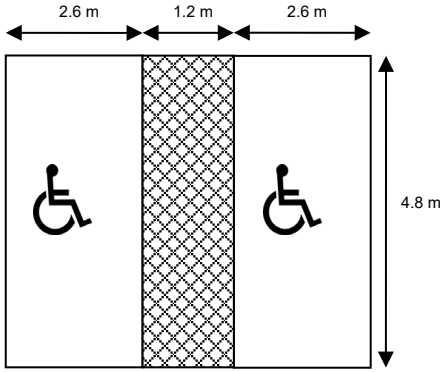


Figure 23 Alternative disabled bay arrangement

3.7.4 Disabled parking spaces should be located close to the main pedestrian entrance to the building it serves, with level pedestrian access across the entire distance. Parking provision for people with disabilities in on-street residential locations may be considered.

3.7.5 The level of provision required for both residential and non-residential (in accordance with best practice guidance) development are outlined in Appendix A.

3.8 Parking for People with Young Children

3.8.1 Parents with young children may have difficulties accessing conventional parking spaces. The provision of dedicated parking should be considered in retail developments.

3.8.2 Such spaces should be marked with a suitable symbol and located close to the building. Parking spaces should be 3.6m wide or have a transfer area 1m to one side of a 2.6m standard space as per Figure 24. Where space is limited, 3.2m wide spaces may be acceptable.

3.8.3 Alternatively, two standard 2.6m wide spaces with a shared space of 1m between may be considered as per Figure 25.

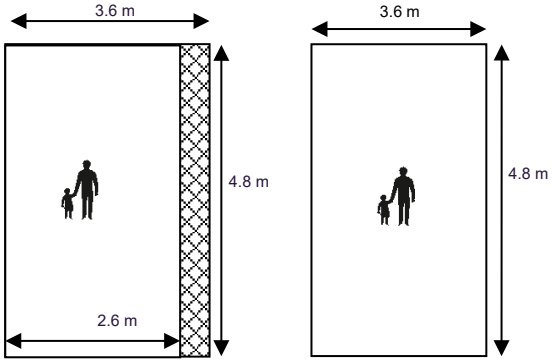


Figure 24 Parent and child bay dimensions

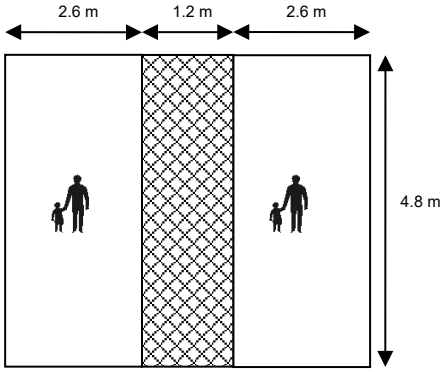


Figure 25 Alternative Parent and child bay dimensions

3.9 Underground and Multi-Storey Parking

3.9.1 Parking solutions that incorporate multi-storey car parks above and/or below ground will be supported in appropriate locations. For example, locations where a high-quality streetscene is retained. Parking solutions should be designed in accordance with the technical guidance offered by the Institute of Structural Engineers "design recommendations for multi-storey and underground car parks" (2011) or any future update.

3.9.2 For situations requiring transition ramps, any transition ramp should be at least 3m in length and its gradient half the gradient of the ramp. These transition gradients should be sited at the top and bottom of the ramp to reduce the risk of vehicle grounding. A separate equality compliant pedestrian access route will be required where ramps exceed 1:12. Adequate headroom should be maintained of no less than 2.3m. Where larger delivery vehicles are expected or double deck cycle parking is to be used this must be increased to 2.7m, or to 5m in the case of refuse vehicles.

3.9.3 The parking bay sizes for any multi-storey or underground car park should meet dimensions set out in this SPD. Where internal columns are required these must be clearly shown due to their impact on parking capacity. Columns should be located at a distance of 0.8m from the front of the space to facilitate access and egress without impacting the ability to open car doors. Additionally, the access road should be level. Where the land's topography deems this not possible, a gradient no greater than 1:20 within the first the 5m from the highway is required.

3.9.4 Basement parking is often preferable to surface parking as it can reduce the visual dominance of vehicles and can free up green space, preserve amenity and enhance biodiversity. However, surface parking can provide attractive accessible parking for visitors, disabled drivers and service vehicles, discouraging drivers of those vehicles from parking in unsafe locations. Therefore, for developments with basement parking, and where on-street parking would cause highway safety and congestion issues, some on-site surface vehicle parking should be provided.

3.9.5 The need to remove large volumes of earth is a major disadvantage and this option is often most logical on sloping sites, where less excavation is needed. The entrances to underground and podium car parks should be located and designed to minimise the impact on the street scene. Flood risk and land stability should also be fully considered. There should be a 0.5m raised safety strip either side of the ramp to protect vehicles and building structures.

3.9.6 Undercroft parking incorporated into the ground floor of a building should be enclosed by a wall and grills, as open undercroft parking can have a poor appearance causing security issues and potential anti-social behaviour. Balconies or roof terraces at first floor level can be used to counter the deadening impact of parking on the building frontage. Decorative railings/ grills and planting at the base of the building can also help to soften the impact. The council should avoid blank or unattractive elevations and the need for mechanical ventilation.

3.9.7 Podium car parking with development above enables parts of the podium roof to be used for green space. For example, communal roof gardens. The podium maximises opportunities for improved outdoor amenity space and planting. Blank elevations adjacent to the public realm should be avoided. This can be achieved through wrapping the podium in active uses or using planted banks. One disadvantage of this approach is that large and complex structures can emerge as a result. This may be difficult to adapt and redevelop incrementally in the future.



Figure 26 Screened underground parking



Figure 27 Decorative grills

3.9.8 Any car parks equipped with entry control (e.g. lifting barriers) should have cycle by-passes or shortened barriers to enable cyclists to enter/exit without dismounting and pushing their cycles. Any vehicle parking located behind a vehicle access barrier such as a gate will be considered as allocated parking as such barriers restrict general visitor parking.

3.9.9 Car stackers and lifts are often suggested as a means of maximising the space available for off-street car parking. The council accepts the principle of stackers and lifts in new developments. However, developers should consider the following points:

- where the stacker is accessed directly from the highway, it must not result in vehicles queuing on the highway
- where a stacker is accessed within an off-street car park, and the spaces are not independently accessible, there must be adequate circulation space to allow vehicles to wait without blocking the free flow of traffic either within the car park or on the highway
- the council may impose a condition relating to the maintenance of the stacker on the grant of any planning permission
- car lifts should only be considered where it’s not possible to install ramps to basement car parks
- EV charging facilities are not generally compatible with car lifts or stackers
- parking spaces accessed via a car lift or car stacker will only be considered as allocated parking bays and must be sized in accordance with the dimensions set out in this SPD.

4. Parking Standards

4.1 Zonal Approach

4.1.1 The parking standards are applied on a hierarchical zonal basis within the BCP area, reflecting differing accessibility levels and access to local shops, services and facilities. These are shown in Figure 28.

Zone A — Main centres

4.1.2 Zone A comprises an approximate 400 metre boundary (5-minute walk) around Bournemouth Town Centre, Christchurch Town Centre, Poole Town Centre, and the Boscombe and Westbourne District Centres. The areas in this zone have a high degree of accessibility to public transport, services, shops and other facilities. Car ownership in these locations is far lower than the BCP average.

Zone B — District centres

4.1.3 The District Centres of Ashley Cross, Ashley Road, Boscombe East, Broadstone, Castlepoint, Charminster, Hamworthy, Highcliffe, Hinton Admiral, Kinson, Moordown, Springbourne, Southbourne, Tuckton, Turlin Moor, Winton and Wallisdown have good local services, shops and other facilities or are in close proximity to a mainline rail station. These facilities are generally smaller and have lower accessibility levels than the centres in Zone A.

4.1.4 The provision of bus services is generally lower than in Zone A. Car ownership is higher but remains generally lower than the BCP average. An approximate 400 metres boundary (5-minute walk) has again been applied around these District Centres.

Zone C - Zone C — Business hubs

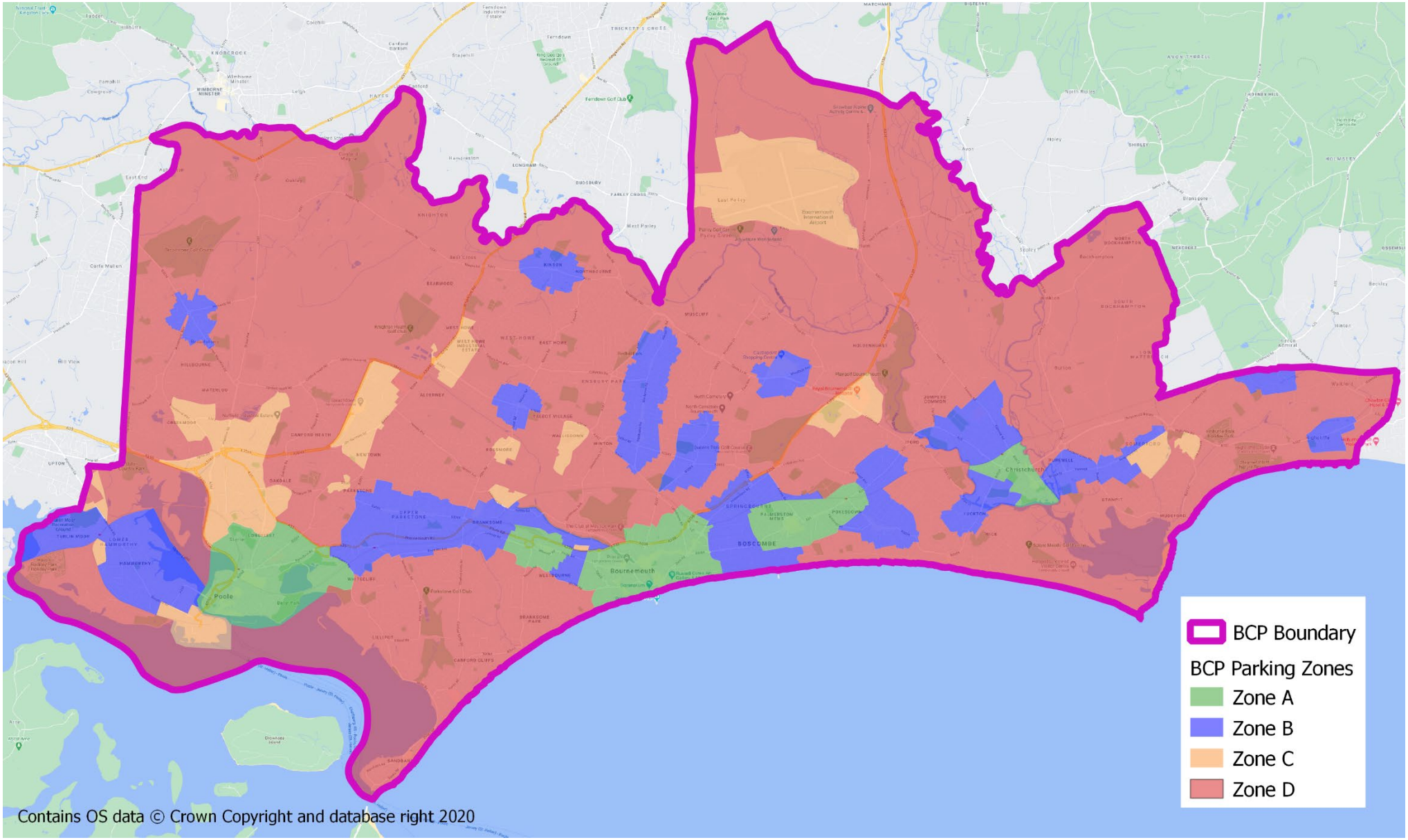
4.1.5 4.1.5 There are several major employment and education centres across the BCP area, and these have been specifically identified as it is important to ensure that these locations do not become car dependant. The council will seek to enhance the attractiveness of public transport and active travel in these locations.

Zone D— Suburban/rural locations

4.1.6 The remainder of the council's administrative area is considered suburban or rural in nature. The lowest level of access to public transport, services and facilities is demonstrated. These less accessible areas are where car ownership is at its highest.

4.1.6 It is recognised that the zonal boundaries may not represent absolute accessibility of each individual location as the nature and location of a development site in the context of a neighbouring location can vary. This may be due to greater public transport accessibility (high frequency bus corridors) or closer proximity to local services and facilities.

Figure 28 BCP Council Parking Zones



www.bcpcouncil.gov.uk/parkingspdzones

4.2 Parking standards

4.2.1 The parking standards in the following tables apply to all categories of development for which planning permission is required (new builds, conversions, change of use) within the BCP Council area. These apply for all appropriate land uses within the Use Classes under the Town & Country Planning (Use Classes) Order 1987 (as amended). For developments not listed, please contact the Local Planning Authority.

4.2.2 In determining the parking standards, the underlying principle was that areas, which already or potentially have a high-level access to facilities or within a sustainable transport corridor would be expected to adopt more rigorous parking standards than less accessible areas. As typically car ownership and usage is lower within these areas.

4.2.3 The figures are presented in spaces per square metre of Gross Floor Area (GFA) of buildings unless otherwise indicated. GFA is defined as the total area of a building, including the areas of any floors/storeys, as measured externally. In calculating the parking standards, due allowance has been made for the parts of buildings that are not available for the predominant use. For example, lift shafts, stair wells, plant rooms, and circulation space.

4.2.4 When calculating parking provision, fractions of spaces (where shown in decimals) should be rounded to the nearest whole number. For cycle parking a minimum of one stand (effectively two spaces) is to be provided. Cycle provision for change of use or conversion of existing buildings will be assessed on its merits, on a case by case basis. In the presence of constrained sites (where on site provision is not feasible), the LPA expects cycle parking to be provided through alternative means, preferably in the form of communal parking schemes (eg bikehangar).

4.2.5 Where a building is in mixed use (eg shops and flats), the appropriate parking provision will be considered for each individual use. In the presence of ancillary uses to the main premises (eg office and store ancillary to a shop), the appropriate parking provision for the whole building/buildings will be that attributable to the main use.

4.2.6 The council's residential car parking requirements for C3 and C4 uses are based on unallocated parking provision. Research has suggested that this results in the most efficient use of spaces[16]. In residential developments where allocated spaces are to be provided as a specific development choice, and where more than 50% of car parking is allocated to individual dwellings, including unallocated parking for flats and houses, a visitor car parking allowance of an additional 1 space per 5 dwellings should be provided. In all other types of developments, visitor parking allowance is included within the figures. Where applicable, a planning condition will be used to ensure residential car parking remains on an unallocated basis in perpetuity.

4.2.7 For most commercial and retail uses in Zone A and Zone B zero car parking will be acceptable as this will encourage commuting workers, shoppers, and visitors to use the good sustainable travel options available in these locations. The public car parks in these locations will be available for those who choose to arrive by car.

[16] Manual for Streets (DfT, 2007)

Parking standards by Use Class

Table 3 B2: General industrial Use for any industrial process (excluding incineration purposes, chemical treatment or landfill or hazardous waste).

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	1/100 m2	Servicing Management Agreement.	Secure Covered (staff): 0.4/100 m2 Public (visitor/staff overflow): 0.2/100 m2	To be agreed with LPA	1.5% of car spaces
Zone B					
Zone C	1.5/100 m2	HGV: 1/500 m2 minimum of 1 space			
Zone D	1.75/100 m2				

Table 4 B8: Storage and distribution Not open to the public. This class includes open air storage.

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
All Zones	0.5/100 m2	Servicing Management Agreement. HGV: 1/250 m2 minimum of 1 space	Secure Covered (staff): 0.2/100 m2 Public (visitor/staff overflow): 0.1/100 m2	To be agreed with LPA	1.5% of car spaces

Table 5 C1: Hotels and guest houses Hotels, boarding and guest houses - where no significant element of care is provided (excludes hostels).

Figures apply to resident facilities only; non-resident facilities are treated separately.

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	0.5 per bed	Servicing Management Agreement.	Secure Covered (staff): 0.15/bedroom Public (visitor/staff overflow): 0.05/bedroom	0.05/bedroom	1.5% of car spaces
Zone B	0.75 per bed				
Zone C	1 per bed	To be agreed with LPA			
Zone D	1 per bed				

C2: Residential institutions

Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.

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Table 6 C2: Hospitals, C2: Schools and colleges and C2A Secure residential institutions

For detention centres, short-term holding centres, secure hospitals, secure local authority accommodation etc. please contact the local planning authority.

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
All Zones	0.25 / full time equivalent (FTE) staff + 0.25/bed + provision for mobility scooters	To include facilities for: loading, drop-off/pick-up, ambulance	Secure covered (staff): 0.25/FTE staff Public (visitor/staff overflow):0.05/bed	Minibus to be agreed with LPA	1.5% of car spaces

Table 7 C2: Nursing and care homes

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
All Zones	0.2 / full time equivalent (FTE) staff + 0.2/bed + provision for mobility scooters	To include facilities for: loading, drop-off/pick-up, ambulance	Secure covered (staff): 0.4/FTE staff Public (visitor/staff overflow): 0.05/bed	Minibus to be agreed with LPA	1.5% of car spaces

Table 8 C2: Sheltered housing (specialist elderly person's accommodation)

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
All Zones	0.2 / full time equivalent (FTE) staff + 0.3/bed + provision for mobility scooters	To include facilities for: loading, drop-off/pick-up, ambulance	Secure covered residential (resident/staff): 0.25 / FTE staff Public (visitor) 0.05 / bed	Minibus to be agreed with LPA	1.5% of car spaces

C3: Dwellings in Tables 9 and 10 residential parking requirements are set out by habitable rooms (HR). A habitable room is defined by the census as "the number of rooms in a household's accommodation". The term "does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage".

Table 9 C3: Flats[17]

Number of Habitable Rooms (bedroom equivalent)	Cars: residents and visitors				Loading & Servicing	Cycle Spaces All Zones (Minimum of one stand)	Minibus/Coach	PTW All Zones
	Zone A	Zone B	Zone C	Zone D				
1-2 HR (Studio/1 bed)	0	0	1	1	To be agreed with LPA, and include operational parking as necessary	Secure Covered Residential: 1 / bed. Public (visitor): 0.1/Unit	Minibus to be agreed with LPA	1.5% of car spaces
3 HR (2 bed)	0	0	1	1				
4 HR or more (3 bed+)	0	1	2	2				

Table 10 C3: Houses

Number of Habitable Rooms (bedroom equivalent)	Cars: residents and visitors				Loading & Servicing	Cycle Spaces All Zones (Minimum of one stand)	Minibus/Coach	PTW All Zones
	Zone A	Zone B	Zone C	Zone D				
1-2 HR (1 bed)	0	0	1	1	To be agreed with LPA, and include operational parking as necessary	Secure Covered Residential: 1 / bed. Public (visitor): 0.1/Unit	Minibus to be agreed with LPA	1.5% of car spaces
3 HR (2 bed)	0	1	1	1				
4 HR (3 bed)	0	1	2	2				
5 HR or more (4 bed+)	0	1	2	2				

[17] For developments in Zones A and B with greater than 50 units on site provision of at least 2 car club bays will be expected. For developments of fewer than 50 units an equivalent financial contribution towards an existing car club will be sought.

Table 11 C3: Holiday accommodation (holiday flats, self-catering apartments and serviced apartments)

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
All Zones	1 per apartment	To be agreed with LPA, and include operational parking as necessary	Secure Covered Residential: 1 / bed. Public (visitor): 0.1/Unit	Minibus to be agreed with LPA	1.5% of car spaces

Table 12 C4: Houses in multiple occupation Use of a dwellinghouse by 3-6 residents as a 'house in multiple occupation' (HMO) NB: Large HMOs (more than 6 people) are unclassified therefore sui generis.

	Cars: residents and visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
All Zones	1 per HMO	To be agreed with LPA, and include operational parking as necessary	Secure Covered Residential: 1 / bed. Public (visitor): 0.1/Unit	Minibus to be agreed with LPA	1.5% of car spaces

Class E: Commercial, business and services (principally to visiting members of the public)

Shops, financial and professional services, restaurants~~,~~ and cafés, gyms, health centres, crèches, nurseries and indoor sports/recreation facilities.

Table 13 Class E: Clinics, health centres, doctors, dentists, vets

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	1/treatment room	To be agreed with LPA	Public (visitor/staff): 0.25/treatment or consulting room	To be agreed with LPA	1.5% of car spaces
Zone B	2/treatment room				
Zone C	2/treatment room				
Zone D	3/treatment room				

Table 14 Class E: Crèches/day nurseries

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	0.1 / Full Time Equivalent (FTE) staff	Servicing Management Agreement to include student pick-up/drop-off	Crèches/Day Nurseries: Secure covered: covered: 0.15/FTE staff. Public (visitor): 0.05/FTE staff	To be agreed with LPA	1.5% of car spaces
Zone B	0.3 / Full Time Equivalent (FTE) staff				
Zone C	0.4 / Full Time Equivalent (FTE) staff				
Zone D	0.6 / Full Time Equivalent (FTE) staff				

Table 15 Class E: Indoor sports halls

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	Nil: use public car park	Servicing Management Agreement.	Secure Covered (staff): 0.2/FTE Public (visitor/staff overflow): 2.5/100 m2	To be agreed with LPA	Nil: use public car parking
Zone B	0.5/100 m2				1.5% of car spaces
Zone C	2/100 m2	To be agreed with LPA			
Zone D	4/100 m2				

Table 16 Class E: Offices and businesses Including financial services such as banks and building societies, professional services (other than health and medical services) and estate/employment agencies.

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	Nil: use public car park	Servicing Management Agreement.	Secure Covered (staff): 1/100 m2 Public (visitor/staff overflow): 0.2/100 m2	To be agreed with LPA	Nil: use public car parking
Zone B	1/100 m2				1.5% of car spaces
Zone C	2/100 m2	HGV: 1/500 m2 minimum of 1 space			
Zone D	2.5/100 m2				

Table 17 Class E: Restaurants and cafes For the sale of food and drink, for consumption on the premises.

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	Nil: use public car park	Servicing Management Agreement.	Public (visitor/staff): 1.5/100 m2	To be agreed with LPA	Nil: use public car parking
Zone B					
Zone C	3/100 m2	HGV: 1/500 m2 minimum of 1 space			1.5% of car spaces
Zone D	4/100 m2				

Table 18 Class E: Retail Shops, food stores, retail warehouses, hairdressers, travel & ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors.

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	Nil: use public car park	Servicing Management Agreement	Public (visitor/staff): 1.5/100 m2	To be agreed with LPA	Nil: use public car parking
Zone B					
Zone C	3/100 m2	HGV: 1/1000 m2 minimum of 1 space			1.5% of car spaces
Zone D	4/100 m2				

Class F.1 Learning and non-residential institutions (buildings regularly in wider public use)

Schools, art galleries, museums, libraries, public halls, places of worship, church halls, law courts. Non-residential education and learning facilities.

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Table 19 F.1: Conference centres

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	Nil: use public car park	To be agreed with LPA	Public (visitor/staff): 0.07/persons	To be agreed with LPA	Nil: use public car parking
Zone B	0.1 / seat				1.5% of car spaces
Zone C	0.2 / seat				
Zone D	0.2 /seat				

Table 20 F.1: Higher education (HE) and further education (FE) facilities[18]

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	0.1 / Full Time Equivalent (FTE) staff	Servicing Management Agreement to include student pick-up/drop-off	FE & HE pupils: Secure covered: 0.3/student. FE & HE staff: Secure covered: 0.15/FTE staff. Public (visitor): 0.05/FTE staff	To be agreed with LPA	1.5% of car spaces
Zone B	0.3 / Full Time Equivalent (FTE) staff				
Zone C	0.4 / Full Time Equivalent (FTE) staff				
Zone D	0.6 / Full Time Equivalent (FTE) staff				

Table 21 F.1: Public libraries, churches, art galleries, museums, places of worship, law courts, public exhibition halls

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	1/100 m2	To be agreed with LPA	Public (visitor/staff): 1.2/100m2	To be agreed with LPA	1.5% of car spaces
Zone B	2/100 m2				
Zone C	3/100 m2				
Zone D	4/100 m2				

[18] Micro scooter storage should be considered: 0.05/student.

Table 22 F.1: Schools

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	0.1 / Full Time Equivalent (FTE) staff	Servicing Management Agreement to include dedicated student pick-up/drop-off and/or servicing bay(s)	Primary pupils [19]: Secure covered: 0.1/student. Primary Staff: Secure covered: 0.15/FTE staff. Public (visitor): 0.05/FTE staff. Secondary pupils: Secure covered: 0.25/student. Secondary staff: Secure covered: 0.15/FTE staff. Public (visitor): 0.05/FTE staff. Crèches/Day Nurseries: Secure covered: covered: 0.15/FTE staff. Public (visitor): 0.05/FTE staff	To be agreed with LPA	1.5% of car spaces
Zone B	0.3 / Full Time Equivalent (FTE) staff				
Zone C	0.4 / Full Time Equivalent (FTE) staff				
Zone D	0.6 / Full Time Equivalent (FTE) staff				

[19] Micro scooter storage is also required for primary schools: 0.1/student.

Class F.2 local community uses (used principally by the local community)

Small local shops and community halls, outdoor leisure/sports, indoor or outdoor swimming pools, or skating rinks.

Table 23 Class F.2: Community halls

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	Nil: use public car park	Servicing Management Agreement	Secure Covered (staff): 0.2/FTE Public (visitor/staff overflow): 2.5/100 m2	To be agreed with LPA	Nil: use public car parking
Zone B					1.5% of car spaces
Zone C	3/100 m2	To be agreed with LPA			
Zone D	4/100 m2				

Table 24 Class F.2: Retail Shops up to 280sqm selling essential goods, including food, and at least 1km radius from another similar shop.

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	Nil: use public car park	Servicing Management Agreement	Public (visitor/staff): 1.5/100 m2	To be agreed with LPA	Nil: use public car parking
Zone B					
Zone C	3/100 m2	HGV: 1/1000 m2 minimum of 1 space			1.5% of car spaces
Zone D	4/100 m2				

Table 25 Class F2: Stadia

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	0.01 per spectator	To be agreed with LPA	Public (visitor/staff): 0.07/spectator	1/120 spectators to be agreed with LPA	1.5% of car spaces
Zone B	0.02 per spectator				
Zone C	0.04 per spectator				
Zone D	0.07 per spectator				

Sui Generis

Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include student accommodation, theatres, hostels providing no significant element of care and scrap yards. Petrol filling stations and showrooms selling and/or displaying motor vehicles. Wholesalers, nightclubs, launderettes, taxi businesses, amusement centres , static caravans, and casinos. For such developments not listed, please contact the local planning authority.

Table 26 Sui generis: Drinking establishments Public houses, wine bars or other drinking establishments (but not nightclubs).

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	Nil: use public car park	*Servicing Management Agreement.*	Public (visitor/staff): 1.5/100 m2	To be agreed with LPA	Nil: use public car parking
Zone B					
Zone C	3/100 m2	HGV: 1/500 m2 minimum of 1 space			1.5% of car spaces
Zone D	4/100 m2				

Table 27 Sui generis Garage showrooms

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	0.2/100 m2	To be agreed with LPA	0.1/100 m2	To be agreed with LPA	1.5% of car spaces
Zone B	0.25/100 m2				
Zone C	3/100 m2				
Zone D	5/100 m2				

Table 28 Sui generis Garage workshops

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	1/100 m2	To be agreed with LPA	0.1/100 m2	To be agreed with LPA	1.5% of car spaces
Zone B	1.5/100 m2				
Zone C	2/100 m2				
Zone D	2.5/100 m2				

Table 29 Sui generis: Hot food takeaways For the sale of hot food for consumption off the premises.

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	Nil: use public car park	Servicing Management Agreement.	Public (visitor/staff): 1.5/100 m2	To be agreed with LPA	Nil: use public car parking
Zone B					
Zone C	3/100 m2	To be agreed with LPA			1.5% of car spaces
Zone D	4/100 m2				

Table 30 Sui generis Large houses in multiple occupation (HMOs) (more than 6 people)

	Cars: Residents & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
All Zones	1 per HMO	To be agreed with LPA, and include operational parking as necessary	Secure Covered Residential: 1 / bed. Public (visitor): 0.1/Unit	Minibus to be agreed with LHA	1.5% of car spaces

Table 31 Sui generis Student accommodation

Purpose-built student accommodation is defined as a 'hall of residence' with typically a cluster-flat arrangement, usually a warden facility and other communal facilities, such as shared kitchens and bathrooms [20]

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	Nil: use public car park	To be agreed with LPA, and include operational parking as necessary	Secure Covered Residential: 1 / bed. Public (visitor): 0.1/Unit	To be agreed with LPA	Nil: use public car parking
Zone B					
Zone C					
Zone D	1 per unit				1.5% of car spaces

Table 32 Sui generis: Theatres, cinemas, concert halls, bingo halls, and dance halls

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	Nil: use public car park	To be agreed with LPA	Secure Covered (staff): 0.2/FTE Public (visitor/staff overflow): 2.5/100 m2	To be agreed with LPA	Nil: use public car parking
Zone B					
Zone C	0.2 / seat				1.5% of car spaces
Zone D					

[20] In the case of student accommodation, suitable car club provision will be considered an acceptable alternative to on-site car parking provision.

Table 33 Sui generis Wholesalers open to the public

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	0.5/100 m2	To be agreed with LPA	0.1/100 m2	To be agreed with LPA	1.5% of car spaces
Zone B	1/100 m2				
Zone C	1.5/100 m2				
Zone D	2/100 m2				

4.3 Variation from the parking standards

4.3.1 The Local Development Plan provides the policy basis for determining planning applications. The council will expect proposals to incorporate all requirements and measures necessary to mitigate harmful impacts of traffic on the wider transport network.

4.3.2 Parking in new development should aim to meet the requirements set out in the SPD. In circumstances where an applicant can demonstrate that a departure from the standards is appropriate, this should be fully justified.

4.3.3 Increases or reductions in parking provision can be justified as part of the Design and Access Statement, Transport Assessment or other supporting information. Relevant factors may include the nature and location of the development, or where there is greater public transport accessibility or higher active travel usage. They may also include the allocation of parking spaces (or not), visitor parking requirements, the function of the street and existing parking demands. Typical examples may include family accommodation, luxury flats, high frequency bus routes, or other site-specific circumstances.

4.3.4 Other than the typical examples in the previous paragraph we will need robust evidence if there is any departure from the standards set out in this SPD, such as providing a shortfall or overprovision of parking.

4.3.5 The council may also request an assessment on individual sites of local parking and traffic conditions, in order to consider the risks to highway safety as a result of the proposed variation. A parking survey and assessment of the level of 'parking stress' (number of parked vehicles as a percentage of the number of standard available parking spaces) is a preferred method of analysis.

4.3.6 On-street parking stress surveys and assessment will be required at the council's discretion in cases involving variation from the standards in order to assess the potential magnitude the displacement impact (if any) would have on the parking stress on the nearby streets, and consequently how the impact (if any) from the displacement onto the highway will be mitigated. Further guidance is available in the council's Parking Survey and Assessment Note in Appendix C(i).

4.3.7 The Local Planning Authority reserves the right to determine the provision of bus passes in lieu of car parking, in similar terms to the way car clubs are considered in lieu of parking. This will depend on type, size and the scale of development and determined on a case-by-case basis.

5. Other Considerations

5.1 Loading and Servicing

5.1.1 Loading and servicing can impact the efficiency of on-site operations, road safety, congestion levels on surrounding roads and the amenity of the area.

5.1.2 Loading and servicing requirements may be unique to a site. Activities should be arranged to minimise, while aiming to avoid any adverse impacts on the site and surrounding areas. Where on-site loading and servicing provision is required, clear signs must be provided. It is the Local Planning Authority's preference that dedicated servicing bays are provided and dedicated operational servicing/parking requirements are provided in Zones A and B for residential uses, which should cater for the maximum number and size of vehicles likely to serve the development at any one time. These should be fitted with lockable bollards to avoid being utilised as overflow parking area by residents.

5.1.3 Sufficient Operational Parking should be provided on site, especially for residential uses where zero car parking is provided. Operational Parking is defined as the space required for cars and service vehicles necessarily involved in the operation of the business of particular buildings. It comprises space for vehicles servicing the premises; primarily commercial vehicles, and including vehicles delivering or collecting goods, grocery deliveries, furniture removal and maintenance vehicles, as examples. In addition to the space required for loading and unloading, Operational Parking also includes space for picking up and setting down passengers. Appropriate justification is to be provided to demonstrate the level of Operational Parking proposed for development.

5.1.4 Development proposals must make provision for loading and servicing activities as follows:

- Demonstrate that loading and servicing activities for the site can occur without disruption to pedestrians, cyclists and vehicles both on and off the site;
- Where no designated areas/bays are provided on-site for loading and servicing activities, the applicant must demonstrate the procedure of loading and servicing. This can be presented in a delivery servicing plan, or parking management plan.

5.1.5 In considering planning applications, the council will control the hours of delivery and/or define routes for delivery activities. This reinforces the council's aim of minimising intrusion and disturbance and/or limiting the impact of deliveries on the road network. Out of peak hours, deliveries are the default for all loading and servicing arrangements within Zones A and B.

5.1.6 As demand for last-mile deliveries grows the council recognises the need for freight consolidation and consolidation centres. To support this the council encourages the use of newer and quieter delivery vehicles, particularly e-cargo bikes, as well as collaboration between logistic providers.

5.1.7 Further advice on service vehicle provision can be found in the Freight Transport Association's publication "Designing for Deliveries".

5.2 Mobility Scooters

5.2.1 Consideration should be given to safe covered storage and charging points for mobility scooters, electric wheelchairs and similar mobility aids. This is especially important when designing retirement or warden-controlled developments.

5.3 Coaches and Minibus

Developments that are likely to generate coach traffic must provide appropriate off-street parking facilities for the stopping, setting down and picking up of passengers. Appropriate turning facilities should also be provided (avoiding the requirement for coaches to reverse in or out of a site where possible, taking into consideration highway and pedestrian safety).

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5.3.1 In cases where designated bus bay pick-up/drop-off is considered acceptable, it should ensure adequate space for entry and exit tapers.

5.4 Car Clubs, car sharing and shared parking

5.4.1 A car club allows members to hire a car on an hourly basis for occasional short-term use. Membership of a car club removes the costs of vehicle purchase, parking permits, vehicle excise duty, MOT, maintenance and insurance.

5.4.2 Nationally, lessons[21] have been learned regarding how to operate successful car clubs. Several key elements are recognised as being crucial to the success of car clubs:

- high density housing
- commercial users
- parking restrictions
- property development
- supportive Local Authority
- designated on-street parking bay(s)

5.4.3 When effectively managed, car clubs have been shown generally to reduce car ownership, and particularly ownership of second cars, helping to reduce traffic and parking pressures. Therefore, the council wishes to promote the use of accredited car clubs. BCP Council has an existing car club network in place, therefore new developments that include a car club would be expected to join the council's preferred supplier. A TRO will be required for any on-street car club bays.

5.4.4 The location of car clubs is crucial to their success. Large commercial users facilitate the use of the car club during the daytime. This occurs when residents are at work, with residents mainly using vehicles at evenings and weekends. This ensures commercial viability of the car club and its long-term sustainability.



Figure 29 Car club bay

[21] Car-Clubs-in-New-Developments (CoMo, 2016)

5.4.5 Car clubs function efficiently by complementing other sustainable travel modes, rather than acting as a standalone solution. Therefore, car clubs will generally be supported for developments within the Main Centres and Local Centres (Zones A and B). In the right location car clubs can be used alongside provision for active travel, support for public transport measures (including annualised bus passes) and to enable lower car ownership and reduce car usage. Further advice on car clubs is available from the CoMo website.

5.4.6 Car sharing can be an effective way of reducing single person car trips. It considers those who do not feel that walking, cycling or public transport is a viable alternative mode to the private car.

5.4.7 Provision of car sharing bays should be based on forecast modal splits associated with the development. This could be based on a variety of assessment methodologies. For example, surveys carried out as part of the travel plan process, the TRICS trip generation and analysis database, employer held data on employee travel behaviour, or journey to work census data.

5.4.8 The provision of car sharing bays should be in a preferential location within the site, usually within proximity to the site entrance. Such bays should be provided from the outset, as travel patterns can struggle with change once they have become established. Car share bays are not counted as additional spaces and should be clearly marked as being for car share use only.

5.4.9 To ensure the success of the car sharing scheme, details must be provided to state how car sharing bays are expected to be managed. For example, organisations may wish to organise a bespoke scheme or buy into an existing car share scheme. The benefits to employers from promoting car sharing can be significant, resulting in less land required for car parking.

5.4.10 Similar to car sharing, shared use of parking areas may result in a reduction of the number of parking spaces, which will be considered on a site by site basis. Conflict should not occur so long as the shared use developments operate at differing times of day or days of the week, unless the development is considered ancillary to other activities. For example, food and drink within a retail area.

5.5 Holiday Accommodation

5.5.1 Holiday accommodation such as holiday flats, self-catering apartments and serviced apartments often experience difficulties with their parking needs.

5.5.2 Conflict is most common when holiday accommodation is proposed alongside residential development. This is due to the irregular occupancy and the lower turnover of parking spaces that holiday accommodation exhibits.

5.5.3 Where residential accommodation and holiday accommodation are proposed as part of the same development (or site), the council expects parking provision for holiday accommodation. Requirements include being on-site, on an allocated basis, grouped together and annotated as specifically for use of the holiday accommodation units only.

5.6 Drainage

5.6.1 Residential car parking can contribute to sustainable water management. Appropriate design ensures that surfaces are permeable and help to reduce the overall impact of development on the wider environment, thus enabling it to be available for use at all times. Such sustainable urban drainage systems (SuDS) are expected in accordance with the council's adopted SuDS policy.

5.6.2 Rain gardens and swales are particularly encouraged in parking applications. The motivation is to soften the impact of large areas of blacktop often associated with parking. Similarly, tree planting is expected, and permeable paving may be suitable in some circumstances.

5.6.3 Any proposed SuDS must take into account a range of guidance. For example, Environment Agency guidance, and any published Local Strategic Flood Risk Assessment and provide appropriate arrangements for their future maintenance. Within 400m of cliff tops and steep slopes, there is a presumption against the use of soakaways. As a result, alternative measures will be required.

5.6.4 Where a new vehicular access is proposed, provision should be made in the design of the accessway. This can ensure that no surface water or loose material drains/spills directly from the site onto the highway.

5.7 School streets

5.7.1 School Streets involve temporarily closing one or more roads surrounding a school. The roads can become pedestrian and cyclist only zones at set times in the morning and afternoon during term time (not including bank holidays). During these restricted times, motor vehicles are not permitted to enter the street during the specified times. Valid exemptions will be considered in exceptional circumstances.

5.7.2 Any vehicle already inside the School Street Zone when the restriction begins, will be able to leave without penalty. Emergency services, residents, businesses and blue badge holders are exempt from the restriction.

5.7.3 The council supports the principle of School Streets. The council particularly encourages their usage when developing new school and existing schools. This can significantly increase the pupil numbers who walk and cycle to school.

5.7.4 Engagement and consultation with local stakeholders that could be impacted by proposed school streets closures is required, with additional consultation encouraged ahead of any formal traffic regulation order(s).

5.8 Controlled Parking Zones (CPZs) and Residents Parking Schemes (RPS)

5.8.1 A Controlled Parking Zone (CPZ) is an area where parking regulations have been introduced to deal with various parking problems. Designated parking bays are provided with signs indicating their use. Yellow line restrictions – single and double – apply outside the designated bays. Resident Parking Schemes (RPS) are similar to a CPZ, although only apply to individual streets.

5.8.2 Controlled parking is a useful way of ensuring that the needs of stakeholders are efficiently managed for the benefit of all. Controlled parking reduces traffic and congestion for residents. It can allow the flow of traffic and emergency vehicles through streets with high levels of parking demand. It is also used by businesses to provide efficient deliveries and servicing. Controlled parking also encourages shoppers and visitors to support local businesses.



Figure 30 Parking restriction signage

5.8.3 Where developments are provided with very low or zero parking provision, it may be necessary to ensure that future residents do not have access to resident permits. However, special consideration is available for those in specific criteria such as disabled users. This is secured via a legal agreement as part of the planning application.

5.8.4 The council is considering implementing appropriate parking controls such as CPZs and RPSs to prevent inappropriate parking taking place, particularly at the boundaries between parking zones. For certain developments, existing parking controls could be enlarged, or alternatively new parking controls can be created. This can help to ensure that the development remains car free. These would be secured via a legal agreement as part of the planning process.

5.9 Visibility at accesses

5.9.1 The visibility splays at junctions and site accesses must ensure that there is adequate inter-visibility between vehicles on the major and minor arms. Key factors in determining visibility requirements include traffic speeds, traffic volumes and road configuration on the major road.

5.9.2 For drivers, visibility is required at accesses to allow safe and efficient egress from a junction. This should be based on vehicle speeds on the major road and the relevant stopping sight distances (SSDs) for those vehicles (as shown in Table 34). Research into SSDs for cars derived the appropriate SSDs (in metres) for streets[22].

Main Road Speed (mph)	10	15	20	25	30	37
Stopping sight distance (m) (adjusted for bonnet length)	11	17	25	33	43	59

Table 34 Stopping sight distances

5.9.3 Increased SSD distances to the above may be required in certain circumstances:

- where the major arm approach road has steep gradients affecting vehicle stopping speed.
- where there are significant traffic flows of buses or heavy goods vehicles (5% or more of total flow). These vehicles have different stopping characteristics to cars.

5.9.4 When a vehicle stops at a junction, the driver position is typically 2.4m back from stop line (or highway kerb for site accesses). Therefore, an “X” distance requirement of 2.4m measured into the minor access should be applied when measuring visibility of vehicles on the main road (as shown in Figure 31).

[22] Manual for Streets (DfT, 2007)

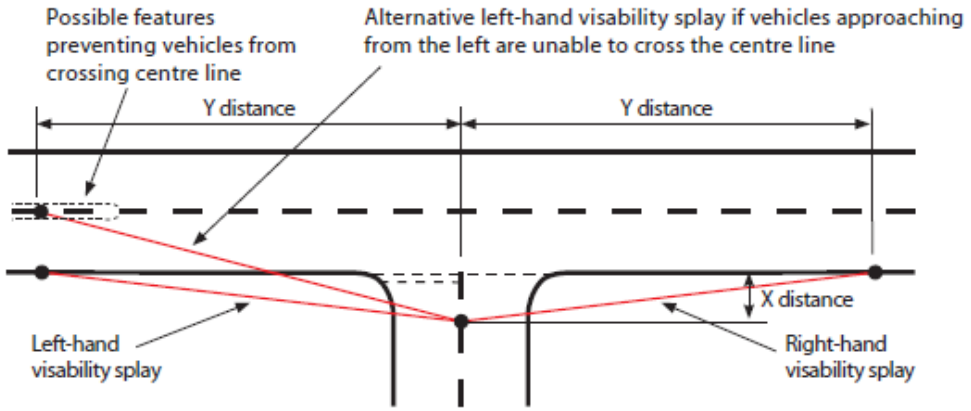


Figure 31 Junction visiblity

5.9.5 If an “X” distance of less than 2.4m is used, the front of some vehicles will have to protrude into the carriageway of the main road. This allows the driver to view traffic on the main road. It is likely to cause increase dangers for vehicles, particularly on busy roads and for motorcycles. Additionally, wide vehicles and cyclists who may travel close to the kerb or where narrow major road lanes exist, forcing vehicles towards the kerb line.

5.9.6 A relaxation of the “X” distance down to 2m may be allowed where the major arm characteristics are slow speed (less than 25mph);

- lightly trafficked (less than 2000 vehicles per day);
- there are no cycle or bus lanes.

5.9.7 Visibility splays should be kept clear of obstruction above 0.6m in height, measured from the adjoining highway level. However, some features, including standalone trees, may be accepted within splay areas provided as they do not create significant blind spots. Caution must be exercised where developments propose visibility distances less than the recognised design guideline “X” and “Y” distances as stated above.

5.9.8 Traffic accident statistics within the BCP area (2014-2018) reveal that 31% of accidents occur at priority junctions (excluding traffic signal and roundabout junctions[23]). Allowing junctions that do not have the appropriate visibility will add to the factors that may increase junction accidents. Therefore, it is expected that new accesses will comply with the above visibility requirements.

5.9.9 The safety and convenient movement of pedestrians should be a priority in new developments. Drivers emerging from accesses must give priority to people on the footway. Pedestrian visibility should be considered at all vehicular crossovers, where vehicles cross the footway to gain access to a property. This is particularly important in areas of high pedestrian movement, or where there is a significant likelihood of children crossing the access. Consequently, pedestrian visibility splays should be provided.

5.10 Street Design

5.10.1 The council expects new street design to align with up to date national best practice guidance to ensure that the street layout creates a well-functioning development and a high-quality place where people will feel safe.[24].

5.10.2 Providing sufficient designated on-street parking spaces in the right locations will assist in reducing the instances where residents feel the need to park on footways or verges. However, inappropriate parking should also be prevented through the design of the street. A range of street elements, such as carriageway

[23] BCP Council Road Safety Statistics, 2020

[24] See Manual for Streets (DfT, 2007), Manual for Streets 2 (CIHT, 2010) and Car Parking: What Works Where (English Partnerships, 2006)

widths, street furniture and planting, (including trees and groundcover planting), can be manipulated to constrain or direct parking.



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Figure 32 Street design example: Poole Quarter (2020)

5.10.3 Street layouts and materials used must consider future maintenance liabilities. However, this should not deter innovation in development to achieve the required pedestrian friendly, low speed environments. Carriageway should continue to not dominate, while facilitating the movement of service vehicles.

5.11 Road Adoption

5.11.1 Where roads will serve new developments of five or more, streets will be required to be constructed to an adoptable standard.

5.11.2 Streets that are not constructed to an adoptable standard deny residents the benefit of being served by an adopted street. For example, appropriate drainage, street lighting, surfacing materials, maintenance and service vehicle access. Residents of private streets can require the council to collect their refuse, which proves problematic within poorly designed streets.

5.11.3 Residential streets, whether to be adopted by the Highway Authority or not, should be designed to ensure low vehicle speeds and should place pedestrian movement as highest priority.

Appendix A

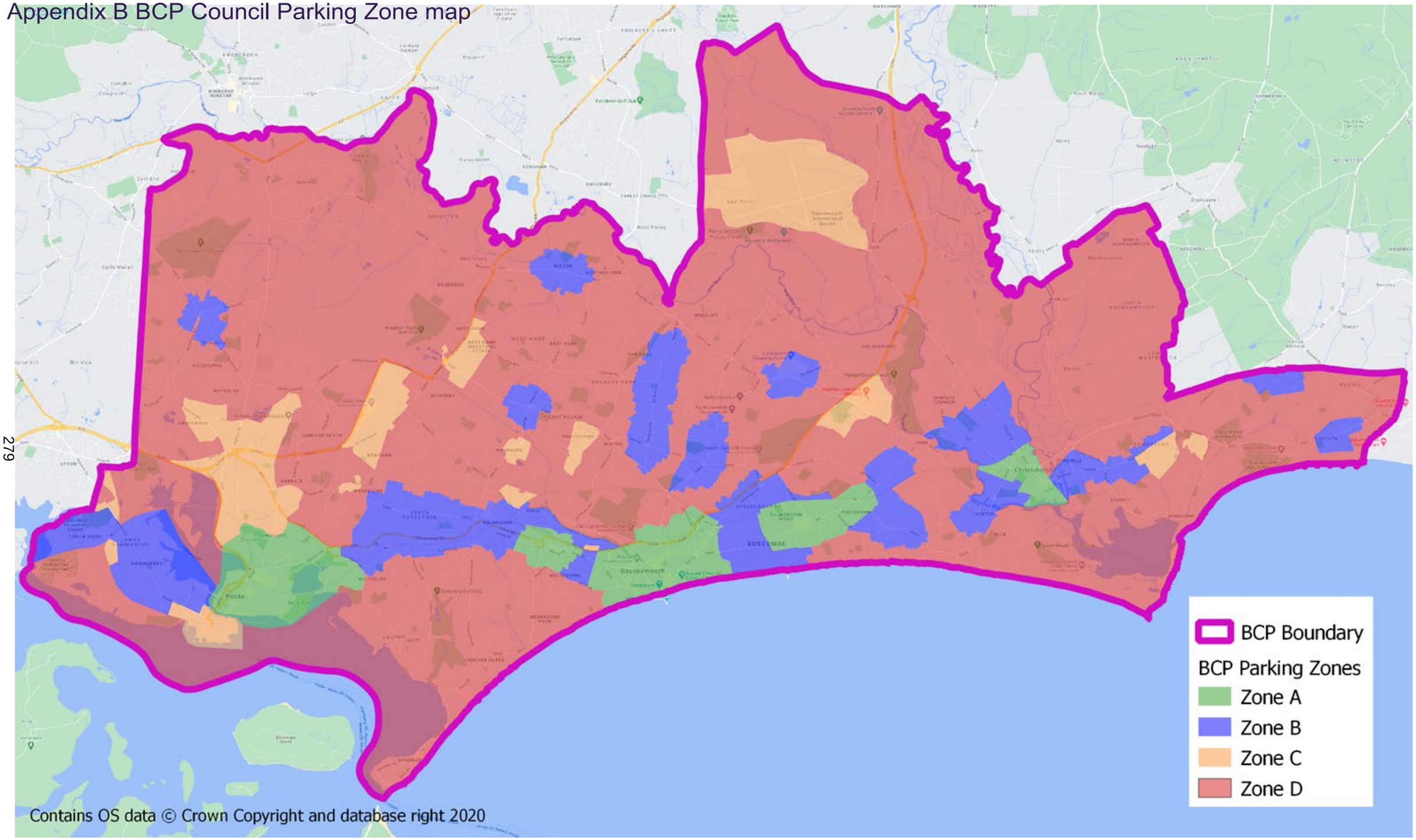
Disabled Parking

Disabled car and adapted cycle parking spaces should be located close to the main pedestrian entrance and clearly signed. Dropped kerbs should be provided to enable access from the bay to and from the footway/ pedestrian access way.

The number of spaces required for disabled users for both residential and non-residential development are presented below. Where the number of vehicle parking bays are less than 10, the LPA will consider the disabled parking provision on a case by case basis, considering the availability of disabled parking in the vicinity.

Use	Car Standard	Adapted Cycle Standard
Employment and business premises, including educational establishments.	Up to 200 bays: Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater. Over 200 bays: 6 bays plus 2% of total capacity.	5% of the total capacity
Shopping, recreation and leisure.	Up to 200 bays: 3 bays or 6% of total capacity whichever is greater. Over 200 bays: 4 bays plus 4% of total capacity.	
Residential Development	5% of spaces (with a minimum of 1 space) should be able to adapt, in order to meet the requirements of a disabled space, should a disabled person require its use in the future.	
Medical, health and care facilities	Up to 200 bays: 3 bays or 6% of total capacity whichever is greater. Over 200 bays: 5 bays plus 5% of total capacity.	
Hotels with specially designed rooms	One space for each specially designed room.	

Appendix B BCP Council Parking Zone map



www.bcpcouncil.gov.uk/parkingspdzones

Appendix C(i) Residential parking assessment guidance

This appendix outlines the requirements and the format for a parking survey and assessment. This applies to new residential development where on-street car parking is predominately uncontrolled. A parking survey and assessment is not considered appropriate in controlled parking areas. For other types of development, the applicant should submit a proposed survey methodology and justification to the council for written approval prior to undertaking the survey. For employment developments, the size of the survey area should correspond to the scale of the development and the likely distance the employees may be prepared to walk between the site and their vehicle.

Background/supporting information

The council is concerned about any potential impact new developments may have with less than optimum parking on site and competition for existing on-street parking. Inconsiderate parking can also lead to harm and adverse impact on highway safety. New developments can cause disputes between neighbours over parking.

Where developers wish to provide a different level of parking on-site than recommended by the SPD, a parking survey and assessment of 'Parking Stress' (parked vehicles as a percentage of the number of standard available parking spaces) will be required at the council's discretion to form part of a design-led approach to parking.

The length of a parking space for this purpose is to be extracted as the standard length of 6m. However, it is acknowledged that vehicles may park at less than 6m intervals, in which case the existing level of parking stress may be found to exceed 100%. Figures of more than 100% are not to be used for proposed development.

Unless a robust justification can be made (eg circumstances or measures which would be in place to permanently limit the need for parking), overall proposed levels of parking stress within 100m of a development with greater than 90% will not normally be acceptable.

Methodology and techniques for parking survey and assessment

Where the applicant proposes to use off-site parking facilities to meet the development demand, a parking survey and assessment shall accompany an application. The LPA will consider this when responding to the application. Given the level of interest in parking by residents, it is also important that the parking survey and assessment is available at the time of consultations on planning applications. Therefore, it should be submitted with applications at the registration stage unless otherwise agreed with the LPA.

It is not acceptable and may be regarded as unreasonable to leave the undertaking of a parking survey and assessment until after submission of an application or to address parking reasons for refusal.

The parking survey and assessment should demonstrate that the impact that any off-site parking has been considered as part of the development design process for proposed developments. It also assists in determining whether the parking provision for the development would be acceptable or whether further mitigation measures are required.

A completed assessment may not necessarily address every concern of the LPA. For example, where there is a likelihood of inconsiderate parking, or where increased interaction would arise between pedestrians and vehicles (eg on a pedestrian demand line or walking route between parking and the development). Additionally, the assessment should cover the condition of highway safety including, where relevant, an analysis of accidents in accordance with current good practice.

This is not an exhaustive description of parking impacts on the public realm or the scope of transport related work which may be necessary for an application.

An on-street parking survey and assessment is a necessary component of transport assessment work, or a supporting statement, for a development which expects to impact on-street parking.

Requirements for parking survey and parking assessment:

1. Description of existing and proposed features that will reduce the need for parking surrounding the development. This includes features that assist accessibility, such as high frequency public transport and proximity of facilities (eg further education) linked to occupants of the development, car ownership of occupants, car sharing schemes, travel plans.

2. Details of any proposed arrangement to provide or share parking in conjunction with any other development or off-street parking facility is required on the red line of the application plan.

3. Identification of any need for the introduction or amendment of a Traffic Regulation Order (TRO). This considers on-street parking, road safety maintenance, or traffic movement. TROs are subject to consultations and are a separate process from planning applications. It is recommended that a TRO (if required) should be requested in parallel with the planning application. A separate fee may be payable and consent to create a TRO cannot guarantee planning consent, and vice versa.

4. Certain locations are susceptible to higher recurring parking demand at times not covered by the survey, for example seasonal demand from tourism or nearby events. This should be considered with the assessment and the applicant should identify/survey the coincidental peak periods, unless subject to prior agreement with the LPA.

5. A plan may appear in the form of a dimensioned sketch, scale plan or aerial photograph subject to copyright. Detailed annotations should indicate private accesses, on-street parking bays, unmarked roadside parking, waiting restrictions less than 24 hours (single yellow lines), and public car parks up to 0-50m and 50-100m distance from the development. The plan should also indicate differently all unsuitable locations for parking within these distances. A list of unsuitable location examples is contained within Appendix C(ii).

6. Where additional on-street parking would reduce the width to less than required for normal two-way traffic, the plan should demonstrate the corresponding hourly traffic flows separated into light and medium/heavy vehicles. If no traffic survey is available, flows can be based on sample observations during the busiest parking period(s). For this purpose, medium/heavy vehicles are defined as vans wider than a car, all lorries and buses. Vehicles, including emergency vehicles, must be able to gain access and be able to pass in opposite directions. This is necessary in accordance with dimensions provided by Manual for Streets (DfT, 2007) or any subsequent replacement guidance.

7. The choice of survey days should take account of location and existing nearby development. For example, in proximity to public amenities or retail areas, parking may be busiest on Saturdays, while Sundays can be busiest in residential areas. In areas used by students, surveys should be carried out in term time. In areas near hotel and guest houses, surveys should ideally take place in high season or be adjusted to account for seasonal variations.

8. Near places of employment and public facilities, parking may be busiest during working hours on weekdays. Near schools, parking may be busiest before the start and end of the school day, although the associated peak period may be of short duration. Surveys should be arranged to capture the maximum number. Maximum demand and competition for spaces by residents and visitors can occur in the overnight period, especially at weekends.

9. The onus is on the applicant to justify the busiest days and time periods for parking. It is recommended that applicants consult with the council in advance of the dates and times of intended surveys and any special considerations, via the formal pre-application consultation process.

10. Surveys and assessments should not be more than 12 months old at the date of application.

11. Where a development is predicted to give rise to demand for on-street parking amounting to 10% or less of the number of standard spaces within 0-50m, it will normally be acceptable to provide single beat surveys at the following times:
    i) The busiest period within the 18-hour day 6am – midnight on a weekday
    ii) The busiest period within the 18-hour day 6am – midnight on a weekend
    iii) The busiest overnight 10pm – 6am period

12. Where the level of on-street parking expected from the development would exceed 10% of the number of standard spaces within 0-50m, three survey beats should be undertaken at hourly intervals in each of the busiest weekday and weekend periods. Additionally, a single beat survey in the busiest overnight period on two consecutive nights. Thus, in these circumstances, there would be 8 survey beats.

13. The council is not liable for loss or injury occurring as a result of parking surveys. Applicants are not agents of the council in undertaking parking surveys on the highway or in car parks. Applicants must seek permission before entering any privately-operated public car park. Applicants and persons engaged by them are responsible for their actions. Only appropriately trained and insured persons should undertake surveys, and in a safe and considerate manner.

14. The preferred way to assess parking conditions is to calculate parking stress by distance band and length of road. A high result can reveal where current or resultant parking is too close, or potentially inconsiderate or obstructive.

15. It is not acceptable to simply count parked vehicles and spaces at un-notified times or without taking account of distance from the development or without assessing the number of spare whole standard parking spaces.

16. The off-site parking demand (the difference between optimum parking demand and on-site provision) must be deducted from the number of spare parking spaces. This is achieved by assigning as much as possible to the 0-50m distance band. The remainder should be assigned to the 50-100m band according to drivers' most likely choices. For this purpose, the number of parking spaces should be taken as the number of whole standard 6m long on-street spaces excluding unsuitable lengths. Off-site parking demand should be included in the same way for every committed or partly occupied development, up to 200m of this development. A partly occupied development is a development that is permitted but not occupied at the time of the survey. Off-site parking should be considered to the extent that it would affect the same parking locations as this development. A partly occupied development is a development that is permitted but not occupied at the time of the survey.

17. No account should be taken of parking spaces greater than 100m walking distance from the development.

18. The required parking survey and assessment table is provided in Appendix C(iii). A form should be accompanied by a plan and other details as stated above. A separate survey and assessment should be completed for each day, period and beat. An analysis and interpretation of the surveys and assessment should be undertaken by the applicant. It must summarise the impact of the effect upon on-street parking and, where necessary, set out any proposed mitigation measures.

19. An example of a parking survey and assessment is described in Appendix C(iv).

Appendix C(ii): Example of unsuitable locations for on-street parking

- Classified Roads where no existing parking provision is available or where it would result in an adverse impact on the movement or safety of pedestrians, cyclists or other traffic
- waiting restrictions at any time (double yellow lines) on any zigzag, keep clear or hatched road markings
- within stopping sight distance on all sides of a school crossing patrol point
- bus stops (for appropriate distances approaching and beyond the boarding point – subject to requirements of the local highway authority and bus operators)
- bus lanes (during hours of operation), cycle lanes and junction approach lanes
- within 15m of any speed cushion road hump where parking would prevent buses or ambulances straddling the hump
- parking bays reserved for permit holders (during hours of operation), disabled, taxis, doctors, etc
- dropped kerbs (for wheelchair/buggy use or vehicular access)
- over-run areas and other areas of carriageway required to enable large vehicles to turn
- entrances to premises where stopping to load/unload or set down/pick up passengers is frequent or necessary
- within 10m of a junction on an unclassified road and/or within 15m of a junction on a classified road
- controlled on-street parking areas
- where parking could impact on the condition of road safety for children, elderly or disabled people or cyclists who are frequent users of the road

Appendix C(iii): Recommended Output for Parking Survey and Assessment

This form should be accompanied by a plan and other details as required in the guidance. A separate survey and assessment should be completed for each day, period and beat. Add additional rows as necessary. Input data boxes are shaded green. Output data boxes are shaded yellow.

Parking Survey and Assessment for proposed development at:	*<insert address of development>*		
Day	Period Surveyed		
BUSIEST WEEKDAY* BUSIEST WEEKEND DAY*	BUSIEST PERIOD BETWEEN 0600 - 0000* *delete as appropriate		OVERNIGHT PERIOD 2200 - 0600* *delete as appropriate
Day/date of survey	Time of survey	Beat 1/2/3* *delete as appropriate	Name of surveyor

See notes on following page	Location (a)	Overall length (b)	Length available for parking (c)	No of parking spaces (d)	Observed No of vehicles parked (e)	No of spare parking spaces (f)	Existing % Parking stress (g)	Parking from this Development (h)	Parking from other Committed Development (i)	New % Parking stress (j)
		Insert survey data below						<insert number>	<insert number >	
0-50m from develop-ment										
TOTAL (within 50m)										
50-100m from develop-ment										
TOTAL (within 100m)										

Notes for Parking Survey and Assessment Form

(a) Street name and from/to address number or car park name. Tabulate each length or time restriction (e.g., single yellow line) separately.
(b) Length of kerb inclusive of unsuitable sections
(c) (b) minus unsuitable lengths
(d) Normally, (c) divided by 6 m per space (nearest whole number below)
(e) Vehicles parked
(f) (d) minus (e) or zero if result is negative
(g) (e) divided by (d) expressed as a percentage
(h) Optimum parking minus on-site parking provision, assigned to locations in order of proximity to the development.
(i) Include on-street parking for all permitted but unoccupied development within 200/400 m, to the extent that it would affect the same locations as this development.
(j) Sum of [(e) + (h) + (i)] divided by (d) expressed as a percentage. Results of over 100% (unless currently existing) for any length of parking within each distance band 90% may not be acceptable, and an overall result of more than 90% for all parking within 100 m of the development will not normally be acceptable.

Appendix C(iv): Example of Parking Survey and Assessment

A residential development is proposed on garden land at 14 Upway Road. The optimum number of unallocated parking spaces is nine, yet only six are proposed on site, leaving three to be found on street.

There is a committed development in Crossway 120m from this development which will give rise to 6 parked cars on the north side of Crossway. There is other public parking over 100m from the site, however this cannot be counted for use by this development.

There are currently waiting restrictions (no waiting at any time) on the junction radii between the two roads. A private access on the north side of Crossway with dropped kerbs over a length of 4 metres also exists. These road lengths are excluded from the availability of current on-street car parking. A sketch plan outlines the available parking within 50m and 100m of the site.

Within 50m of the site, there are suitable lengths for parking of 70m on the east and west sides of Upway Road and 30m on the north side of Crossway. This amounts to a total of 170m which is equivalent to 28 standard spaces in all. As a result, the on-street parking requirement of 3 spaces is equal to or less than 10% of the actual length of road available for parking within 50m. Therefore, single beat surveys are required at the busiest periods in the 18-hour day on a mid-weekday and weekend, plus an overnight survey. (Note 10% of 28 spaces = 3 when rounded up in this case).

The town centre is 300m away, and on Saturdays there is competition for parking by shoppers. The busiest overnight period is considered to be Tuesday night/Wednesday morning.

Accordingly, the surveys were carried out on:

Wednesday	3pm – 4pm
Saturday	midday – 1pm
Wednesday	4am – 5am

As an example, the parking survey and assessment table is shown completed for the overnight survey beat. This example shows one survey beat only. Similar forms would be required for each beat and period.

For the overnight beat survey, the completed parking survey and assessment table indicate that the post development parking stress would be 79% within 50m of the development site and 86% within 100m of the development site. Additionally, there would be a dropped kerb for access to the proposed development. This may need to be taken into account as it would result in the loss of approximately one parking space.

PARKING SURVEY EXAMPLE

SKETCH PLAN

SCALE 1:500
(Example plan reduced to A4 size)

Parking Survey and Assessment for proposed development at:	14 UPWAY ROAD		
Day	Period Surveyed		
BUSIEST WEEKDAY		OVERNIGHT PERIOD 2200 - 0600 *	
Day/date of survey Monday 8 April 2000	Time of survey 4pm	Beat 1	Name of surveyor A N Other

	Location (a)	Overall length (b)	Length available for parking (c)	No of parking spaces (d)	Observed No of vehicles parked (e)	No of spare parking spaces (f)	Existing % Parking stress (g)	Parking from this Development (h)	Parking from other Committed Development (i)	New % Parking stress (j)
		Insert survey data below						3	6	
0-50m from development	Upway Rd E side	70m	70m	12	12	0	100%	0		100%
	Upway Rd W side	70m	70m	12	10	2	83%	1		92%
	Crossway N side	30m	30m	5	0	5	0%	0		0%
	TOTAL (within 50m)			29	22	7	76%	1		79%
50-100m from development	Upway Rd E side	50m	50m	8	9	0	112%	0		112%
	Upway Rd W side	50m	50m	8	9	0	112%	0		112%
	Crossway S side E of Upway Rd	50m	50m	8	6	2	75%	0		75%
	Crossway N side	100m	96m	16	7	9	44%	2	6	94%
	Crossway S side W of Upway Rd	50m	50m	8	4	4	50%	0		50%
	TOTAL (within 100m)			77	57	20	74%	3	6	86%

Notes for Parking Survey and Assessment Form

(a) Street name and from/to address number or car park name. Tabulate each length or time restriction (e.g., single yellow line) separately.

(b) Length of kerb inclusive of unsuitable sections

(c) (b) minus unsuitable lengths

(d) Normally, (c) divided by 6 m per space (nearest whole number below)

(e) Vehicles parked

(f) (d) minus (e) or zero if result is negative

(g) (e) divided by (d) expressed as a percentage

(h) Optimum parking minus on-site parking provision, assigned to locations in order of proximity to the development.

(i) Include on-street parking for all permitted but unoccupied development within 200/400 m, to the extent that it would affect the same locations as this development.

(j) Sum of [(e) + (h) + (i)] divided by (d) expressed as a percentage. Results of over 100% (unless currently existing) for any length of parking within each distance band 90% may not be acceptable, and an overall result of more than 90% for all parking within 100 m of the development will not normally be acceptable.

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PARKING STANDARDS
SUPPLEMENTARY PLANNING DOCUMENT

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Consultation Report

November 2020

1. Introduction

This document provides a summary of the responses received during the public consultation period for the Parking Standards SPD and summarises the main issues and outlines where responses have informed changes to the draft SPD.

The SPD comprises layout and design guidance and parking requirements for new development and sets out standards for cars, cycles, scooters, power two wheelers, electric vehicles, disabled and other users and underground and multi-storey parking. It contains parking standards using a zonal approach based on accessibility to public transport, shops and services. It covers a range of other considerations and worked examples for preferred parking design. It brings together three legacy authorities' SPDs into one consolidated SPD to ensure consistency across the BCP area for customers and planning decision makers.

The SPD is a material consideration in the determination of planning applications within the BCP Council area. It supports the policies in the Local Development Plan to deliver key outcomes including sustainable housing and economic growth. It helps to prioritise opportunities to walk cycle and use public transport to tackle climate change in line with corporate objectives and measures of success including increased use of public transport, reduction in CO_2 emissions to deliver actions in the council's climate and ecological emergency commitment declared in July 2019. The SPD will also directly contribute to the council's corporate strategy (November 2019) to ensure that sustainability underpins all our policies and work towards achieving a net zero carbon target by 2030 and develop an eco-friendly active transport network.

2. Consultation process

Consultation on the Parking Standards, draft supplementary planning document – September 2020 was carried out from 9am 14th September 2020 to midnight 12th October 2020. Comments were invited by e-survey and email.

We consulted with a wide range of residents, developers, landowners and planning agents on the draft Parking Standards SPD, together with statutory consultees and interested stakeholders.

3,214 individual consultation emails or letters were sent out to those on the planning policy database. Posters were sent to all 24 libraries within the BCP council area. An online survey was produced which asked for people's views on the content of the draft SPD. The draft SPD and survey (designed in Snap) were published on the consultation tracker on the BCP website and made available at on each of the platforms (Bournemouth, Christchurch and Poole) to inform the public of the consultation.

The consultation was promoted via the main BCP council social media channels on Facebook, Twitter and Linked In, to potentially reach a larger audience. The consultation was featured and promoted in monthly Roads and Travel e-newsletter.

The extent of consultation described in the paragraph above means the Council have met its commitments as set out in the Statement of Community Involvement (2020) by using a variety of means to engage with the community and interested stakeholders in the preparation of planning documents. The consultation also complies with the

statutory requirements as they apply to supplementary planning documents in the Town and Country Planning (Local Planning) (England) Regulations 2012.

3. Responses to the draft SPD

There were 298 respondents who submitted representations. In terms of responses received, 80% are BCP residents (239), 4% non BCP residents (12), and 16% responded on behalf of an organisation (47). A breakdown is shown below:

Respondent type	Count	Percentage
BCP resident	239	80%
Non BCP resident	12	4%
On behalf of Organisation	37	16%
On behalf of statutory body	2	
On behalf of community group	3	
On behalf of BCP Council	5	

The main issues expressed by respondents have been grouped into topics. In summary, representations from residents have been mixed or negative, whereas the development industry and those submissions on behalf of organisations were generally more supportive and welcomed the SPD. There were a few comments that the document was too technical but the primary audience to this document is developers and agents and none of the responses from these groups raised any issue to this effect. In summary, the main points raised were as follows:

- Concern that proposed parking standards are inadequate (161 comments).
- The housing numbers will cause parking pressures (104 comments).
- Proposed parking standards would put pressure on surrounding streets (70 comments)
- There is too much reliance on public transport (63 comments).
- There is not enough choice to travel other than by car (49 comments)
- Traffic congestion is an issue across BCP (39 comments)
- Issues over cycling provision in light of revised national policy (39 comments)

Respondents also commented on a wide range of transport, parking and other topics related to the following themes:

- Electric vehicle charging infrastructure (25 comments)
- Presentation of the document (25 comments)
- High levels of car ownership (24 comments)
- Design requirements (22 comments)
- Need for proper parking enforcement (21 comments)
- Concern over zone definitions (18 comments)
- Disagreement with visitor parking standards (17 comments)
- Need for better transport infrastructure (16 comments)
- Cycle Parking and double deck cycle design (18 comments)
- Car parks (11 comments)
- Disabled parking provision and disability (13 comments)

- Impact on the environment (10 comments)
- Concern about pavement parking (10 comments)
- Concern about town centre strategy and policy (10 comments)
- Concern about parking bay sizes (10 comments)
- Impact on the elderly (9 comments)
- Parking charges (9 comments)
- Playing fields (9 comments)
- Impact on schools (9 comments)
- Saleability of properties with zero/low parking requirements (8 comments)
- Impact on delivery vehicles (8 comments)
- Need for more resident Parking Permits (7 comments)
- Parking/Driveways (13 comments)
- Issue with parking space sizes (6 comments)
- Underground parking (6 comments)
- Impact of standards on development viability/developer profits (11 comments)
- Zone boundaries and definitions (17 comments)
- Improve opportunities to consider greater use of car clubs

Based on the consultation feedback, all representations have been considered and some have led to modification of the draft SPD. Appendix 1 lists in the comments in full, the officer response and actions.

A summary of each main issue, a sample of the feedback received, and officer comment is shown below:

3.1 Main issue 1: Concern over proposed parking standards

In general, the residents raised the greatest number of concerns over the proposed lower parking standards, either as a singular issue or as part of their comments on other elements that they found unfavourable. Some respondents felt this would have an overall negative impact on people's freedom and mobility, saleability of housing and letting commercial premises, the impact of Covid on homeworking, or that car ownership levels will not change.

> *"Provision for parking in residential development is totally inadequate. There should be a minimum of one space provided for each residential unit with 2 parking spaces for units with 3 habitable rooms and above."*
>
> *"Tables 9 and 10. There is too little car parking provision shown for flats and houses."*
>
> *"1 car space for 2-bedroom flats/houses in Zone D is inadequate, especially as this is meant to include visitors & delivery vehicle parking - the same comment/concern applies to Table 12 (HMO)."*
>
> *"Require a minimum of one off-street spaces per household."*
>
> *"I think that the plans for the properties being built without parking spaces is outrageous! Make more parking spaces available at the development to prevent neighbouring roads being crowded with cars."*

"Change your approach to parking. Not providing residential properties with parking only increases the developers profit making housing planning more dense. It doesn't suddenly lead to people selling their cars!"

Failure to provide on-site car parking will mean that apartments are unsaleable and commercial premises difficult to let.

Officer comment: The council recognises the concern regarding reducing provision of parking however the SPD reflects both national and local priorities to reduce the need to travel by private car by encouraging behaviour change and reflecting the need to find alternative, safe, sustainable and cleaner ways to travel where possible. BCP Council has significant housing and other development pressures to meet the long term needs of the area. The right balance between promoting modal shift and deliverability needs to be reached. In July 2019, the Council declared its commitment to addressing a Climate and Ecological emergency. This has given rise to a fundamental shift in corporate direction to take more direct action through new ways of working to reduce carbon emissions and meet a target of net zero carbon emissions by 2030. It is a fundamental aim of this SPD to promote modal shift to more sustainable travel. However, following the consultation feedback it is recognised that there are circumstances where variation to the proposed standards will be sought depending on the nature and location of the development. Hence, the SPD clarifies how variations to standards, in terms of increases or reductions, can be considered.

A sample of comments received in support of Parking Standards, mainly from the development industry.

Submissions on behalf of the development industry were generally more supportive of the SPD. Where respondents commented on behalf of organisations, feedback was more positive in terms of the aims and objectives of the SPD. It was widely agreed that there was a need for a consolidated SPD to ensure that parking requirements were applied consistently across BCP. There was also a deeper understanding of the need to reduce carbon emissions and address climate change by encouraging modal shift.

"I would like to commend the Council for taking an active approach to reaching the national target of net-zero emissions by 2050. The Council recognises its responsibility to make the Bournemouth, Christchurch and Poole region carbon neutral ahead of 2050 and in making its operations carbon neutral by 2030. Reviewing parking standards to reduce car dependency and increase cycle provisions indeed works positively towards this outcome."

"In 2019 BCP Council rightly declared a climate emergency that, on its own, demands a shift in the way that we travel, and think about movement. BCP's Councils proposed Parking Standards SPD is an honest step towards recognising that we need to use policy at a local level to have a positive impact on the environment and the places we live and work. The nature of car ownership and usage has been changing as has the number of young people learning to drive (down 20% in the past 10 years) and we need to adapt and move with the times. The pandemic has offered us a once in a lifetime opportunity to hit reset and to think about how we live, work and travel. As an urban designer it is often frustrating how we prioritise the storage of vehicles over the creation of good urban placemaking. These policies at a wider level provide the opportunity to reduce car dependency, help improve air quality, reduce obesity and provide young people

more freedom to move about their neighbourhood safely. At a site level they afford the opportunity to increase density, provide more affordable homes, increase open space and to reduce the amount of paved areas that is required- thus reducing the heat island effect. This SPD is a step in the right direction and these measures to reduce car ownership in urban areas need to be balanced with a positive set of policies to implement and support walking, cycling and public transport across the conurbation."

"Fully supports BCP Council's policies on moving towards a lesser reliance on private cars and promoting car free developments within developments in Zone A, specifically in respect of residential, student accommodation and commercial developments within this zone. Also notes that the previous (and currently adopted) parking standards have acted as an impediment to development within the main centres. This is due to the substantial cost associated within providing basement parking, which is the approach which has been required to deliver car parking to meet the adopted Car Parking SPD standards. By removing the previous onerous car parking standards within the main centres, WJG considers that this will 'unlock' the redevelopment of sites within the main centres. Entirely supportive of the new draft parking standards and fully welcomes the proposed changes. The parking standards of zero provision in Zone A for 'C3 Flats' and 'C3 House' is entirely appropriate and reasonable given the urban town centre location and proximity to the public transport, services and shopping facilities. Fully supportive of the parking standards set out for 'Sui Generis Student Accommodation' in Zones A, B and C which is 'Nil: use public car park'. Also, fully supportive of the introduction of Zone A zero car parking for commercial and retail uses, and agrees that this will encourage commuting workers, shoppers, and visitors to use the strong sustainable travel options in these locations. This will certainly assist the Council's aims of tackling climate change and a low carbon future."

"Overall: The draft SPD is welcome, and we support the objectives therein. The key objectives listed at 1.2.3 are supported, they are aligned with those of the constituent Development Plans and Local Transport Plans. They are suitably ambitious but crucially deliverable. We are pleased to see BCP Council remedy the current misalignment in parking standards across the single urban area. We are pleased to see added emphasis given to cycle parking; the health benefits of cycling, promoted through secure storage and convenient access, should not be overlooked. The zonal approach is supported where underpinned by evidence and opportunity."

"We are very supportive of the aim to efficiently manage parking associated with new development and the impact this itself can have on on-street parking."

"Seems straightforward."

"We welcome the draft SPD on parking standards in general, as it appears to promote sustainable modes of transport and forward-looking policy making."

"The optimum vehicle parking standards for HMOs within both C4 (3-6 residents) and Sui Generis (7+ residents) use classes are proposed to be 1 per HMO regardless of zoning. This is supported, demonstrating action towards reduced car dependency through lowered requirements that should be applied accordingly."

"Even though we welcome proposals regarding increasing the size of car parking sizes and the Council's new approach to no car parking requirements in the town centres, we are mostly concerned that the new requirements set out in this SPD

have not been viability tested. Although we applaud the Council's intention to reduce carbon emissions further in new developments, new policy should only be introduced when it is viability tested in addition to other requirements of the Local Plan and tested at Examination in Public, to ensure that BCP Council can deliver upon its Local Plan housing requirements."

Our client welcomes the publication of a single Parking Standards SPD, which provides consistent guidance for new development across the conurbation. Our client also recognises and supports the overarching objective of the SPD to encourage sustainable development, with an emphasis on promoting increased cycling and walking and other new sustainable modes of transport.

"Change nothing. I am happy with the draft parking standards document as it is. I particularly approved of the zonal approach towards parking in BCP, and frequently disagree with the popular narrative that all developments, regardless of location must provide extensive parking. As our conurbation is the 3rd most congested city region in the UK, we really must ask ourselves how many more cars we can store and fit onto our roads before breaking point is reached (if you ask me, that was about 10 years ago). I see very little reasoning why city centre developments should have parking, being that the centres of population have good public transport links in all 3 towns, particularly rail access but also buses for local travel within the conurbation. Moreover, people will have a choice whether to buy or move into these properties, so it isn't as if they're being forced into a low-car lifestyle. Plus, with the recently expanded Beryl bikeshare it really is now easier than ever before to get around the local area without relying on a car, and this will only change with TCF investment. Furthermore, I also think the extensive section on bicycle parking is important, as it provides example of often overlooked bikes that don't always get catered for, cargo bikes, longtails, handcycles etc. So, I'm glad to see that Sheffield stands are widely promoted as they remain some of the most flexible and inclusive parking options. Likewise, the inclusion of entrance curbs also gets my approval, as dropped pavements are poor for people using mobility aids and uncomfortable for pedestrians to walk on. I have nothing more to add except that I support the draft parking stands in their entirety and wish to see this rolled out across BCP council when it comes to planning and development decisions. If you need any reference I am mainly a motorist who pre-lockdown did around 20,000 miles a year driving across the country, so please note I am not coming with any agenda other than I think our urban areas would be far nicer if we were less reliant on vehicles, and I'm glad the PSSPD supports this."

3.2 Main issue 2: The housing numbers will cause parking pressures

Respondents raised issues such as lack of free parking on surrounding streets, and the existing significant parking pressures in the area. The economic impact on town centres to encourage visitors at night. There was also concern that the SPD doesn't consider the impact of high-density development for Poole town centre. Suggestions included building multi-storey car park on surface car parks and providing permit parking for residents.

"Change your decision to even build houses let alone car parking spaces. This part of Poole is already too built up to have any more residents. It would be bedlam just trying to travel around the area with so many more residents."

"Remove the need for further homes in the area, the current lay of the land is already overcrowded and the traffic usage at peak times becomes untenable. Why have the council deemed it fit to further increase the dwellings of the area (Hamworthy/Turlin/Upton) to the degree that they do not provide adequate parking…"

"A zero approach to parking will encourage even more displaced parking in areas in Old Town Poole and East Hamworthy that already have parking issues with workers commuting to the town centre."

"The idea that extremely high-density housing developments might be built in Poole Old Town with ZERO parking provision for residents or visitors is impractical."

"Nowhere near enough parking, gross overdevelopment on in an area already struggling with traffic."

"Change the plans to build new homes on our green area playing fields at Turlin Moor in Hamworthy - it is destructive and will seriously compromise the health and well-being of those of us who have lived here for many years. We simply do not have the capacity to cope with the increased traffic, parking problems and lack of infrastructure in place."

"The current proposal will create a nightmare for existing residents. What level of car traffic have you assumed will be generated by this overly dense development?"

"None. I am very much in favour of development of Poole and Hamworthy area as much of it has been in decline. I am however concerned that the impact of hundreds of flats without parking allocation will lead to overflows, poor parking and dangerous roads. As a parent and cyclist in Poole, this greatly concerns me. Can the planners please advise how many homes will not have parking spaces and where they expect the average 1.3 cars per household to park?"

Officer comment: The council notes the concern about government housing targets. To mitigate the impacts of anti-social parking, the council can use parking restrictions, such as Controlled Parking Zones (CPZs) or where appropriate resident permit schemes (RPS). The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. It is a corporate strategy priority to deliver dynamic places and invest in the homes our communities need. The council has committed to increase overall housing supply and ensure all residents have access to good quality housing in order to create a sustainable, vibrant and inclusive economy.

3.3 Main issue 3: proposed parking standards would put pressure on surrounding streets

Many respondents were concerned that reducing the amount of on-site parking would lead to additional parking pressure on surrounding streets. There was concern with town centre locations that existing pressure that could be exacerbated without adequate controls being introduced. Suggestions put forward alternative provision for residential uses, from 1 space per bedroom to a 2 spaces minimum requirement per dwelling.

"There has to be a holistic approach that includes management of on street parking. At present we have a complete mis-mash of on street parking and parking

enforcement. We have roads with parking restrictions that are not policed by enforcement officers. We have roads with no parking restrictions, which is very unusual, for a town centre location, these prime parking positions are often occupied by the same vehicle for days, weeks and in some cases months. We do not appear to have any resident parking schemes and we do not appear to have any clear joined up policy of charging for on street parking."

"Although I commend the reduction in traffic, I do not think the removal of car parking spaces in new accommodation blocks will stop residents using cars. But will encourage them to seek parking in nearby streets etc and cause further problems in the Poole town and surrounding areas."

"Providing no parking, or even 1 parking space for 3 bedroom houses will not work as the people who live in these houses will be forced to park elsewhere which will simply create further traffic build up throughout the entirely of Hamworthy and the length of the Blandford Road."

"Improve the quality of our roads by reducing the amount of traffic on them. 400 new homes equal 1200 possible more cars in Hamworthy. Hamworthy is not big enough to support this."

"If you design out where people are going to park (especially zones A and B) where are people going to park, there are none or very few provided with the new dwelling and anything on road is being actively designed out. It will just move to illegal, double parking etc."

Need more parking as the reality is that people use cars. Limiting parking will just lead to dangerous or illegal parking nearby.

Inadequate parking standards result in overcrowded streets, and vehicles parked on pavements or close to junctions. Most homes will therefore require at least 2 spaces per property in these areas.

Officer comment: The council acknowledges areas of existing parking stress are present in BCP. It is a corporate strategy priority to deliver dynamic places by developing sustainable infrastructure and implement a sustainable travel strategy, develop proposals for sustainable mass transit systems. The council is undertaking a Strategic Car Parking Review to implement appropriate on-street parking controls to support the reduced car parking levels set out in the SPD.

3.4 Main issue 4: there is too much reliance on public transport

Concern was raised about the impact of Covid, stating that it has undermined the confidence of passengers travelling on public transport. Suggestions included altering zone boundaries to align even more closely with high frequency public transport corridors.

"You cannot force people on to public transport and it will only gain momentum once transport replicates the personal comfort and safety of the car [a car is a perfect isolation pod - think Covid]! Also traffic free town centres are coming, they need to be truly traffic free however park and ride and/or periphery parking must be seriously considered."

"I am concerned at the reliance on cycling and public transport. It is unrealistic to expect people to buy in new developments without adequate parking. It leads to confrontation and arguments. The area is already having problems because of the

force feeding of cycling to people who for many reasons need a car. I think it is a very thought out document."

We simply do not have the capacity to cope with the increased traffic, parking problems and lack of infrastructure in place.

Officer comment: The council acknowledges the increased reliance on public transport. In determining the parking zones and standards, the underlying principle was that areas which already or potentially have high accessibility and lower car ownership would be expected to adopt more rigorous parking standards. The long-term impact of Covid on public transport usage is unknown at this stage, however it is assumed that demand for public transport will recover. The corporate strategy is clear on the direction of travel in terms of working towards zero carbon. Public transport will improve through achieving measures of success including strengthening the Quality Bus Partnership to provide higher quality bus services for residents to encourage increased usage, delivering an integrated smart travel app by 2023 and developing a communications campaign to promote sustainable travel to residents, schools, businesses and visitors by April 2021.

3.5 Main issue 5: there is not enough choice to travel other than by car

Some respondents commented that there needs to be more frequent and wider accessibility by bus if a reduction in car use is proposed. There were comments that residents need their cars to travel outside the BCP area. Other respondents with mobility needs were concerned that care givers would not be able to park nearby to attend to their medical needs.

"There are insufficient alternatives to using cars. There will not be adequate provision by the time large sites are delivered in zones A and B. There will be considerable car ownership and use."

"There should not be a reduction in parking spaces without a massive input of a variety of transport schemes which are affordable."

Officer comment: The council recognises some locations do not benefit from a wide range of travel choices. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change.

3.6 Main issue 6: traffic congestion is an issue across BCP

Respondents concerned that that existing traffic congestion in BCP would get worse as a result of new housing development. Several suggestions were made to address congestion by reducing the amount of new housing or stopping entirely the SPD approach.

"*The piecemeal approach will only lead to confusion and anger as well as increasing vehicle movements. A much better solution would be to find space between the road and the cliff edge (currently mostly scrub land) for a cycle lane which would remove cyclists from the roads used by cars."*

"It seems the council are unaware off the mass traffic congestion in Hamworthy and Upton. Or the extreme lack of parking for current residents with some households who have to park at least a street away from their residence. Your document fails to

suggest how you would resolve this. More to the point it appears your current housing plan will significantly affect the local population having a detrimental effect on their lives."

"Don't do any of it it's going to cause a nightmare for traffic".

"How do you propose safe cycling with inadequate roads mass house building which is scandalous."

Officer comment: The council notes that traffic congestion is an issue across the conurbation. However, the aim of the SPD is to provide detail on parking requirements for new development within the BCP area. As such operational matters on the highway are outside the scope of this SPD.

3.7 Main issue 7: Issues over cycling provision in light of revised national policy

Some respondents commented on the amount of guidance on cycle provision with views mixed on the details required. the development industry generally supported greater clarity on the type and location of cycle facilities. Additional responses were made direct reference to the publication of national guidance (LTN 1/20) and policy (Gear Change) for cycle provision.

"While many bike types have been mentioned, proposed stands do not cater for all types: • to cover off disability bikes, trikes and other accessible vehicles inclusion of 'priority' stands with more width (widths are not mentioned) • Standard narrow, covered and 2-tier racks are too narrow for many bikes and essentially useless. With more and more 'fat tyre' cargo and ebikes (with tyres over 2.2 inch) many of the racks will not be useable."

"The university feel the draft cycle space ratios set out in Table 20 present a potential risk to future development proposals given the university has circa 19000 students. The university would welcome a more holistic view of cycle parking quantum/provision across an HE campus site to be considered by the Local Planning Authority when considering future planning applications."

"In terms of cycle spaces, 0.5 per habitable room is proposed for C4 HMOs and 1 per habitable room for Sui Generis HMOs as optimum levels. In principle this is supported, however a degree of flexibility and case-specific review should be undertaken in order to ensure that requirements are reasonable, particularly in the Sui Generis case. This would include consideration of the location, pedestrian and cycle infrastructure as well as public transport accessibility."

"Bournemouth University feel that double deck cycle parking storage provides a good quality, space efficient option for future proofing increased demand for cycling provision to support the objectives of the BU Travel Plan. Finding physical space to locate high quality parking facilities which aligns to the draft layout and design guidance in the document will be challenging, especially given the Higher Education cycle parking ratios for HE students and FTE staff outlined in Table 20. We would like the guidance to acknowledge that consideration to use double deck cycle parking storage be considered on a contextual basis of any application."

Officer comment: The council welcomed the support for enhancing cycling provision. It should be noted that government policy has strengthened the need to promote active

modes of travel into new developments as a core requirement. This aligns with Local Plan policies and corporate strategy priorities to embed sustainability in BCP council's new ways of working to achieve zero carbon targets and prioritising an eco-friendly and active transport network. The consultation feedback has informed several changes to the SPD, recognising that additional clarity is required on some aspects of cycle provision.

3.8 Main issue 8: strengthen the consistency of parking zone boundaries

This has been identified as a main issue to address as feedback suggests improvements should be made to the boundary maps. There were several responses which questioned the criteria applied to zones and accessibility to public transport. Suggestions were made to extend existing zones to include all sustainable transport corridors, or to create a new zone

"One side of the Penn Hill local centre is in Zone B, one in Zone D. The ability to make appropriate and optimum use of sites in the area is currently constrained by the parking availability and the need to comply with parking standards which would be significantly less onerous were the boundary moved a short distance to incorporate the local centre. Making that change would facilitate ongoing investment in the area, delivering enhancement to the existing buildings to deliver additional housing and allow greater flexibility in terms of the development which may be delivered. That will, in turn support the vitality and viability of the local centre and the range of businesses located there."

"We support the zonal approach but consider that sustainable public transport corridors reflected in the Poole Local Plan should be applied in terms of parking levels along theses corridors."

" Supports the zonal approach on which the parking standards are applied on a hierarchical zonal basis within the BCP area, reflecting differing accessibility levels. Agrees that within 'Zone A – Main Centres', there is high accessibility to public transport, services, shops and other facilities, as well as car ownership being a lot lower than the BCP average. Therefore, agrees that the current stringent car parking requirements should be significantly relaxed, and zero car parking should be promoted. This is consistent with town centres and cities throughout the country where local authorities have taken advantage of these benefits and promote moving towards zero car parking in such areas."

"The zonal approach is supported where underpinned by evidence and opportunity."

"Parking Zones map to better reflect the actual sustainability of sites and their access to sustainable transport options. The map largely draws boundaries between parking zones along the centre lines of roads. This leads to the anomalous situation whereby two sites on the opposite sides of the same road essentially are classed as having different levels of sustainability and have differing parking standards despite having identical accessibility to public and sustainable transport modes and in many cases being highly sustainably located. "

"Improve/change the zone definitions, particularly Zone B, and increase the number of parking spaces available for homes in these areas. Many of the district centres listed (such as Moordown and Broadstone) are miles from a main line railway station, while others (Ashley Cross, Hinton Admiral) are in close proximity."

"The SPD identifies four hierarchical zones across the conurbation, which reflect their differing accessibility levels. Whilst this approach is accepted, the zones downplay the disparity of accessibility by other modes of transport to the car between Zones A and B, and Zones C and D. Zones C and D are generally inaccessible by train and suffer from infrequent and indirect bus services. On this basis greater flexibility over parking provision in new development is required in these locations, until more viable alternative modes of transport are available."

Officer comment: The council welcomes the suggested alterations to parking zone boundaries. In determining the parking zones and standards, the underlying principle was that areas which already or potentially have high accessibility and lower car ownership would be expected to adopt more rigorous parking standards. The consultation has informed changes to the zone boundaries on the map to better reflect the actual sustainability of sites, their access to sustainable transport options, local shops and services in Penn Hill, Broadstone, and between Christchurch and Tuckton, Westbourne, Boscombe and Lansdowne to Pier.

3.9 Main issue 9: Electric vehicle charging infrastructure (EVCI), specifications and requirements

Several respondents commented on the EVCI provision as being an additional cost to development viability, for affordable and market housing. Some concern was expressed that the requirements were in excess of what is needed for commercial or medical organisations and their business users. Other respondents were supportive of the approach for incorporating EVCI into new development, recognising the benefits to heath, air quality, and carbon emissions.

"Support for EVCI which meets future requirements."

"The need for EVC, the requirement for new developments to include charging points for electric cars. This could easily add £3k+ per car parking space and we question the percentages for active and passive ChargePoint provision set out in Table 1." (Development Company)

"Why are there not more charging points for electric vehicles?"

"It is noted that this effectively requires that every new residential building with an associated car parking space must have at least one EVCP. However, the Government's preferred option is to introduce a new functional requirement under Schedule 1 to the Building Regulations, which was expected to come into force in the first half of 2020 but is awaited . The inclusion of EVCP requirements within the Building Regulations will introduce a standardised, consistent approach to EVCP in new buildings across the country."

In my view any residential development in any zone should have as a minimum 100% "passive" provision for electric car charging. It is absolutely the way forward and 7 or 22Kw "active" charging should be available to at least 50% of the households to charge overnight.

Officer comment: It is essential that the council seeks to future proof development in line with government priorities to drive the transition towards a cleaner future for road transport and better air quality, through the Road to Zero Carbon Strategy 2018. Leading communities towards a cleaner more sustainable future is at the heart of the BCP Corporate Strategy. Specifically, for **dynamic places**, to develop sustainable infrastructure, for **fulfilled lives** to

promote happy, active and healthy lifestyles, for a **sustainable environment** to develop an eco-friendly active transport network. The SPD will also contribute towards delivering measures of success including the council's net zero carbon target by 2030. The SPD sets out the context for the future transition to electric vehicles and recognises that the EVCI is a developing technology. Notwithstanding this, the SPD seeks to enable parking in new development to meet the requirements set out to ensure that development provides electric vehicle charging facilities where parking is proposed. Therefore, only where car parking is provided, will it be expected to meet the EVCI requirements, therefore car free development will have a zero electric vehicle parking requirement. In response to the consultation, the SPD has been amended to clarify that flexibility will be applied to the EVCI requirements subject to up to date and robust evidence demonstrating different business needs, user types and usage.

3.10 Other issues

A less frequent number of other matters were raised primarily by respondents representing specialist segments of the development industry, including elderly persons accommodation and care provision and retail operators.

> "Housing for older and disabled people covers a wide range of accommodation from simple age restricted accommodation including retirement living/sheltered housing with little care or staffing but where some (but not all) residents can be expected to be car drivers, through to Extra Care development where some care and more staffing is provided. It is therefore too simplistic to base parking requirements for all forms of elderly persons housing on staffing. For such forms of development, any application of standards should be based on the parking needs of residents with some consideration to staffing. It is noted too that presently this is the same standard as proposed to be applied to residential care homes. The approach there may well be correct as staffing levels will be high and resident's needs, very low It is therefore most strongly recommended that parking requirements for these form of development are best left to the evidence of the applicant and based on the exact type of development which is proposed and is locational characteristics. If this is not regarded as acceptable, it is suggested that a range be presented between 0.33 and 0.75 spaces per apartment (which are likely to always be one or two bed). This should allow for discussion and negotiation within that range as individual applications come forward.

Officer comment: The council welcomes the additional information regarding care provision and parking demand. Additional clarity and minor adjustments have been made to the requirement to harmonise perceived imbalances between differing use classes.

4. Summary and conclusions

The findings of the consultation were that the SPD was less well received by residents than by the development industry. Many respondents raised a wide range of issues, commenting on multiple sections in the draft SPD.

The SPD has been amended to respond to and address relevant issues raised and provide greater clarity on matters of detail, including:

- Rearrangement of sections that make the document easier to navigate, including grammatical and other identified corrections;
- Strengthening the cycle parking requirements applicable to different types of development;
- Providing further clarity on where variations from the standards may be considered;
- Clarification on the electric vehicle charging requirements applicable to different types of development;
- Closer harmonisation of the parking requirements for similar use classes;
- Improvements to the zonal mapping in line with suggested alterations;
- Inclusion of additional guidance for underground and multi-storey developments;
- Clarity on opportunities to deliver car clubs.

Appendix 1 –Table of comments and responses

Comment ID	Full comment	Officer Comment/Action
PSSPD1	3.6.4 The council requires applications for new development or material change of use to provide EV charge points that comply with Table 1. This meets current requirements. The most cost-effective approach is to do the provisional as part of all New developments while being built which future proofs the site and makes adding more charging points much more cost effective due to the reduction in disruptive and costly civils. Average age of a vehicle in UK is 8 years, constraints on EV car supply are the stopping point however, this is changing fast and much more charge points are or will be needed. There also exists significant income opportunities which is a consideration re BCP income/funding. 3.6.5 The EVCI charge requirements increase in line with the number and intensity of usage as set out in Table 2. Table 2 Charge point Specification EV Charging Requirement Charging point Spec Power Requirements Correct Market Terminology Comments Individual Fast Charge Socket 7kw Mode 3 with Type 2 Connector 230v AC 32 Amp Single Phase dedicated supply 7kW is a slow charge & just above what is classified as trickle charge 3-7kW for residential overnight charging is fine long dwells of 6+ hours Low cost Communal Fast Charge Socket Feeder pillar or equivalent permitting future connection 230v AC 32 Amp Single Phase dedicated supply11-22kW is a fast charge Market avg is already 11kW 22kW load balanced future proofs requirements in destination charging ie staying 2+ hours, think opportunistic charging ie I may as well top up, drivers rarely empty Low to Moderate cost and can be offset. Intensive Communal Fast Charge Socket 50kw Mode 4 (DC) Multi standard charge point 400v AC 100Amp Triple Phase dedicated supply Known as a Rapid Charge not fast. No need for 50kW in communal Charge. If logistic charge ie major arterial routes then 50-150kW in areas of 1-2 hour dwell time. 350kW+ for fuel station approach. High infrastructure cost Concern about this area as may have been written within a defined availability of the EV evolutionary process, consumer and market considerations. The strategy on this needs to reflect on what the future will be not a rush which may be limited due to these considerations being missed or by those who have not had a full experience of EV or a comprehensive driving exposure so… After Home Charging where most charging is and will take place you have 2 main types… Opportunistic i.e. Workplace or destination i.e. supermarket, cinema, retail, leisure….you may as well top up why you are parked; suitable for AC, if people travelling from long distances to a local destination then a sprinkling of 25-50kW - DC could be considered - some key issues surrounding location and choice here….but infrastructure on 50Kw+ is very high…why not incentivise people travelling in to stay longer, enjoy the destination and spend more in to the advantage of the local economy,as opposed the encouragement of a quick drop off or in a then leave as they grab what they need.	Support noted. The requirements reflect on current best available guidance and government policy for decarbonising transport and complies with the NPPF 2019 to ensure adequate provision of spaces for charging plug in and other ultra-low emission vehicles. Action: None.

Appendix 1 –Table of comments and responses

Comment ID	Full comment	Officer Comment/Action
	Another interesting aspect arises out of analysis of user habits projected forward vis charge point Kw's. 25Kw DC charge points are being targeted for the destination segment while other solutions may be too slow or two fast. 25Kw could be the ideal solution in most circumstances where customer dwell time is just right with home charging proving, and in my opinion will prove, to be the major segment for very specific reasons. Interesting also that this is a key strategic decision as the laying down, cabling and hardware costs are so different per Kw strength. The other consideration is that AC v DC charging is becoming th new Petrol v Diesel key strategic debate as we look forward to the growth in charging? 3.6.6 Where communal facilities are provided, considered management practices are expected to resolve. This should be in advance any leasehold and freehold consents and or responsibilities regarding use, payments, charges or approvals. Such communal facilities must be capable of simultaneous use. Very obvious, but doesn't tackle the how or support it. If apartment blocks will the council encourage refurbishment to include/support the addition of EV. Currently Government if/is focused on New Build, why not set a standard for refurbishment that is inclusive of EV? This could be part of a council scheme with a funding model that pays council back through utilisation or offset at the very least. 3.6.7 The provision of EVCI on-street is permitted in exceptional circumstances where on site constraints eliminate all other methods of onsite provision. Details will require agreement with the Local Planning Authority to ensure that such features do not result in highway safety issues. Additionally, a TRO will be required for any on-street bays. Obvious but again doesn't allude to any or suggested strategy….	
PSSPD2	Provide management summary of how the plans differ from current status quo. Lack of any such summary gives impression that Council will use points hidden in reams of technical detail to ignore residents' genuine concerns. Why have you omitted any management summary?	This is set out in the Cabinet Report. Executive Summary is set out on page. Action: None
PSSPD3	There needs to be an accommodation to 'park' mobility scooters in the dry. They are expensive and when they must be left outside, they should be sheltered. In shopping areas as well as at home. Not just sheltered housing.	Impractical to provide sheltered parking for mobility scooters everywhere. In large retail and leisure activity uses covered mobility scooter parking could be required. Action: None
PSSPD4	Please add a plan to penalise motorists who park vehicles on pavements, which always causes a hazard and/or obstruction to pedestrians. Why does there appear to be no plan to penalise motorists who park vehicles on pavements, which always causes a hazard and/or obstruction to pedestrians?	Outside the remit of the Parking SPD. However, this is currently subject to a government consultation on pavement parking. Action: None

Appendix 1 –Table of comments and responses

Comment ID	Full comment	Officer Comment/Action
PSSPD5	Without control of public transport, the entire document is pie in the sky. Where I live the public transport is abysmal. Why do you think it will change?	Government currently have no intention of reversing deregulation of the bus market and consequently the council does not have direct control of the public transport system. The council is working with the bus operators to enhance the bus network and increase bus frequency along main corridors to support housing growth. Action: None.
PSSPD6	Several typing errors with repeated words and/or repeated multiword phrases throughout the document. This gives an impression of unprofessionalism. Throughout the document there is a sense of enmity to private cars. Even if this is what is intended it could/will alienate many members of the community. If the community is to provide cycle parking facilities; should the costs involved not be recouped by cyclist parking charges?	The reason for the Parking SPD is to ensure the Council has a single, up-to-date and consistent framework for parking standards for new developments across the BCP area. Having an updated set of parking standards will ensure that the Council's approach to parking requirements assists with the delivery of viable development aligns with BCP Corporate Strategy objectives of contributing to carbon reduction and promotes modal shift to more sustainable travel to recognise the council's commitment to respond to the climate and ecological emergency. Action: None
PSSPD7	Change schools parking to allow access for Disabled Teachers	Noted. Disabled parking is a requirement for new developments as set out in Appendix A. Action None.
PSSPD8	Little mention of business impact in Christchurch or Bournemouth. It was mentioned in Poole existing standards.	Noted. The Parking Standards SPD provides detailed guidance for developers and applicants, it is outside the scope of the document to make an analysis of business impacts. However, the zonal approach is applied on the basis of differing accessibility levels. It is assumed that where there is greater accessibility, there will be greater opportunity to travel by public transport, cycle and walk. There is also an emphasis on car sharing. Action None.

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PSSPD9	Yes and no respectively to the two questions in the initial paragraph	Noted. Action None.
PSSPD10	In theory a good idea to encourage more local use of alternative transport but it is necessary to ask yourselves what happens when the need arises to travel further afield. Residents and visitors will still need to have their cars to venture out of the area so will need them to be parked somewhere. Where is it proposed to accommodate all the present and future vehicles? Also why is current planning focusing entirely on alternative means of travel instead of ALL means of travel including cars?	Noted. This is outside the remit of the Parking Standards SPD. Action None.
PSSPD11	The 5M set back for gated access will stop vehicles waiting in the road while gate opens BUT will still block pavement an improvement is required. Could not find any detail on entrants to car parks, I am thinking of the Sandbanks car park entrance which is a mess and needs a proper solution not mobile bollards as used for many Years this needs to be added.	Highways issue and outside the remit of the Parking SPD. This will be addressed via the emerging Strategic Car Parking Review. Action None.
PSSPD12	More CCS charging points.	Highways issue and outside the remit of the Parking SPD. This will be addressed via the emerging Strategic Car Parking Review. Action None.
PSSPD13	I believe the council needs to get the town centre plan better organised/optimised and more interesting to encourage a greater foot fall. Old Christchurch road, needs a comprehensive overhaul to start with. BCP is working with developers to enhance the carparks with majority residential development, there for the means are available to pinpoint locations within the town centre and encourage landlords to follow a theme with shop fronts. Put the love back into the town! Parking for all and any vehicle should be assesed on an individual basis.	Outside the remit of the Parking SPD. Action None.
PSSPD14	No - seems straightforward	Noted.Action: None
PSSPD15	Any new houses built should have parking at the front of the property rather than gardens	Noted. Parking provision should be secured where it enhances the quality of the built environment. Action: None.
PSSPD16	5.9 Residents Parking Schemes (RPS) - Change 5.9.3. Restricted access to parking permits for residents.	Noted. The purpose of the restriction is to encourage active travel and reduce congestion and is counter-intuitive to allow parking for all residents who are able to travel by public transport, cycle or walk. Action: None

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PSSPD17	Change' para 3.3.7 so it does not start 'These These.... 'clear up' numbers on the bottom of pages stops at 62 where the count at the tops says' 63 of 63, so you've lost one somewhere. Never before have I read such an in depth document solely on the subject of parking, one that I would have thought should and maybe would have been written many years ago when we first had cars and bicycles. The section on types of bicycles was if not thorough but rather unnecessary as they all are basically the same except for the one with a chair on the front which would be unstable. When I was at work we had to produce a document on our current working practises, and as the Company had an office in every county more or less, we 'borrowed' one from another county and altered it so it applied to ours. I am sure your 63 or 62 pages could be adapted for other counties to save them a lot of work.	Noted. The purpose of the Parking SPD is to provide detailed guidance for developers. This includes providing content which helps in designing better parking provision. Action None.
PSSPD18	Change - cancel the entire proposal. It has been reported that other local authorities who have introduced similar schemes have had to remove them due to residents' complaints, added traffic congestion and an increase in vehicle emissions in local roads. The piecemeal approach will only lead to confusion and anger as well as increasing vehicle movements. A much better solution would be to find space between the road and the cliff edge (currently mostly scrub land) for a cycle lane which would remove cyclists from the roads used by cars.	The draft Parking Standards Supplementary Planning Document (SPD) sets out a consolidated approach across BCP to supersede earlier legacy council Parking SPDs and establish new local parking standards for residential and non-residential development schemes. On adoption the SPD will be a material consideration which will apply when determining future planning applications. It is a comprehensive document to be used by developers and consultants when they are designing new developments. It will be used by officers to assess parking requirements where planning permission is sought for new development. Action: None.
PSSPD19	At least reference public transport. Where a development is on a public transport corridor preference should be given to annual bus passes rather than car parking spaces. Who do we need to raise this with in order to make changes to this document?	Noted. Action: Consider change to document.

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PSSPD20	The entire document shows no concern for the effect such a plan has on the highways. The lack of adequate parking on property will create a demand for on street parking which is already creating this council's area a serious congestion problem. The Highways could resolve the congestion problem by stopping on street parking and stopping verge/footpath parking especially now that the new footpath parking controls also make councils responsible for damage to underground utilities plant when caused by vehicles mounting the footpath/verge.	Noted. In October 2019 BCP Cabinet approved a Strategic Car Parking Review (SCPR). When completed, this will form a new single strategy for the provision (availability), operation, pricing and enforcement for parking across the highway network including car parks. Also, any operational issues and level of charges in car parks is expected to be addressed via the SCPR. It is envisaged this strategy, if approved, would be closely linked to the BCP Council Parking Standards Supplementary Planning Document and support the emerging Local Plan to deliver the sustainable growth and provide viable, vibrant and sustainable communities well into the future. It is a corporate objective to encourage sustainable travel. Action: None
PSSPD21	I am concerned at the reliance on cycling and public transport. It is unrealistic to expect people to buy in new developments without adequate parking. It leads to confrontation and arguments. The area is already having problems because of the force feeding of cycling to people who for many reasons need a car. I think it is a very thought out document (I can't say 'well') It worries me what is happening to our local area. There seems to be more thought in pushing high rise living and less to the welfare of residents.	Noted. It is a corporate objective to encourage sustainable travel. In July 2019, the Council declared its commitment to addressing a Climate and Ecological emergency. This was a fundamental shift in corporate direction to reflect the wider global movement towards taking quicker and more direct action to reduce carbon emissions, including the aim of making BCP Council carbon neutral by 2030 and the Bournemouth, Christchurch and Poole region carbon neutral ahead of the 2050 national target. A key part of the response to this declaration will be to encourage reduced car travel journeys and promote more sustainable forms of travel (which is also supported by the Government's recent publication "Decarbonising Transport"). Limiting the amount of parking spaces in development in key areas will

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		contribute to helping reduce car ownership and reduce journeys by car. Action: None
PSSPD22	Add provision for e-Cargo bikes/Trikes/Trailers - using 50% space currently provided for diesel delivery vehicles as research across European cities shows up to 50% of freight deliveries can be done by bike or cargo bike ref: http://cyclelogistics.eu/index.php/news/citychangercargobike	Noted. We encourage this provision as set out in para 3.3.8 and 5.1.5. Action: None
PSSPD23	Improve 1) charge for disabled spaces 2) all flats and houses in any zone should have a minimum of one parking space to help with congestion on streets	Noted. Restricting parking in the most accessible locations encourages modal shift, reduces congestion and contributes to addressing climate change, all of which are corporate objectives. Action None.
PSSPD24	I think that it looks very sensible	Noted. Action: None
PSSPD24	It would seem to me that you have omitted two local centres that should be included they are Canford Cliffs and Lilliput, both of these centres are very important amenities for the local populous and should be in the Zoning.	Noted. These Local Centres fall into Zone D. Action: None
PSSPD26	WILL THIS BE REVIEWED IN LIGHT OF BCP LEADERSHIP? SUSTAINABILITY APPEARS TO EQUATE WITH AN ANTI-CAR POLICY, INSTEAD OF HOW CAR TRAVEL TIME COULD BE IMPROVED TO REDUCE POLLUTION CAUSED BY GRIDLOCK.	Noted. Outside the remit of this SPD. Action None.

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PSSPD27	Change nothing. I am happy with the draft parking standards document as it is. I particularly approved of the zonal approach towards parking in BCP, and frequently disagree with the popular narrative that all developments, regardless of location must provide extensive parking. As our conurbation is the 3rd most congested city region in the UK, we really must ask ourselves how many more cars we can store and fit onto our roads before breaking point is reached (if you ask me, that was about 10 years ago). I see very little reasoning why city centre developments should have parking, being that the centres of population have good public transport links in all 3 towns, particularly rail access but also buses for local travel within the conurbation. Moreover, people will have a choice whether to buy or move into these properties, so it isn't as if they're being forced into a low-car lifestyle. Plus, with the recently expanded Beryl bikeshare it really is now easier than ever before to get around the local area without relying on a car, and this will only change with TCF investment. Furthermore, I also think the extensive section on bicycle parking is important, as it provides example of often overlooked bikes that don't always get catered for, cargobikes, longtails, handcycles etc. So, I'm glad to see that Sheffield stands are widely promoted as they remain some of the most flexible and inclusive parking options. Likewise, the inclusion of entrance curbs also gets my approval, as dropped pavements are poor for people using mobility aids and uncomfortable for pedestrians to walk on. I have nothing more to add except that I support the draft parking stands in their entirety and wish to see this rolled out across BCP council when it comes to planning and development decisions. If you need any reference I am mainly a motorist who pre-lockdown did around 20,000 miles a year driving across the country, so please note I am not coming with any agenda other than I think our urban areas would be far nicer if we were less reliant on vehicles, and I'm glad the PSSPD supports this.	Noted. Action None.
PSSPD28	No	Noted. Action None.
PSSPD29	change. The parking spaces for 3/4 bed houses(4/5 HR) and for 3 bed flats(4HR). They should have 1 space for cars in zone 1. It would be very unusual for a medium to large dwelling not to need a car, whether for school runs, taking older family members out or shopping trips. Not many people do their weekly shop spending £60 plus by bus! Bags will be too large and too many.	Noted. Communities within Zone 1 are within the most accessible locations and the Council has a responsibility to manage the increasing numbers of vehicles, address congestion and reduce the impacts of climate change in accordance with local and national planning policy, the NPPF and corporate strategy. Action None.

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PSSPD30	We live in Moorside Road ,Corfe Mullen and have become very concerned about the traffic and amount of parked cars we have down our road now. Cars are blocking entrances to driveways and with a lot of the residents being elderly this has become a problem. Cars are also parking towards the corner of our road increasing the chance of an accident. Most of the people parking here live elsewhere and because they have no parking at their address they have decided to park as close as they can using our road as their car park which none of the residents are happy with...	Noted. The aim of the SPD is to provide detail on parking requirements for new development within the BCP area. Operational matters on the highway are outside the scope of this SPD. Action: None.
PSSPD30	1. Vehicles should not be parked on the pavement because they cause damage to the pavement surface and impede pedestrians. 2. Parking standards should be rigorously enforced as in Portsmouth. 3. Vehicles parked on double yellow lines should be towed away. 4. Vehicles parked illegally parked in disabled bays should be fined twice - once for being illegally parked and secondly for preventing a disabled person from parking there as seen recently in Post Office Road where two foreign vehicles were parked in the disabled bays for much of the morning of 29th September. 5. To encourage to frequent the town centre the Bourne Avenue parking spaces should be free to use. 6. A park and ride and system should be established as in Winchester, Salisbury and Portsmouth.	Noted. The aim of the SPD is to provide detail on parking requirements for new development within the BCP area. Operational matters on the highway are outside the scope of this SPD. Park and Ride provision will be dealt with in the emerging BCP Local Plan. Action: None.
PSSPD32	IMPROVE 3.6.4 EV Provision, further consideration should be given to introducing flexibility where affordable housing schemes are proposed, service charge costs could be prohibitive for affordable housing with residents being charged for a service they may have no use for. Passive provision would be more appropriate. IMPROVE tables 9/10 Zone A – significant areas captured by the proposed Zone A are family housing where car ownership levels are likely to be high and a necessity. A new development will only be successful if people want to live there, it is questionable whether families will choose to buy a home with no parking. The impact could be that areas in Zone A become concentrated with one property type and will lack diversity of occupation. Lower paid workers are often very car dependent particularly if they work shifts and cannot access public transport due to working unsociable hours many of the areas within Zone A are likely to house lower paid workers. Parking provision should balance the need to encourage sustainable travel with realistic provision, zero parking will work for some types of development but not all regardless of the location. Parking stress as a result of zero provision on new developments is likely to lead to increased objections from existing neighbouring streets due to the likely impact upon those residents and businesses.	Noted. The council's approach to parking requirements assists with the delivery of viable development aligns with BCP Corporate Strategy objectives of contributing to carbon reduction and promotes modal shift to more sustainable travel to recognise the council's commitment to respond to the climate and ecological emergency. Action: None

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PSSPD33	Improve _ Green areas on the map must be covered by effective parking enforcement up to the boundaries of the area. All roads within the green areas should have Parkin restrictions. Presently some roads within these areas have no restrictions with vehicles parked for days or even weeks. This policy document appears to have been cobbled together without adequate research and development.	Noted. The Strategic Car Parking Review is being undertaken to implement appropriate on-street parking controls to support the reduced car parking levels set out in the SPD. The SPD is based on best practice and robust evidence including levels of car ownership from the 2011 census. Action None
PSSPD34	Add - more car and bicycle parking spaces for ALL residential properties, particularly Zones a & b 1 parking space per HMO, are you joking? Surely this is completely unrealistic for a house of Multiple Occupancy.	Noted. Evidence shows that HMO 's are temporary low-cost housing alternatives for students or those on low incomes and unlikely to own a car. Action: None
PSSPD35	Add the proviso that any multi-storey form of parking should only be contemplated in the most extreme of circumstances as it is not popular with intended users, as the appearance of it quickly deteriorates, it attracts crime and anti-social behaviour, and is a blot on any landscape. Just look at all the ones in the BCP area now!	Noted. Action None.
PSSPD36	Parking is a requirement that is not to be underestimated. Apart from an income generator it is also an essential consideration for the elderly and infirm, the disabled, families etc. Parking is also a welcoming indicator to visitors, shoppers etc. Badly designed or short in supply it undermines business, tourism etc. It also forces on street parking to the detriment of road cleansing, service deliveries, emergency vehicles etc. When all move to electric vehicles they will need to park. You cannot force people on to public transport and it will only gain momentum once transport replicates the personal comfort and safety of the car [a car is a perfect isolation pod - think Covid]! Also traffic free town centres are coming, they need to be truly traffic free however park and ride and/or periphery parking must be seriously considered. Strategic thought to these issues is key to outcome. one day all traffic might be automated however that is some way off but requires a part of the strategic consideration; even then one needs to future think re emergency travel, long distance travel, overseas travel and international/'European travel. Getting people on to public transport is an ideal but buses travel main routes of which many are limited by space which is insufficient to permit bus lanes in many areas - historic infrastructures cannot be ignored. Where is the strategy that pulls it all together?	Amenity areas shrink as parking grows and is a symptom of overdevelopment. Encouraging car free development will encourage low car ownership families, cleaner air and less congestion. Action: None

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PSSPD37	The document is very long and overly complicated. The executive summary needs to be improved. It doesn't clearly outline the parking per flat/house at tables 9/10 upfront. The change to parking allocation is a change from previous policy and should be clearly outlined to local residents. The parking allocation needs to change for Zone A and Zone B developments. It's unrealistic to remove all residential parking in Zone A, and only provide residential parking in Zone B for 3 bed flats and 2 bed houses. This consultation needs to be improved by providing all of the information in one place for residents - how many homes are planned in Zone A? What is the breakdown of home size to be developed in Zone B i.e. 1 bed, 2 bed flats etc. If this type of zoning is not done correctly for mass housing developments, it can easily lead to displaced parking in other zones in the future. I would like you to confirm that the SPD removes all parking facilities in new developments in Zone A I would like you to clearly outline the housing allocations (1 /2 / 3 bed flats and houses) that are planned in all major development zones from the Poole Plan. Please can you clarify what the parking allocation was in the past, and why this has changed.	The SPD is a comprehensive document to provide further detail on parking requirements to support Local Plan policies. The order of the sections and chapters have been fully considered for usability prior to consultation. The SPD is a material consideration in the determination of planning applications and covers the issues the relevant issues that developers need to design development proposals. Action: None
PSSPD38	Change requirement for parking in all developments; although I commend the reduction in traffic, I do not think the removal of car parking spaces in new accommodation blocks will stop residents using cars. But will encourage them to seek parking in nearby streets etc and cause further problems in the Poole town and surrounding areas. why was this proposal put forward - who thought that the removal of car parking was a good idea?	Noted. The Strategic Car Parking Review is being undertaken to implement appropriate on-street parking controls to support the reduced car parking levels set out in the SPD. The SPD is based on best practice and robust evidence including levels of car ownership from the 2011 census. Action None
PSSPD39	1.3.1 What evidence is there that states that not providing parking at an apartment block encourages uses of other forms of transport? Clearly no parking availability will reduce the saleability of the properties as they will be competing with those properties that do offer parking. The only remedy will be to offer extremely cheap accommodation which is incongruous with the premium waterside positions of the Quay developments.	Noted. Evidence shows that car ownership in highly accessible locations are lower than for suburban locations. Action: None
PSSPD40	Additional parking required: Surely, it's unrealistic to expect thousands of residents to exist without a car unless an increase in affordable and reliable public transport is provided. We have to assume that a large percentage of owners or tenants will need a car to get to work and back. There being a limited amount of jobs in light industry in the area to support the percentage of workers from these proposed thousands of new homes. Are you planning to rule against car ownership for the prospective buyers and tenants?	Noted. Limiting the amount of parking spaces in development in key areas will help to reduce car ownership and reduce journeys by car, working towards making BCP Council carbon neutral by 2030 in accordance with its commitment to addressing a climate and ecological emergency Action None.

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PSSPD41	Change 1.3.2. I do not believe that it is sensible to force households in the number that you're planning on allowing to be built/planning for, to have no parking allocation at all. This will simply shift the parking issue elsewhere in Hamworthy, a part of the conurbation that is already extremely limited.	Noted. The ability and desirability to accommodate additional trips by private car is no longer sustainable or feasible. Instead, the focus relies on active transport (eg walking, cycling and the use of public transport). Action: None
PSSPD42	CHANGE It is utter madness to build ANY residential occupation without providing car parking facilities. Every unrestricted road in Poole is already littered with private cars, often on both sides of the road and any suggestion to add to this congestion indicates a real "head-in-the-sand" attitude to the realities of urban life. Even if one partner in a household can get to work without a vehicle, for sure, the other partner will need one. In addition, so many people live away from their place of birth where their maternal and paternal families still live, consequently, there is a need for private transport to facilitate visiting where - as in most cases - public transport is inadequate. We would all love public transport to be so efficient, convenient and affordable that the general population don't need or want a private car. Just who are the people who have put forward this "pie in the sky", idealistic idea that residents will not want or need a car? It is ridiculous and, once again, it is the existing tax-paying residents of Poole who will suffer the consequences.	Noted. BCP is experiencing worsening congestion across its road networks, particularly those that also are shared with the area's high frequency bus routes. The cost to the local economy of congestion is significant and therefore it is strategically important in terms economic growth for it to be addressed. Taking a progressive approach to reducing parking standards will help to achieve modal shift to other forms of travel and will therefore help reduce congestion and improve health and wellbeing. Action: None
PSSPD43	Yes. Provision for parking in residential development is totally inadequate. There should be a minimum of one space provided for each residential unit with 2 parking spaces for units with 3 habitable rooms and above. This is particularly important in the Poole town centre regeneration area. There is inadequate parking available in the Old Town area. Additional development with the level of parking provision proposed will lead to a large number of property owners and their visitors with nowhere to park their cars. This will lead to chaos in the streets of the Old Town.	Noted. Limiting the amount of parking spaces in development in key areas will help to reduce car ownership and reduce journeys by car, working towards making BCP Council carbon neutral by 2030 in accordance with its commitment to addressing a climate and ecological emergency Action None.
PSSPD44	Changes to cycle parking - while many bike types have been mentioned, proposed stands do not cater for all types: • to cover off disability bikes, trikes and other accessible vehicles inclusion of 'priority' stands with more width (widths are not mentioned) • Standard narrow, covered and 2-tier racks are too narrow for many bikes and essentially useless. With more and more 'fat tyre' cargo and ebikes (with tyres over 2.2 inch) many of the racks will not be useable - the rack outside Sainsburys Alder Hills is a classic example. • Extending dropped curbs and making provision for 'turning' space - especially for cargo bikes, trikes and disability bikes that are larger, heavier and sometimes difficult to manoeuvre. • Consider pay to lock schemes/stands that provide much better security than off the shelf available to purchase - such as https://www.cyclehoop.com, https://www.cyclepods.co.uk/secured-by-design/	Noted. In section 3.3 consideration has been given to cycle parking provision for most types of cycles as shown in Fig 11. Guidance is provided on cycle storage for a variety of situations. Area for alternative bike types (e.g. cargo bikes or trikes) should be considered. Check - London Cycling Design Standards Action: Make changes.

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PSSPD45	1. Figure 28 Change extent of Zone B at Broadstone to match the central zone as defined in the Broadstone Neighbourhood Plan. They are similar but would make sense to be the same. Or remove Zone B totally from Broadstone so it is all Zone D (see point 3 below) - currently Broadstone is all under one category. 2. Tables 3 to 33 Change parking standards for Houses with Multiple Occupancy. Seems to show 1 space allowed for small HMO but 0 (? maybe just 1?) for a large HMO. 3 Tables 3 to 33 Change parking standards to provide more spaces. Zone B flats/small single dwellings have requirement for 0 spaces - this is not acceptable. The Zone B you have defined for Broadstone includes areas of purely residential use, currently with off street parking. If these were replaced with flats/small units with 0 parking the impact on neighbouring areas would be severe. The Zone B standards are too severe for a local centre such as Broadstone where the residential areas are very close to and mingle with the modest central commercial area. 4 Improve thinking around reduction in parking spaces. Reducing car usage is a good aim, but it does not necessarily lead to reduced ownership, just reduced mileage. Reducing parking standards then just causes major parking problems. This was acknowledged at the time of the publication of Manual for Streets. Reduced ownership assumes a significant move to public transport, but we have no guarantee that bus services will continue at the current level. Indeed, in the current circumstances with Covid services are more likely to reduce and, if so, will they come back? 5. Improve thinking re Covid. What impact will it have long term? More home working could reduce demand for public transport making it less viable so reinforcing the need for households to retain a car. Alternatively, home working could reduce car commuting enabling households to get rid of a car. 6. Improve reference to electric bikes and scooters. These are rapidly developing areas and could play a significant role in the future. 7. Improve reference to car share clubs. With the move to electric vehicles there could be a big role for car clubs. For instance, a household has an EV for daily use but wants a different powered vehicle for long journeys beyond the range of an EV and so uses a car club. Car clubs need to be easily accessible so bicycle parking at the car club location would make sense. 8. Improve logic for spaces for pubs and restaurant in relation to private dwellings. In Zone B pubs and restaurants get spaces but small dwellings do not. So, if you live in Zone D (say) you can drive your car from home to a pub/restaurant in Zone B. I f you live in a small dwelling in Zone B you are not expected to have a car, as no space has been provided, so you cannot drive to a pub/restaurant in Zone D. Such logic may work in a large urban centre but seems wrong for small centres such as Broadstone. Why do pubs get so many spaces anyway?	Noted. Action: Align Zone B with the central zone as defined in the Broadstone Neighbourhood Plan. Strengthen text to provide opportunities to deliver car clubs for developments in Zones A and B.

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PSSPD46	Since the Draft SPD was written LTN 1/20 Cycle Infrastructure Design has been published. Chapter 11 contains some useful guidance on cycle parking, as well as other cycling guidance which are useful when considering highway design in relation to new development. Section 3.2 Cars. Para 3.2.9. Word “Research” duplicated at beginning of para. Garages. Should there be space in these explicitly for cycles? There is a danger of a loophole that would allow allow houses to be built with no cycle storage. Relatedly consideration should be given to the width of a modern SUV with doors open when specifying the required minimum width of a garage. Section 3.3. Cycles. Cycle parking is an integral part of any development and should be considered right from the start of the design process. It should not be treated as a last minute add-on to be considered in the final stages of design. Could the text be simplified here? E.g. start with a section on the location and access (including illumination) of cycle parking which applies to all forms of parking. Then go into the details for each of the three types of cycle parking (secure, visitor etc..)? Also note the following from LTN 1/20 with regard to accessibility and cycling.Para 11.3.2 As with car parking, a proportion of the cycle parking (typically 5%) should be provided for non-standard cycles to accommodate people with mobility impairments.” Para 3.3.3. “above ground” suggests that parking on higher floors is acceptable? Should be “at ground level” or something to that effect? There should also be a maximum length and minimum width of any access. Failure to meet these requirements makes getting a bike out so inconvenient that it will deter use. Para 3.3.5 refer to figure 13. Para 3.3.6 add “in exceptional circumstances” possibly also add where parking is expected to be predominantly used by young fit adults, i.e. halls of residence & railway stations. Double deck parking is also a problem for shorter people, the very young, the elderly, some females and bikes with luggage, child seats etc.. Any double deck stands should be assisted, i.e. with gas struts or sprung to reduce the lifting effort required. Anticipated increase in use of electric bikes which are heavier could also have an effect. See also the following from LTN 1/20. Two-tier stands 11.4.9 Two-tier racks can be used to provide additional density, offering around a third more cycle parking capacity in the same footprint. However, two-tier cycle racks are typically optimised for a “standard” two-wheeled, two-m-long cycle. 11.4.10 Additional provision for three-wheelers, tandems, recumbents and other “non-standard” cycles should also be provided where two-tier racks are in use.11.4.11 Two-tier stands require a ceiling height of at least 2.7m (see Figure 11.4), so may not fit in all older buildings or basement parking areas of new developments. Some users will find it difficult to lift their bike from the floor onto the tray of the upper tier, although the mechanisms to lift the stands into position are spring loaded or	Noted Action: Make changes as suggested in conjunction with other representations.

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	gas-assisted. Para 3.3.8 Ground anchors can be specified for cargo bikes which offer more flexibility. These are used in some London cycle hubs. Para 3.3.12. concerned that this is too vague/weak. What does “expected” mean, is it “required”? This area needs more work and at present risks providing loopholes which would mean inadequate provision in houses and to some extent flats. There is currently a significant issue particularly with smaller houses which have very little space inside and out. If car-free development is to be permitted in Zones A & B residents in these zones must be provided with adequate alternative and sustainable forms of personal transport. bikes and Ebikes will play a critical role for shorter journeys and residents need convenient, accessible space/s to store them (See LTN 1/20 Para 11.8 below). The number of cycle spaces for flats and in particular houses in Tables 9 and 10 is insufficient, e.g. 1 space for a house with 5 or more habitable rooms which is likely to be occupied by a family in Zone A with no car parking cannot be appropriate. More consideration needs to be given to these residential standards. 11.8 Residential facilities 11.8.1 It is good practice to provide dedicated cycle parking within new development as outlined in the NPPF in the same way as car parking is provided. Many people choose to keep their cycle inside their house or flat for security. However, the absence of internal cycle storage may lead to the blocking of internal circulatory spaces and stairwells, which inhibits evacuation and rescue in the event of fire or other emergency. New developments should always therefore provide dedicated ground floor cycle storage. Figure 16 shows stands that are too close to the (glass) wall, bikes on these stands would fall over if they do not have kick stands. This image should be replaced by a more appropriate one with stands at least 500mm from the wall. 3.3.19. Too vague: the bars should be sufficiently closely spaced that it is not possible to remove a cycle., i.e. replace “can” with “must” when talking about the removal of a cycle. Ideally specify a distance between the bars. Any electronic lock should not be dependent on a continuous power supply to remain locked – i.e. cutting the cable should not deactivate the lock. Need minimum width of access (1.2m+?) to facility. NB if aisles go around a 90 degree bend, width needs to be increased to an absolute minimum of 1.25 m and ideally 1.5 m (ATOC Bike Rail Toolkit – 2012). Para 3.3.21. 1st sentence repeats Sheffield Stands. Para 3.3.22 what is “craft”? Sliding doors may be OK if the doors cannot be lifted off their runners and removed. Para 3.3.26 As suggested bike hangers should be a last resort but would be useful for HMO and flats conversions where no other form of cycle parking can be provided. This would probably require a TRO and an S.106 agreement[?] as well as an agreement with a provider who would maintain the hanger (see LTN 1/20 11.8.2 & 11.8.3 below). 11.8.2 In areas where existing houses and flats	

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	are accessed by steps, or have no outside storage space for cycle sheds, on-street cycle parking may be more practicable (see Figure 11.13). This potentially presents problems of security and exposure to the elements. Figure 11.13: Secure on-street “Cycle Hangar” in Hackney, London 11.8.3 On-street cycle parking “hangars” can be retro-fitted to a street or within an estate and are normally only available to registered key-holders. Cycle hangars provide a dedicated place to park a cycle securely outside the curtilage of an existing building and not on the footway. Cycle parks are commonly located underground in residential blocks (see Figure 11.14). Proposed cycle parking standards should be checked against those proposed in LTN 1/20 and the highest of the two adopted. Consideration should also be made of anticipated growth in cycling as outlined in LTN 1/20 (below). 11.3.4 Spare capacity should always be provided to cater for growth and turnover. The effect of new infrastructure should also be factored into any decisions about planned reserve capacity of cycle parking facilities.” Any car parks equipped with entry control (e.g. lifting barriers) should have cycle by-passes or shortened barriers to enable cyclists to enter/exit without dismounting and pushing their cycles. Cycle storage in underground and multi-storey car parks should be in the most accessible locations, with good natural surveillance and well lit. Cycle parking should not be scattered about in inaccessible areas where it has proved impossible to locate a car parking space.	

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PSSPD47	Not sure that Westbourne is a Zone A Main Centre anymore - nowadays similar to Southbourne Zone B District Centre Winton (Wimborne Road) is more of a Zone A Main Centre. Same for Castlepoint. Need more cycle parking in Christchurch on the High Street towards the Priory and Church Street near the Priory. Need some on-street disabled parking on Southbourne Grove - unable to find any except in Woodside Road car park & top of irving Road. Disabled parking provision in Poole car parks is dire - spaces are too few, poorly sited for non-vehicle disabled access & too narrow	Noted: The zonal approach to parking standards reflecting differing accessibility levels in the BCP area. Zone A generally covers the Town Centre. Westbourne and Boscombe/Pokesdown's close proximity to Bournemouth Town warrants its inclusion within Zone A. The evidence shows that there is lower car ownership in Westbourne and Boscombe/Pokesdown. Disabled street parking is outside the remit of this SPD. Action: None.
PSSPD48	Improve I live in Branksea Avenue. I am concerned that the scheme appears to be light on vehicle parking. Indeed, it seems to be trying to force new residents to give up using vehicle transport by making it impossible to park. To me this echoes the approach of King Canute concerning halting the tide. The inevitable result will be that residents do not give up their vehicles, that they park anywhere they can regardless of whether it is dangerous parking or inconsiderate to other property owners in the area. I frequently visit Poundbury, Dorchester, and generally their approach to parking provision is reasonable, considering the fairly high-density of development. I believe this BCP scheme, by trying to force on people a change in the way we live, is putting the cart before the horse. When other means of encouraging a change in behaviour have proven successful then development can be done as you plan here. I am convinced BCP will live to regret allowing this development as it stands and certainly the voters will.	Noted. The SPD reflects both national and local priorities to reduce the need to travel by private car and to encourage safe, sustainable and cleaner ways to travel where possible. Action: None.
PSSPD49	Yu have to remember that there are a lot of disabled drivers who cannot walk far and need extra space	Noted. The disabled parking requirements are set out in section 3.7. The level of provision accords with best practice guidance as outlined in Appendix A. Action: None
PSSPD50	Tables 9 and 10. There is too little car parking provision shown for flats and houses.	Noted. The SPD reflects both national and local priorities to reduce the need to travel by private car and to encourage safe, sustainable and cleaner ways to travel where possible. Action: None.
PSSPD51	Change wording such that planning permission cannot be granted if there is insufficient realistic provision for off-street parking and roads are wide enough to allow on street parking for visitors etc without hindering other vehicular access. DO not allow streets close	Noted. This is outside of the remit of the Parking Standards SPD. Action None.

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	to schools to be crammed with student/staff cars or overwhelmed with parent drop-offs/pick-ups	
PSSPD52	Add in item 3.2.5 a minimum carriage way width. Improve item 3.2.6 to minimum Aisle width of 6.4m as cars are getting ever longer and to aid end bay access in particular. Improve 3.2.7 to avoid doubt, show diagram of angled bays.	Noted. Action: Make changes as suggested.
PSSPD53	All very technical. Experience says you will try and minimise provision on the unrealistic expectation that car usage will be discouraged. Also likely to be caused by overdevelopment of sites - seen regularly in the area	Noted. The ability and desirability to accommodate the existing provision is no longer sustainable or feasible. The SPD is a comprehensive guidance covering the requirements for applicants, developers and agents, to help deliver on corporate priorities including housing economic growth. to design. Action: None
PSSPD54	The width limit for vehicles is 2.5 metres, excluding: rear vision mirrors, signalling devices and side-mounted lamps and reflectors. This will not fit well into a 2.6 meter space. Could the Executive summary be clearer and the document written in plain English for easy consumption by people who are not planning experts	Noted. The SPD is a comprehensive guidance covering the requirements for applicants, developers and agents, to help deliver on corporate priorities including housing economic growth. to design. Bay width is a key component of its usability and durability and considered to be sufficient at 2.6m wide and 4.8 long. Action: None
PSSPD55	Change/Improve/Add: 4.2 C3; Table 9 (Flats) & Table 10 (Houses): 1 car space for 2 bedroom flats/houses in Zone D is inadequate, especially as this is meant to include visitors & delivery vehicle parking - the same comment/concern applies to Table 12 (HMO).	Zone D covers suburban and rural areas where there is the lowest accessibility. 1 space for up to 2 bed dwelling and 2 spaces for 3+ bed dwelling is considered acceptable. Action: None
PSSPD56	Require a minimum of one off-street spaces per household	Noted. In determining the parking standards, the underlying principle was that areas which already or potentially have high accessibility and lower car ownership would be expected to adopt more rigorous parking standards. Action: None

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PSSPD57	I think you are obsessing over silly things. Not what matters!	Noted. The Parking Standards will help deliver on corporate priorities including housing and economic growth and present a consolidated approach by the council for parking requirements across the BCP area. Action: None
PSSPD58	Scheme Needs same parking spaces as homes	Noted. The SPD reflects both national and local priorities to reduce the need to travel by private car and to encourage safe, sustainable and cleaner ways to travel where possible. Action: None.
PSSPD59	No room on our roads for anymore cars. No need for more spaces.	Noted. Action: None
PSSPD60	Giving just a few days notice of the deadline to respond to the document is disgraceful. It is impossible for the layman to absorb all this information quickly and respond coherently. An important provision should be the prevention of parking vehicles on pavements. This unsocial habit seems to emanate from the cities and has no place in BCP where the roads are sufficient to allow parking on the road with little inference with the free flow of traffic. Yet councils and police take no action against offending vehicles. Keeping pavements clear is important for the well being and safety of all, especially disability scooters, press etc and walking aids. Except for young children under the control of their parents, bicycles must be banned from using footpaths and such a ban has to be enforced. Also all bicycles should have a working bell - proper bell not of the digital type whose noise gets lost in the soup of such sounds.	Noted. The statutory period of consultation for an SPD is 4 weeks. This took place from 14 September to 12 October 2020. Other matters are outside the remit of the Parking SPD. Action None.
PSSPD61	Change. Your decision to even build houses let alone car parking spaces. This part of Poole is already too built up to have anymore residents. It would be bedlam just trying to travel around the area with so many more resident. We have trouble parking as it is when going shopping. I have to say this is madness and houses and parking spaces should be built out of town where residents have the choice to go to other schools and shopping centres and not just into Poole. .	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. Action: None
PSSPD62	Change. No where near enough parking, gross overdevelopment on in an area already struggling with traffic	Noted. In determining the parking standards, the underlying principle was that areas which already or potentially have high accessibility and

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		lower car ownership would be expected to adopt more rigorous parking standards. Action: None
PSSPD63	I think that the plans for the properties being built without parking spaces is outrageous! Make more parking spaces available at the development to prevent neighbouring roads being crowded with cars	Noted. In determining the parking standards, the underlying principle was that areas which already or potentially have high accessibility and lower car ownership would be expected to adopt more rigorous parking standards. Action: None
PSSPD64	The document is very long and very difficult to digest. Change - the plans to build new homes on our green area playing fields at Turlin Moor in Hamworthy - it is destructive and will seriously compromise the health and well-being of those of us who have lived here for many years. We simply do not have the capacity to cope with the increased traffic, parking problems and lack of infrastructure in place. We do not have enough parking as it is and it will make it impossible for those of us with mobility problems, to negotiate parking and traffic difficulties which would result. Leave us alone. Inadequate, regarding our neighbourhood.	Noted. The site referred to in Turlin Moor is an allocation for development in the Poole Local Plan (2018) which will be carried forward in the emerging BCP Local Plan. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. Action: None
PSSPD65	More car parking facilities, atleast one space per new home. Additional doctors surgery and pharmacy to supply new residents as current ones overwhelmed. With the average ratio being one car to a household. Where do you expect 3000 cars to park if only a handful of the new properties have a parking space? I understand the homes being so close to the town centre will hopefully mean there isn't a need for a vehicle but this is wishful thinking. Most households have a car and local residents would like to know where you will be encouraging parking? Nearby streets?	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. The Strategic Car Parking Review will deal with on street parking. Action: None
PSSPD66	More car parking less houses or leave it as it is open space	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly

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		sustainable locations that are well served by public transport, shops and local services. Action: None
PSSPD67	Change. Need more parking or less residences. This is nuts!	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. Action: None
PSSPD68	Change. Your minds. Small builds, not family homes that are desperately needed and all those additional cars with no parking is going to cause massive problems. Hamworthy can not cope with the traffic as is let alone with approx. 3000 additional cars	Noted. The site referred to in Turlin Moor is an allocation for development in the Poole Local Plan (2018) which will be carried forward in the emerging BCP Local Plan. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. Action: None
PSSPD69	Add parking	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. Action: None

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PSSPD70	Don't build on our playing field	Noted. The site referred to in Turlin Moor is an allocation for development in the Poole Local Plan (2018) which will be carried forward in the emerging BCP Local Plan. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. Action: None
PSSPD71	Change. 400 spaces is not enough. Blandford Road is already a car park at certain times of the day. Development of more houses will cause even more build up. In a time when we should be keeping as much green space as possible, this is a reckless proposal.	Noted. The site referred to in Turlin Moor is an allocation for development in the Poole Local Plan (2018) which will be carried forward in the emerging BCP Local Plan. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. Action: None
PSSPD72	Change - Reduce number of flats houses etc and give proper parking allocation in line with the average family requirements. Just a statement- making the supplement 63 pages is excessive and feels like a blocker - most people will switch off after about 10 pages..)	Noted. The aim of this draft SPD is to be provide detail on parking requirements. It is a comprehensive document designed to be used by developers and consultants when they are designing new builds. Action: None
PSSPD73	Add and improve parking at all sites. Why would you have no parking for 1000 flats?	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. Action: None

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PSSPD74	Do not build on the rec this is horrendous - you wouldn't do this in sandbanks!!!! Our schools are already too oversubscribed and if there is no rec where would the children play. no room for houses let alone parking what an absolute shambles Poole council is, money grabbing selfish idiots!!!	Noted. The site referred to in Turlin Moor is an allocation for development in the Poole Local Plan (2018) which will be carried forward in the emerging BCP Local Plan. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. Action: None
PSSPD75	Not so many houses. Where are the children supposed to play?	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. Action: None
PSSPD76	Change the proposal to include at a minimum, one car parking place per residence.	Noted. In determining the parking standards, the underlying principle was that areas which already or potentially have high accessibility and lower car ownership would be expected to adopt more rigorous parking standards. Action: None
PSSPD77	Change this ridiculous plan for hardly any parking. You have referenced a 2017 study into the slowing down of car use age, this is clearly out of date and not in keeping with the current and ongo8ng pandemic.	Noted. The SPD is a comprehensive guidance covering the requirements for applicants, developers and agents, to help deliver on corporate priorities including housing and economic growth over the long term. Action None.
PSSPD78	Improve parking allocation Table 9 C3. Ridiculous allocation of Zero cars for a 2-bedroom flat. They need at least 1 car space in Zone B	Noted. District centres have good local services, shops and other facilities or are in close public transport/mainline railway station. In determining the parking standards, dwellings Zone B would

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		be expected to adopt more rigorous parking standards. Action: None
PSSPD79	The proposed development will do nothing to enhance the area. Consideration has not been made for the local area and infer structure, services, and not least of all parking.	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. Action: None
PSSPD80	Add/change I cannot comprehend what planet you people at the Council live on it must be in some far distant rainbow coloured utopia. When will you realise people are never going to use overpriced public transport to commute to work and how do you expect those trades people carrying equipment etc to hop on their cycle or walk, REALLY!!! Every new dwelling needs at least 1 vehicle space. What are your proposals with regards to cycling in Hamworthy, and no it's not called Hamworthy Centre, I am born here, and I have never heard anything so ridiculous. How do you propose safe cycling with inadequate roads mass house building which is scandalous. Sending this out with 3 days to read a 63-page document is also a BCP cover up I imagine hardly a consultation for all especially those not engaged online, shameful. there should be a public meeting and if so all building and planning should be halted until this can happen for everyone to be involved this so-called survey is a joke	Noted. Hamworthy Local Centre has been defined in Poole's Local Plan for over 20 years. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Action: None

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PSSPD81	"REMOVE" the need for further homes in the area, the currently lay of the land is already overcrowded and the traffic usage at peak times becomes untenable. Why have the council deemed it fit to further increase the dwellings of the area (Hamworthy/Turlin/Upton) to the degree that they do not provide adequate parking or option for this as, has not one thought that with further housing planned that people would not have their own means of transport?	Noted. The site referred to in Turlin Moor is an allocation for development in the Poole Local Plan (2018) which will be carried forward in the emerging BCP Local Plan. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Action: None
PSSPD82	4;3;3 improve parking for each abode, you can't flood the nearby streets or expect everyone to ride bikes or use public transport. Have you asked or surveyed any of the local residents or businesses? The impact on the surrounding area should be paramount	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Action: None
PSSPD83	Change your approach to parking. Not providing residential properties with parking only increases the developers profit making housing planning denser. It doesn't suddenly lead to people selling their cars!	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air

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		quality, improve health and wellbeing and tackle climate change. Action: None
PSSPD84	Change table 3 page 29 1.75/100 is too low 3/100 or 33/1000 is about right anything less and developers will not build because they know they'll struggle to let . Change table 16 as above 3/100 in zone D. Change page 10 3.2.3 2.5m x4.8 is adequate and a national standard . Change page22 disabled parking the old standard of 2.4 with 1.2m either side is more than adequate. The current parking standards are reasonable to reduce them will just cause problems with cars parking on verges etc	Noted. The parking standards will encourage commuting workers, shoppers and visitors to use good sustainable travel options available. The public car parks will be available to those who choose to travel by car. If there is a departure from the standards, this will require robust and evidence-based justification and therefore the SPD builds in sufficient flexibility to the requirements. Across the conurbation there are varying standards of bay size from the legacy parking standards. The new size requirement for a standard parking spaces of 2.6m x 4.8m caters for a wide range of vehicles and provides some side width to allow for ease of use. Action None.
PSSPD85	Not do it. How we can challenge this to NOT GO AHEAD,	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Action None.

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PSSPD86	Why is it ok for the council to have less parking spaces per dwelling than private contractors? I think that there should be at least 1space per household plus a few extra for visitors. It may be that the council can say they are following the guidelines but it's the council that sets the guidelines.... laughable if it wasn't a serious issue. By all means build council housing, great idea but at least think about who is going to live in these homes!!	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Action None.
PSSPD87	Where is the parking?	Noted. In determining the parking zones and standards, the underlying principle was that areas which already or potentially have high accessibility and lower car ownership would be expected to adopt more rigorous parking standards. Action: None
PSSPD88	Improve. Is it not a little illiberal to try to blackmail people into greener living by forcing them to choose between the council approved lifestyle and affordable housing?	Noted. Action None.
PSSPD89	Change - there must be at least ONE parking space per housing unit.	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Action None.

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PSSPD90	If you build any homes, each one must have at least 1 parking space per unit built. IMPROVE. With poor public transport in this area, people will want a car to travel to work or shops. And what about the lack of car parking already in this area, where houses don't have off road parking ?. No point having yet another countless amount of cars to park on roads, making the ability to drive down roads if road has parking both sides. A bus much wider than a car. So buses can't get round roads because of bad planning by bcp council .	Noted. In determining the parking standards, the underlying principle was that areas which already or potentially have high accessibility and lower car ownership would be expected to adopt more rigorous parking standards. Action: None
PSSPD91	Provide adequate parking for everyone	Noted. In determining the parking standards, the underlying principle was that areas which already or potentially have high accessibility and lower car ownership would be expected to adopt more rigorous parking standards. Action: None
PSSPD92	Change. This is ridiculous, as someone who lives in the town centre and pays to park it is already hard to find a space. It will be nearly impossible, if this is allowed. This is purely down to greed, trying to get as much money for themselves and dont care about the people it will affect.	Noted. In determining the parking standards, the underlying principle was that areas which already or potentially have high accessibility and lower car ownership would be expected to adopt more rigorous parking standards. Action: None
PSSPD93	"change" the location of the proposed build at Turlin Moor Rec, the impact of the current residents and wildlife in the area will be irreversible, to not provide parking for majority of the proposed homes is ridiculous. Where are all the residents of the proposed new homes on Turlin Moor Rec supposed to park?	Noted. The site referred to in Turlin Moor is an allocation for development in the Poole Local Plan (2018) which will be carried forward in the emerging BCP Local Plan. In determining the parking standards, the underlying principle was that areas which already or potentially have high accessibility and lower car ownership would be expected to adopt more rigorous parking standards. Action: None
PSSPD94	You need to provide more parking. Even at the expense of the number of properties. You may not like it but most people still travel by car. The public transport is not good enough to allow otherwise.	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air

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		quality, improve health and wellbeing and tackle climate change. Action: None
PSSPD95	Think it's a stupid Idea you're not thinking of the community at all your thinking about money. Blandford road is mega busy at times as it is , and so are the roads full of cars	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. Action: None
PSSPD96	Improve the parking quantities. How is this acceptable ?	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. Action: None
PSSPD97	It seems the council are unaware off the mass traffic congestion in hamworthy and Upton. Or the extreme lack of parking for current residents with some households who have to park at least a street away from their residence. Your document fails to suggest how you would resolve this. More to the point it appears your current housing plan will significantly affect the local population having a detrimental effect on their lives.	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD98	Change: Dear Sir or Madam, I am writing on behalf of Stelling Properties. We are a local development company with a number of projects in the south of England. We welcome the draft SPD on parking standards in general, as it appears to promote sustainable modes of transport and forward-looking policy making. Our only point of concern is the suggested requirement for 0.5 parking spaces/bed for hotels in Zone A (Table 5, page 32). This seems to be inconsistent with the proposed zero parking for residential, offices and retail in Zone A. We believe that hotels should be included in the zero-parking bracket to promote sustainable methods of transport for visitors. Our recent transport analysis shows an oversupply of public parking in Bournemouth, with hotels uniquely able to enter agreements with operators to provide public parking for those still arriving by car, this would additionally result in better utilisation of public car parks during the evening and overnight.	Noted. Action: Revisit and consider economic impact of change to zero parking for new hotel and guest house development. Whereas Bournemouth may have an oversupply of car parks, this may not be the case in Poole and Christchurch. Additional evidence sought from Tourism to clarify likely parking requirements.
PSSPD99	How do you propose to fill all of your new houses with families that will need cars in order to commute to schools outside of the area? I ask this question because if you propose to add hundreds of houses to the Hamworthy area, you must first provide hundreds more school places. If you cannot provide parking for at least one car per family, I suggest that perhaps you are building too many houses. There would be no harm in providing underground parking for flats and driveways for houses. You must also consider people having visitors. I live in Norton way and only having one spare parking permit for guests is bad enough as a widowed single parent living in a housing association flat that needs support. I would hate to think what it would be like if I could provide NO parking at all for visitors. It's okay though, we fully understand that the people making these preposterous suggestions for housing with no parking or school spaces have obviously never had to worry over such trivial things and so are naturally more concerned with the use of unreliable public transport that you've never had to rely on and the amount of plants on the side of the road (a pretty hypocritical point of view given that you want to dig up most of the green lands we have left to put more houses there instead)	Noted. The site referred to in Turlin Moor is an allocation for development in the Poole Local Plan (2018) which will be carried forward in the emerging BCP Local Plan. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. Action: None
PSSPD100	Why so few additional spaces? There should be an excess of spaces and many families have 2 cars or visitors It will lead to parking illegally especially as sunseeker staff try to park in any. Spare spaces the parking will be chaotic if not enough pro	Noted. In determining the parking standards, the underlying principle was that areas which already or potentially have high accessibility and lower car ownership would be expected to adopt more rigorous parking standards. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD101	Change the ratio of parking places in these developments. Add a substantial number of parking places to all the developments in this draft document. Does BCP Council think that residents do not need tradesmen, carers or visitors or to visit or work in locations where it is not suitable to travel to by public transport? Poole Council experimented with an Eco Village in the late 90's by introducing Travelwise and a car share scheme. This did not work; residents require their own transport and the car sharing scheme was terminated. Parking is already extremely difficult in this area	Noted. The SPD sets out that loading and servicing provision should be provided. The tables mainly state that exact provision is to be agreed with the LPA. Action: Consider referencing section 5 in a footnote to each of the tables and consider diagram example of preferred servicing bays (with lockable bollard to stop residents using them). Section 5 wording could be strengthened to state that applicants must (rather than "should") make provision for servicing and loading in all developments.
PSSPD102	It is ridiculous. Where has this idea come from? There is ZERO infrastructure to support these new houses	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. Action: None
PSSPD103	Change c3 table 10	Noted. Action: None
PSSPD104	Add. The occupiers of these properties should be made to sign a legally binding agreement that they will not purchase or have use of a motor vehicle otherwise they wii simply block the roads/pavements	Noted. Action: None.
PSSPD105	Change C3, page 32, table 9: to have 0 allocated parking spaces for 1-bedroom flats and studios is not realistic, as Hamworthy is already almost at full capacity with huge amounts of traffic backlogs on a daily basis even on off peak times. Providing no parking, or even 1 parking space for 3 bedroom houses will not work as the people who live in these houses will be forced to park elsewhere which will simply create further traffic build up throughout the entirely of Hamworthy and the length of the Blandford Road. Please reconsider the parking allocation for the plans of these flats and houses. Having these on the main road on the rec field with no parking is going to cause Hamworthy to become even more of a gridlock in the next few years. With the two bridges, especially when they go in and out of service this will cause further issues and having no allocated parking spaces simply should not happen	Noted. The site referred to in Turlin Moor is an allocation for development in the Poole Local Plan (2018) which will be carried forward in the emerging BCP Local Plan. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD106	Don't do any of it it's going to cause a nightmare for traffic it's all ridiculous	The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. Action: None
PSSPD107	I am supportive of the Councils proposals. Scrap it and save our green space. I know you purchased land for Upton country park but we still get stung on parking fees there.	Noted. Action None.
PSSPD108	Improve the quality of our roads by reducing the amount of traffic on them. 400 new homes equal 1200 possible more cars in Hamworthy. Hamworthy is not big enough to support this	Noted. The site referred to in Turlin Moor is an allocation for development in the Poole Local Plan (2018) which will be carried forward in the emerging BCP Local Plan. Action: None
PSSPD109	All of it - every home will need at least one parking space and there is no alternative transportation infrastructure in place - bus service is extremely poor and expensive plus the elderly cannot walk or cycle - whole proposal needs a sensible rethink. Where will workers park until the alternative travel infrastructure is in place	Noted. The SPD reflects both national and local priorities to reduce the need to travel by private car and to encourage safe, sustainable and cleaner ways to travel where possible. Action: None.
PSSPD110	CHANGE the parking allocation, i.e. increase it to provide parking for all future residents and their visitors. I live in Ivor Road and we are already plagued by people parking in front of our drives and obstructing our access. The current proposal will create a nightmare for existing residents. What level of car traffic have you assumed will be generated by this overly dense development? Are you all so enthralled by development greed that you are prepared to forfeit any future votes from existing residents. The disgust at this proposal is palpable!	Noted. The SPD supports the actions of the council's commitments to tackle climate change by prioritising opportunities to walk cycle and use public transport. The planned housing and economic growth to meet needs is expected to generate an increase in traffic, and if unchecked, could give rise to increased carbon emissions, poor air quality affecting public health and safety. Overly generous parking requirements have historically, not helped to deliver the quantum or quality of development expected by our communities. Action None.

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Comment ID	Full comment	Officer Comment/Action
PSSPD111	improve increase the parking ratio to include more spaces	Noted. The zonal approach reflects different accessibility/car ownership levels. The guidance sets out the parking standards by use class. This will help support the actions of the council's commitment to tackle climate change and encourage modal shift to sustainable travel, moving away from journeys by private car. Action: None.
PSSPD112	1.1.8 just because the council want to encourage more walking, biking & using public transport, doesn't mean everyone can! This is just a way around the problems all these houses are going to cause to traffic congestion along blandford road hamworthy & into Poole. every dwelling built should have adequate parking, for residents & visitors. Otherwise the parking of residents will impact the nearest local area because people will need to find elsewhere to park. People won't stop having cars because there is no allocated parking to their property.	Noted. The zonal approach reflects different accessibility/car ownership levels. The guidance sets out the parking standards by use class. This will help support the actions of the council's commitment to tackle climate change and encourage modal shift to sustainable travel, moving away from journeys by private car. Action: None.
PSSPD113	Change your entire anti car outlook. All paragraphs. All these policies seem to have been written by Extinction Rebellion. Please stop this madness, the average citizen has really had enough of these crazy ultra green ideologies.	Noted. The zonal approach reflects different accessibility/car ownership levels. The guidance sets out the parking standards by use class. This will help support the actions of the council's commitment to tackle climate change and encourage modal shift to sustainable travel, moving away from journeys by private car. Action: None.
PSSPD114	Add parking please make sure there is sufficient parking for all new houses/flats that you are preparing to build. I'm sure for the 1,000 new apartments that have no parking, you could make sure there is adequate parking even if it is under the houses/flats. I personally dont want to see all the roads with vehicles parked up on the curbs. Fix this please.	Noted. The zonal approach reflects different accessibility/car ownership levels. The guidance sets out the parking standards by use class. This will help support the actions of the council's commitment to tackle climate change and encourage modal shift to sustainable travel, moving away from journeys by private car. The SPD supports underground and multi storey parking in appropriate locations. It recognises the benefits of basement parking on retaining the

Comment ID	Full comment	Officer Comment/Action
		quality of the streetscene see section 3.9. Action: None.
PSSPD115	It is difficult to link comments to specific paragraphs as my comments are related to the adopted philosophy behind the paper. Agree to sustainable development. However, without convenient ways of getting to and from housing restricting parking will cause issues. One needs to increase parking ratios and not restrict them. Climate and environmental issues are not solved by banning private transport and indeed will restrict people's ability to travel. The solution to car pollution is improving car design which is happening and commuting. When parking has been restricted in the past, communities experience widespread anti social parking. The cost of adequate alternative means of public transport cannot be sustained by small local communities. Restricting movement is damaging to business, health and well being. People will not go into town centres unless is it easy. Amazon provides a wonderful and hugely rewarding experience and should be encouraged. Where is the UK equivalent?	Noted. The SPD will consolidate three documents into one provides an opportunity to consolidate into one policy document the SPDs of the three previously authorities which no longer represent the approach BCP Council wishes to take. The draft SPD will replace these to reflect current evidence, new national policy, new corporate strategy commitments including obligations to contribute to addressing the impacts of climate change for social, economic and environmental benefits to ensure the planning system actively manages patterns of growth in the BCP area. Reducing congestion, carbon emissions, and improving air quality and public health are at the heart of these objectives and directly linked to the BCP Corporate Plan. There are no reasonable alternative options to consider in this case. Action None
PSSPD116	Improve: perhaps there needs to timelines whereby in the event that new standards are enacted, there is an evolution away from parking everywhere and away from spaces that don't have EV provision (such that eventually all parking including commercial must have EV and only be used by EV. In addition all grounds floor parking needs to be retrospectively screened within flood zones and there is a progression to change parking spaces into say "rain gardens" over time. BCP Council should review its contracts with Neighbourhood Forums, who tend to be NIMBYists or procar (Poole Quay Forum). NFS shouldn't be run by cllrs either	Noted. There is a legally binding target to create a net zero carbon economy by 2050. The government has announced it will bring forward a ban on new fossil fuel vehicles from 2040. although it is looking to accelerating this to 2030, having previously consulted on a deadline of 2035. Action: None.

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Comment ID	Full comment	Officer Comment/Action
PSSPD117	Change	Noted. The SPD will consolidate three documents into one provides an opportunity to consolidate into one policy document the SPDs of the three previously authorities which no longer represent the approach BCP Council wishes to take. The draft SPD will replace these to reflect current evidence, new national policy, new corporate strategy commitments including obligations to contribute to addressing the impacts of climate change for social, economic and environmental benefits to ensure the planning system actively manages patterns of growth in the BCP area. Reducing congestion, carbon emissions, and improving air quality and public health are at the heart of these objectives and directly linked to the BCP Corporate Plan. There are no reasonable alternative options to consider in this case. Action None
PSSPD118	CHANGE How over two developments of just under 800 apartments under SPD reduce parking to 29 spaces.This utter nonsense. I understand the need to encourage different modes of transport but until they are sufficiently supported and adequate to manage and support the new infrastructure etc and the demands of the People who move into these two new developments, there need to be allowances made for young families that wil have cars, people who work further away etc and where is freedom of choice. Also, how can developers be encouraged to improve the PQF area if we restrict car parking.	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Action: None

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PSSPD119	More parking needs to be added for these new build homes. Otherwise Hamworthy will become a car park of 300+ cars! They all have to go somewhere?	Noted. The site referred to in Turlin Moor is an allocation for development in the Poole Local Plan (2018) which will be carried forward in the emerging BCP Local Plan. The SPD supports the actions of the council's commitments to tackle climate change by prioritising opportunities to walk cycle and use public transport. The planned housing and economic growth to meet needs is expected to generate an increase in traffic, and if unchecked, could give rise to increased carbon emissions, poor air quality affecting public health and safety. Overly generous parking requirements have historically, not helped to deliver the quantum or quality of development expected by our communities. Action None.

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PSSPD120	Improve - Whilst I agree that parking standards need to be clarified and confirmed the stated proposed provision of Zero spaces per apartment in Zones A & B are unrealistic and will cause significant disruption to the development and use of the town centres. No parking provision will mean additional parking on the street and potentially unsellable or unviable developments as people will not want to buy a unit without provision. This will constrain development by making ghost developments and not enhance our town. Public transport and the culture of the use of public transport is not sophisticated in BCP. Without trams and a fully integrated network of super highway of cycle routes and buses there is no viable alternative. I agree that in the future this can be so, but this needs automated vehicles to be in full use and the trams etc fully operational - 20 years. At this point a phased redevelopment of car parks can be undertaken, however this proposal may look initially great for developers but this is not what the markets wants and it has the potential to kill areas which have been built out to a high-density without parking provisions. Many of the developments in Poole and indeed in Bournemouth will fall into the hands of people from out of the area - with cars - and although this may not be desirable and I hear the argument we if we discourage them that is not a bad thing as the flats and apartments should be for local people,, I cannot see within the next 20 years that I would ever consider buying a property without parking provisions. We are not London and do not have a core CBD, there needs to be acknowledgement that the whole of BCP is what is described as Zone 3 or 4. Cycling is growing in use but the employment areas of Poole are on the outskirts of the town where it is challenging to get to on public transport as such your core centre developments will not be aimed at these people but those of an age - who have cars. Unfortunately, I can only see bad effects from these proposals. I cannot see that they will help regenerate the centres as it will alienate the existing local inhabitants this is just too much too fast. Just ensure that car parks can be adapted in the future ...Is the purpose of the new car park provisions to encourage development, encourage communities, encourage traffic free areas and encourage low emission transport? Have you consulted with the selling agents to confirm that there is a market for apartment blocks without car parking provisions - what the perception of them and the marketability of them would be?	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD121	Add car parking/ remove houses	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Action: None
PSSPD122	Parking allocations for flats, houses, holiday accommodation, clinics, care home, schools and many other categories have been defined, but no consideration has been given to High-density Development. Densities planned for the Regeneration area are higher than London, with its far superior infrastructure and there is already a lack of green space in the central old town area. Who is it envisaged these properties will be selling to (many of the employees of the existing businesses in Poole will not be selling up their existing properties to move in). Has thought been given to what happens if these units do not sell because there is not a market for them? What will be done to address the existing parking issues, partly associated with existing employees' vehicles which will be exacerbated once these developments go ahead which results in a further loss of parking space currently being used by these employees?	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Action: None
PSSPD123	How can you not provide at least one car parking space per property, this just is unrealistic. Too many houses for a small area. The infrastructure will not cope.	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Action: None
PSSPD124	There needs to be more parking available	Noted. Action None.

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Comment ID	Full comment	Officer Comment/Action
PSSPD125	Paragraph 3.2.1 change. The parking bay dimension is from decades ago. The width should be at least 2.9 paragraph 3.2.8 change. Grouped parking bays do not work at 6m across. This should be at least 7m. Paragraph 3.2.26 improve. Should add where possible. Most places in the borough you cannot retain structures etc of you park in the front garden. 3.3.6 change. There are many alternatives to the simple but dismal Sheffield stand. Paragraph 3.3.25 improve. What is acceptable?	Noted. Across the conurbation there are varying standards of bay size from the legacy parking standards. The new size requirement for a standard parking spaces of 2.6m x 4.8m caters for a wide range of vehicles and provides some side width to allow for ease of use. A 6m aisle width is sufficient in most situations to allow for adequate turning and manoeuvring space. The visual impact of large areas of hard standing is a planning consideration and often an example of poor design. Sheffield stands are consistently the simplest and most secure form of cycle parking. Other forms of cycle may be acceptable on a case by case basis. Agree the garden cycle section lacks precision. Action: slight textual alterations to improve clarity regarding garden cycle sheds. Insert at 3.3.25 “Low, covered, secure, convenient and attractive ‘bike boxes’ are preferable because they can sit unobtrusively behind garden walls and hedges.”
PSSPD126	Add, to the front page, " Replaces the Dorset residential Car Parking Study (2011). The document states in 1.2.5 "This SPD will replace the following three legacy council Parking SPDs; Bournemouth Borough Council Parking SPD (2014), Borough of Poole Parking and Highway Layout in Development SPD (2011), and the Dorset Residential Car Parking Study (2011)" Why is that not made clear on the front page? Why did I not receive this document, via email, until 8/9/20 when it appears to have been available since 14th September? Four days notice is insufficient. If this document applies to residents other than BCP, why has it not been distributed by Dorset Council?	Noted. This SPD replaces three legacy council Parking SPDs, rather than just one. It is normal practice to set out within the introduction to the document what it will replace, hence this is shown in para 1.2.5. Action None.

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PSSPD127	Change 3.3.6 – Bournemouth University feel that double deck cycle parking storage provides a good quality, space efficient option for future proofing increased demand for cycling provision to support the objectives of the BU Travel Plan. Finding physical space to locate high quality parking facilities which aligns to the draft layout and design guidance in the document will be challenging, especially given the Higher Education cycle parking ratios for HE students and FTE staff outlined in Table 20. We would like the guidance to acknowledge that consideration to use double deck cycle parking storage be considered on a contextual basis of any application. For example, the university cycling demographic would on the whole, not experience any physical issues with lifting at height. The university has concerns around the cost implications of having to provide expensive hydraulic assisted double tier storage. Please consider a review of the wording in section 3.3.6, as the university feels this is potentially prohibitive to delivering plans for enhanced active travel facilities to support the objectives of the BU Travel Plan. Improve 3.3.9 – Further guidance or examples of best practice relating to charge stations for electric bikes would be welcomed. Improve 3.4.4 - Further guidance or examples of best practice relating the provision for electric scooter charging would be welcomed. Add 3.6.4 – The EV provision set out in Table 1 for non-residential development with 10+ spaces will be potentially challenging and will add a significant financial consideration to future developments plans. The university agree that the % of 'active' and 'passive' bays proposed in Table 1, is appropriate in order to future proof development ahead of the expected transition to electric vehicles. It will be important for BCP to play a role in supporting organisations to access any government/grant funding to fulfil electric vehicle charging provision requirements outlined in the document. Add 4.2 Cars (staff and visitors) Zone A In reference to the optimum parking figures set out for HE in Table 20 (page 37), the university notes the significant decrease in proposed parking ratio for staff in Zone A, which has been reduced to = 0.1 / Full Time Equivalent (FTE) staff. The current ratio in the existing guidance is = 0.6 / FTE staff. The university would encourage BCP to ensure a fit for purpose town centre parking strategy is in place to compliment these challenging draft parking standards. Change 4.2 Cars (staff and visitors) Zone C In reference to the optimum parking figures set out for HE in Table 20 (page 37), the university notes the significant decrease in proposed parking ratio for staff in Zone C. The proposal for (HE) facilities = 0.4 / Full Time Equivalent (FTE) staff is a significant reduction form the existing Bournemouth guidance of = 0.6/FTE. The university feels this ratio would be challenging to achieve given the suburban context of the Talbot Campus, although we recognise that the impact of the covid-19 pandemic provides an opportunity to rationalise	Noted. Double deck cycle parking is considered to be less convenient than Sheffield type stands and can discriminate against people with low upper body strength. However, 3.3.6 does make provision for a small proportion of double deck systems to be used alongside Sheffield stands. Action: Paragraph 3. 3. 9 - Consider including examples as suggested. Para 3.4.4. Consider examples as suggested, or add that as yet, no local decision has been made in respect of electric scooters. Revisit Table 20 - cars staff & visitors Zones A & C. Revisit the cycle space requirement given BU 2019 student travel survey findings that the majority of students walk or take public transport. Consider clarifying whether additional reference should be made to engagement and consultation taking place when proposing school street closures - para 5.8.1.

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	parking provision due to likely changes to working practices, however it is too early to assess the lasting impact. Change 4.2 Cycle spaces In reference to the optimum parking figures set out for HE in Table 20 (page 37) the proposed secure covered: 0.5/ student is extremely high and potentially prohibitive. The proposed ratio has doubled compared to current Bournemouth guidance. At present only 5% of students travel by single occupancy car journey to Bournemouth University (BU student travel survey 2019). When analysing the 95% of students that choose more sustainable travel modes, the current modal split for cycling is 5%, with the majority of students either walking or taking public transport to get to our campus sites. The university feel the draft cycle space ratios set out in Table 20 present a potential risk to future development proposals given the university has circa 19000 students. The university would welcome a more holistic view of cycle parking quantum/provision across an HE campus site to be considered by the Local Planning Authority when considering future planning applications. It is noted that the provision of bike share bays will not be considered as offsetting the total number of cycle parking spaces to be provided. The university has an agreement in place with the existing local bike share provider to promote bike share to students and staff as a sustainable transport mode to campus. This is support is resourced through the BU Travel Plan. The university also provides land for bike share bays to support the scheme. The university feel that is would be appropriate for bike share provision to be factored into cycle parking provision in the appropriate context. Add 5.8.1 – The university would like to see reference in the document to engagement and consultation with local stakeholders that could be impacted by proposed school streets closures.	

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PSSPD128	Paragraph 4.2 change. All figures and details are highly questionable, aspirational at best. Especially zones A and B. There are insufficient alternatives to using cars. There will not be adequate provision by the time large sites are delivered in zones A and B. There will be considerable car ownership and use. Apart from a few major city centres in the UK there is still limited evidence that car use has significantly decreased to the point where very little or no car parking provision is viable. In the BCP area the level of parking proposed for most if not all categories will cause extreme harm to the centres and areas adjacent. Cars need provision. Table 5 c1 change. A new 75 need hotel on the Quay at Poole would only need 38 spaces for staff and visitors, this will not work. There is in adequate parking in this location now. People drive to hotels. Table 7 c2 change. Insufficient parking allocation. A new 20 bed care home would only need 10 spaces including staff. This is insufficient. Tables 9/10 c3. No car parking provision in zone A will just not work. There are insufficient alternatives to driving in nearly all the zone a areas on the plan map. To think that a 300 home site with no parking provision is not going to work. Zone b provision is also to low. A two bedroom flat has no parking, a five bed house has one space. These are locations that are in many cases done distance from bus routes. Insufficient. Other tables are the same the parking requirement is necessary it doesn't go away. Paragraph 5.12.2 change. If you design out where people are going to park (especially zones A and B) where are people going to park, the are none or very few provided with the new dwelling and anything on road is being actively designed out. It will just move to illegal, double parking etc. Figure 32 shows parking that is being used this is in an area that would have no future provision in this area it is already over parked. It is in walking distance of everything. People will still use cars.	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Action: None
PSSPD129	Improve parking provision by raising allocated parking provisions to at least 1 allocated space for 80% of the development properties. My parents live near to the development and this would cause havoc with on-street parking on their road and the surrounding roads.	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Action: None

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PSSPD130	Change	Noted. No details. Action: None
PSSPD131	All new build flats and houses should be provided with at least one off-road parking space per flat/house.	Noted. Action: None
PSSPD132	Change the infrastructure to accommodate the amount of people, cars and parking. Where are all these households going to park.	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Action: None
PSSPD133	Yes I think there should be more areas with more targeted levels of parking, for example, I understand that there is no need to have parking in central Bournemouth, however luxury apartments on the East cliff need parking as they are a fair distance from any shops.	Noted. Action: None
PSSPD134	I live in Bournemouth Road so I need a car but if I lived in Ashley Cross I would not as it is close to the train and shops, I like the idea of cutting car ownership where it is not necessary but the areas need to be more defined.	Noted. The hyperlink to the map on page 27 defines the zones down to address level. This is sufficient to enable users to determine zones for potential planning applications for new development. Action: None.
PSSPD135	The ABCD areas need to be more refined as I live in Bournemouth Road and need a car but if I lived in Ashley Cross I would not need one.	Noted. The zonal approach is set out in section 4 of the document. this shows that the parking standards are applied on a hierarchical zonal basis within the BCP area reflecting different accessibility levels. The hyperlink to the map below figure 26 defines the zones down to address level. This is sufficient to enable users to determine zones for potential planning applications for new development. Action: None.

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PSSPD136	Why are so many homes being built without the proper infrastructure in place - and why are they targeting people who arent from or working in Poole?! surely this isn't supporting the local people or community. this shouldn't be a town for holiday homes. Why are there not more charging points for electric vehicles?	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Public electric vehicle charging points are available in the BCP area this is outside the remit of the Parking SPD; however, the SPD sets clear guidance for a percentage of EV charging points to be provided in new development. Action: None
PSSPD137	The question I would like answered is concerning the snatching of this land, designated as open recreational space for the residents of Turlin Moor. We all know the game played is apply for many and then dwindle it down. However, to build on this area will be a crime. I have made comments on FB site regarding this and am appalled that P BC would even consider such a proposal. I also find your personal questions on this form offensive, since I am 80 years old. Think long and hard before you cover this site with tricky tacky boxes....it can never be returned to re relational use again. No car parking spaces....unbelievable. The whole vicinity would be like NCP!!	Noted. The site referred to in Turlin Moor is an allocation for development in the Poole Local Plan (2018) which will be carried forward in the emerging BCP Local Plan. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD138	At least one parking space per home, it's just not going to work, most people need cars for work, many work outside Poole. Holiday makers with also arrive in cars and need to park. RNLI and Sunseeker workers require car parking too during the day. Perhaps a scheme to allow use of company and church car parks needs to be put in place, so that these can be used during hours when they are usually empty. Many elderly people need cars as cycling walking are not possible.	Noted. The aim of the Parking Standards SPD is to provide detailed guidance for developers and applicants on a range of issues relating to parking. It is outside of the remit of the SPD to provide guidance on the use of private car parks. Action: None
PSSPD139	IMPROVE 22.1 Bournemouth parking facilities IMPROVE 4.1.3 zone B parking proposals	Noted. It is not clear by this suggestion what improvements are being requested. Action: None.
PSSPD140	Change. Please explain where people are meant to park their cars - because there WILL be cars!	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Action: None
PSSPD141	Improve.....look until the infrastructure is properly addressed this survey about new home parking is pointless. Turlin Moor for example needs another access road, Blandford Road consistantly floods due to land heave off the field. If the water services fail there again then Poole town centre WILL be gridlocked AGAIN for several weeks like last time as most of Ham is cut off. From the bridges to the border at Upton and beyond Blandford Road cannot cope with the numbers of traffic at certain times of the day. Building bike lanes there or bus lanes is impractical because the road is too narrow. Please please listen to locals that know the area and speak to us unlike the recently deposed unity alliance. Thank you.	Noted. The site referred to in Turlin Moor is an allocation for development in the Poole Local Plan (2018) which will be carried forward in the emerging BCP Local Plan. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD142	Provide at least one parking space per house or flat on new developments	The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD143	Provide at least 1 car park space for every flat or apartment	The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD144	I can't believe any property regardless of it being a studio flat could be allowed to be built with no allocated parking. Given the huge lack of employment in the surrounding area what links to further employment opportunities are you adding to the area. Or are.you expecting everyone who wants to work in Blandford or Bournemouth to walk the length of Poole to get a bus or train	The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle

Comment ID	Full comment	Officer Comment/Action
		climate change. This is a corporate objective. Action: None
PSSPD145	With the lack of public transport infrastructure the parking provision is clearly inadequate There is already a significant lack of parking in the Poole area and these proposals will make the situation far worse The proposal are high-density and this is not reflected in the parking proposals the lack of parking for the new. It is unclear how the new development can be viable for purchasers without the necessary parking provision and whilst I recognise the desire to 'encourage' people to move away from cars, the reality is that people will have vehicles, particularly weekenders so where will they park, simply denying them space is not addressing the issue?	The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD146	There should not be a reduction in parking spaces without a massive input of a variety of transport schemes which are affordable.	The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD147	Add more parking for those houses to be built. Why is there not planned for 1-2 cars parking per house/flat?	The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD148	Every home should have at least one parking space allocated. Not providing spaces is short-sighted, ill-conceived and does not take into account people's practical needs, the future of electric cars, or reality.	The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. The SPD makes provision for both active and passive EV charging to be provided in new development. Action: None
PSSPD149	Change the decision building in this already restricted area and on a vitally important green space is not being socially responsible or representative of the people in the area, in fact disrespectful of the people that they represent. Why build in this area when there are many brown field sites around Poole that need redevelopment.	The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations and on brownfield sites. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD150	Change do not build any more houses. The roads are already gridlocked, can't get into the school's or docs and no a and e absolutely ridiculous. Do not build any more houses in Dorset !!!	The aim of this SPD is to support the delivery of development to meet housing needs and other economic social and environmental priorities. It provides detail on parking requirements for new development proposals with an emphasis on good design and sustainability. It is a comprehensive document to be used by developers and consultants when they are designing new developments. It will be used by officers to assess parking requirements where planning permission is sought for new development. Action: None
PSSPD151	You need to allow more car parking. You need to improve access routes as additional 3000 homes relate to a minimum of 1 car per family and more likely 2. Not sure how they work these figures out but need to review.	The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD152	Change 4.2 Optimum Parking figures Table 10 C3 Houses. To suggest that 4-5 bedroom houses in Zone B only need one parking space is ludicrous. Living in a residential area we already have on-street parking as the driveways are not able to accommodate enough cars. We live in a beautiful part of the country, but how are we supposed to be able to get to Kimmeridge for example, without a car? Have you considered the age distribution of the people of Poole - are you expecting the 80 year olds to get on their bikes to cycle to Kimmeridge? I understand the ideals but be realistic or the whole of BCP will just become clogged up with vehicles as people cannot park in their own drives.	The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle

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Comment ID	Full comment	Officer Comment/Action
		climate change. This is a corporate objective. Action: None
PSSPD153	Whilst removing cars from our lives is a great ambition, it is unrealistic to provide zero car parking at new developments in Zone A and Zone B. Public transport and active travel can be encouraged, but the reality is that people need vehicles for their daily lives. People need vehicles for work - manual labourers such as plasters, electricians, service industry all have work related vehicles that they need to park. A zero approach to parking will encourage even more displaced parking in areas in Old Town Poole and East Hamworthy that already have parking issues with workers commuting to the town centre. Having looked at the initial plans for many of these developments, most seemed to include underground car parks. If these can be encouraged this will preserve active travels routes, whilst also maintaining a pleasant street scene. Please explain why parking allocation has been reduced from 0.7 spaces to zero. This consultation is not very accessible, why is it not following the national standard? Further, the background information is 70 pages + and the executive summary doesn't pull out the main points properly. Further this survey - I'm not going to comment on specific paragraphs, or using specific terminology, this is completely unrealistic for a public consultation. All digital services (including consultation) should be compliant with government accessibility standards and the format of this consultation will not meet them. https://www.gov.uk/service-manual/helping-people-to-use-your-service/making-your-service-accessible-an-introduction	Noted. The consultation complies with statutory requirements and the council's statement of community involvement. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD154	Change deadline to allow time to read it. 3 days is not democratically fair.	Noted. The consultation complies with statutory 4-week consultation period requirements and the council's statement of community involvement. Action: None.

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Comment ID	Full comment	Officer Comment/Action
PSSPD155	CHANGE THE FOLLOWING TO PLENTY OF PARKING TO PREVENT CONGESTION LIKE LONDON. What it means for Poole Old Town and Hamworthy East, the PQF area. Almost zero parking provision on the Regeneration sites; Sydenham's. Planning permission granted for 374 apartments, 369 parking spaces. The proposed SPD reduces this to a total of 28 parking spaces for this development. Between the Bridges; 459 apartments, 264 parking spaces. Reduced to ZERO spaces.	Noted. The consultation complies with statutory requirements and the council's statement of community involvement. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD156	more double yellow lines	Noted. The Strategic Car Parking Review is being undertaken to implement appropriate on-street parking controls to support the reduced car parking levels set out in the SPD. The SPD is based on best practice and robust evidence including levels of car ownership Action: None
PSSPD157	Reduce all roads to 20mph Roads not A(nn) eg A35. To have traffic chiquanes to slow traffic. Dispense with all yellow lines on other roads except at junctions. On wide straight roads such as "the Avenue" put major traffic calming in place (These roads have become race tracks) Outlaw cycles & electric scooters from all "Footpaths" and the costal promenade (do you even know what the word means?). I notice that you do not allow for "delivery van/ lorry", Ambulance" parking on these crowded developments. Nor are you adhering to your "15 minute" walking to 15 minute a bus service. N.B your proposal for "Beach road" flats have a 1hour bus service for 8 months of year and the during the summer are impossible to get on from Westbourne to Sandbanks & vice versa due to "holiday makers"	Noted. These matters are outside of the remit of this Parking Standards SPD. Action None.
PSSPD158	Add:- I would like to add that the whole idea of building these homes is atrocious, given that the roads in the area are already congested without the regular maintenance and breakdown of the two bridges. This is a total failure in planning for the future of the Poole Hamworthy and Upton area. Would not the residents of these proposed homes need to	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density

Comment ID	Full comment	Officer Comment/Action
	get to work out of town. In order to facilitate this they would need a vehicle, not walk, cycle or public transport for at least 10 miles.	development will be delivered in highly sustainable locations. Action None.
PSSPD159	Parking is a major concern, I live in Lulworth Ave and cars from this development will overflow on to my road which is already congested with Sunseeker employees and park users. Please allow adequate parking. Everyone has cars, make sure they have sufficient parking spaces for their needs	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations. Action None.
PSSPD160	Seriously little or no parking prevision for new builds !!! Having lived on Blandford road between the two bridges for the last 22 years we have been waiting for some good news NO PREVISION FOR PARKING IS NOT GOOD NEWS. The local area is already saturated with Sunseeker staff squeezing into any space that becomes available, I like many others have had to have our curbs dropped and the front of ours houses paved so we have somewhere to park. With all due respect who would want to buy a home without parking the idea is admirable but not realistic. Q1 Who is your target market for these dwellings Q2 Are you thinking new residents have no vehicles or just park them somewhere else. Q3 Do you think that imposing these restrictions on parking availability would put off building developers and hinder development which is already very overdue. Q4 How can you help with Sunseeker employees as there is obviously not enough parking supplied by the employer, we all no that they are of benefit to the town and local economy but allowing employees to saturate the local community flies in the face with what you are proposing.	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations. Action None.
PSSPD161	Bcp parking standards improve to allow 1 parking place per dwelling at least	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle

Comment ID	Full comment	Officer Comment/Action
		climate change. This is a corporate objective. Action: None
PSSPD162	Add more parking for residents and visitors in all areas. Each adult generally needs a car so a one bed would need two spaces etc. As more older children are still at home they also end up with a car and then there are visitors. Failure to accept this means that cars then overspill. It is not possible to live in this area without a car and many people now have one per adult in the house/flat	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD163	There is insufficient parking for flats and houses in zones A and B	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None

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PSSPD164	Whats the point in a document detailing parking standards when you change the development of new housing on the old power station and Sydenhams sites to have just 28 car parking spaces. Are you going to include a clause when buying an apartment there that they cannot use a car? It will just clog up roads/parking spaces in the area. What is the contingency plan if you find people in those apartments need to have a car parking space further down the line?	Noted. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD165	No	Noted. Action None
PSSPD166	Change your mind. Too many houses. Too few parking spaces	Noted. The Parking Standards SPD will support actions of the BCP Council's Corporate Strategy to tackle climate change and ecological emergency by helping to prioritise opportunities to walk cycle and use public transport. It also supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, and improve health and wellbeing Action: None
PSSPD167	Need more parking as the reality is that people use cars. Limiting parking will just lead to dangerous or illegal parking nearby.	Noted. A Strategic Car Parking Review is being undertaken to implement appropriate on-street parking controls to support the reduced car parking levels set out in the SPD. The SPD is based on best practice and robust evidence including levels of car ownership. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD168	Every House or Flat should be built with at least two parking spaces. If you want to see how not to do it visit Harlow in Essex and see what they did in the 1950s when they didn't take any note of the increase in private car ownership. Its all right saying use public transport but there is a worldwide pandemic on at the moment so private car use will increase not decrease.	Noted. Delivering homes in the right places with reduced parking requirements will protect the built and natural environment, protecting heathland and greenbelt. New communities will have greater connectivity and accessibility to places of work, shops and services either by walking cycling or using public transport. Action: None
PSSPD169	Far too many, no doubt they will look like boxes en mass density in numbers in years to come, become tomorrow's slums! Far too many houses planned as per normal rushing through something hoping no one objects too much. The roads are congested as it is. Why dont you get local residents involved planning properly, not the en mass building plan, make the area somewhere that can last and be a place where people will want to live. Also, leisure areas too, the environment has to be taken into consideration. As we are aware areas that have an area for residents to relax is good. What about building eco-friendly properties, solar panel tiles for energy Is this again going to be included in these plans. All very well building en mass properties. Saving energy is top priority too.	Noted. To contribute to creating vibrant and sustainable communities, housing delivery is directed to the most accessible locations focussed on brownfield sites and maximising opportunities for a range and mix of homes in areas where there will be investment in infrastructure. The SPD recognises the need to plan for development where EV charging will be required. The aim of the SPD is to support the delivery of development to meet housing needs and other economic social and environmental priorities. Action: None
PSSPD170	change Table 9 C3: Flats - Zone B needs 1 parking space allocation for Studio/1 Bed and 2 Bed. (Especially in the instance of Hamworthy PowerStation site). Change Table 10 C3: Houses Zone B - 1 bed needs 1 allocated parking space	The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD171	Add parking, change number of houses	The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD172	Change. How will this work with limited parking spaces and the current traffic within Hamworthy to get into Poole as the bridges are always down for repairs?	The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD173	Improve/change the zone definitions, particularly Zone B, and increase the number of parking spaces available for homes in these areas. Many of the district centres listed (such as Moordown and Broadstone) are miles from a main line railway station, while others (Ashley Cross, Hinton Admiral) are in close proximity. It is therefore unreasonable to expect residents of some of these areas to use the railway, while for many others, bus journeys require multiple changes, cycling is unsafe, and walking is not viable due to the distances involved. Therefore, (like it or not) most residents will have at least one (and probably two or more) vehicles at their home. Inadequate parking standards result in overcrowded streets, and vehicles parked on pavements or close to junctions. Most homes will therefore require at least 2 spaces per property in these areas.	Noted. The parking standards are applied on a hierarchical zone basis, reflecting different accessibility levels and are shown in Fig 28. Zone B covers the district centres as they have good local services, shops and other facilities or are in close proximity to a mainline rail station. The SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None.
PSSPD174	Well a readable document which was clear and easier to understand would be a start! How do you expect people to comment on this?! Oh wait, you don't.....	Noted. The purpose of the SPD is to provide detail on parking requirements for new development. It is a comprehensive document to be used by developers, agents and consultants when they are designing new development. It will be used by planning officers, planning committee to determine planning applications. The executive summary conveys the scope of the SPD and throughout the document, the sections have been carefully written to ensure that requirements are clear. Action: None.

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PSSPD175	Reduce building density. More houses, with green spaces and less flats	Noted. The Parking SPD supports the delivery of development to meet the housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD176	There isn't enough parking allowance for the proposed number of dwellings. Where do you expect all the cars to go	Noted. The Parking SPD supports the delivery of development by providing detail on parking requirements. Action None
PSSPD177	Difficult read. Inadequate parking bays allocated for residents' visitor. Simple diagram needed to clarify allocated visitor parking areas.	Noted. Visitor parking requirements are included in each of the use classes shown tables 3-33. Action: None
PSSPD178	I like the detail about cycle parking. I'd like trailer bikes to be considered as well as cargo bikes. I don't know if they are longer or shorter but for people looking for low-carbon freight transport they are a lot cheaper than cargo bikes and so may become more popular. I know that I don't use mine as often as I would like because of a lack of suitable parking places. I would like to see a hierarchy in the priorities given to parking and use of the different travel options with active travel and support for people with mobility problems getting the most support and focus, then public transport, with private cars being the lowest priority. I would also like to see Green Space being prioritised over car parking. Can we not make sure that future car parks are underground ? I would like to see an end to any additional on-street parking, (and a reduction in existing street parking).	Noted. The types of cycles are shown in figure 11 and cycle parking section refers to cycle facilities for bike trailers. The SPD reflects the national and local priorities to reduce the need to travel by private car by encouraging behaviour change. Action: Insert triangular diagram to clearly show the preferred order - walk, cycle, public transport, car. Include text to state: improving the quality, reliability, safety and attractiveness of alternatives to the private car in particular walking cycling and public transport.

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Comment ID	Full comment	Officer Comment/Action
PSSPD179	You need to have decent Infrastructure before you start building residential homes without parking spaces or put a clause on the buying contract saying the properties can only be bought by non-car owners and people that work in the vicinity. Green living is great in theory, but most people have to travel to get to work places that are not covered by public transport!	Noted. The Parking SPD supports the delivery of development to meet the housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD180	As ever these documents are mind blowingly complex are certainly not intended for those of us ordinary folk who live in Bournemouth, and who regard the council's determination to build more and more flats, rather than family homes, as a nightmare. Of course, flats will house more and more people (and gain more council tax) AND their cars, making Bournemouth one of the most congested towns in the country, but no one really benefits because no major employers seem to be attracted to the area. As the infrastructure: water, sewage etc, how much more can the area take? If a block of flats comprises say 60 individual apartments, how many parking spaces will it have on-site? How many additional spaces on-site for visitors? How many will be expected to park on the road? If there are insufficient spaces then why will it be acceptable to have more on street parking?	Noted. The Parking SPD supports the delivery of development to meet the housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD181	Change. Need more parking..I own a house in Carter Quay/ Stabler Way & parking is difficult anyway. Why so few parking spaces and the obvious impact on current local residents?	Noted. It is a corporate objective to encourage sustainable travel. In July 2019, the Council declared its commitment to addressing a Climate and Ecological emergency. This was a fundamental shift in corporate direction to reflect the wider global movement towards taking quicker and more direct action to reduce carbon emissions, including the aim of making BCP Council carbon neutral by 2030 and the Bournemouth, Christchurch and Poole region carbon neutral ahead of the 2050 national target. A key part of the response to this declaration will be to encourage reduced car travel journeys and promote more sustainable forms of travel (which is also supported by the Government's recent publication "Decarbonising Transport"). Limiting the amount of parking spaces in development in key areas will contribute to helping reduce car ownership and reduce journeys by car. Action: None

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PSSPD182	It seems to me that this document dramatically changes parking standards for new development - such that there will, if it is affected, be no parking for owners or users of property within the redevelopment areas around Poole Town Centre. This seems an extraordinarily draconian policy given the Council's apparent weakness in more sensibly dealing with the congestion caused by residents here already, in the conurbation today. I can accept that people living and using these development areas must be encouraged to minimise car use for local trips; but I find that the document gives me no information on how the Council is going to ensure its part in making that happen and allowing them to lead happy healthy lives. It seems to me that the Council must do that, too in this documented policy, if it is to make the positive contribution to the future of these parts of Poole and conurbation it wants to do. If these developments are to prove attractive to people, and we want them to, surely, then some accommodation of car users must be made and be made evident in this same documented policy. If people cannot park or garage their vehicles privately then the corollary of this proposed policy is that the Council must, at one and the same time as introducing this SPD, explain the associated actions it will take to secure satisfactory public and private transport arrangements so as to allow people easily to go about their daily lives. Pedestrian and cycle modes can be covered by clear drawings of the proposed arrangements in these planning documents and site-specific ones but the council's policy of support for their priority provision must be adequately explained here too. High quality public transport services are pre-requisites in such areas yet I see nothing here on the Councils' intentions to secure a level and standard of service that will demonstrate to people that they will be able to rely on such services once they are resident. Car clubs can also be expected to be essential pre-requisites; what is the Council doing to ensure their availability in these areas. Moreover, how is it going to satisfy a disbelieving advance purchaser that they will be available? Will there be sufficient parking space given over to these in the common parts of the areas? Private parking for locals and visitors is also necessary if the areas are to work satisfactorily, despite this SPD. Presumably this might be multi-storey over or underground arrangements, on street or parking lot at ground level; but if people are to be persuaded to buy or rent in the area then this provision needs specifying within this document too. While I appreciate this document is not intended for the end-purchaser to peruse; which is the implication of some of my comments above, some of the consequences of this policy will have big effects on the areas concerned, such as provision for private parking, car clubs , public transport arrangements etc. Effects that are	Noted. The Parking SPD supports the delivery of development to meet the housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. The SPD provides extensive and detailed layout and design guidance for cycle provision in section 3. Car clubs and car sharing are covered in section 5. Action: Strengthen opportunities to deliver car clubs with greater than 20 units on site provision of at least 1 car club bay will be expected. For developments of fewer than 20 units an equivalent financial contribution towards an existing car club will be sought.

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	essential features, inevitably of the final development and therefore essential pre-requisites for the developers themselves to take into account at the design stage.	

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Comment ID	Full comment	Officer Comment/Action
PSSPD183	Where do you expect them to park? Living in Border Road, we'll soon see congestion through the roof. How do you expect to overcome this?	Noted. The Parking SPD supports the delivery of development to meet the housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD184	It's crazy that there is so little parking. I understand the want for more cycling and walking, but the majority of people still have at least one car. There are no other options locally for them to be parked. It's going to cause chaos and I doubt seriously there will be many people wanting to buy houses / flats without parking, so they'll end up sitting empty	Noted. A Strategic Car Parking Review is being undertaken to implement appropriate on-street parking controls to support the reduced car parking levels set out in the SPD. The SPD is based on best practice and robust evidence including levels of car ownership. Action None.
PSSPD185	None. I am very much in favour of development of Poole and Hamworthy area as much of it has been in decline. I am however concerned that the impact of hundreds of flats without parking allocation will lead to overflows, poor parking and dangerous roads. As a parent and cyclist in Poole, this greatly concerns me.can the planners please advise how many homes will not have parking spaces and where they expect the average 1.3 cars per household to park?	Noted. A Strategic Car Parking Review is being undertaken to implement appropriate on-street parking controls to support the reduced car parking levels set out in the SPD. The SPD is based on best practice and robust evidence including levels of car ownership. Action None.
PSSPD186	CHANGE . The area next to the twin sails Bridge, would be better if it was a small corner of housing with a shopping outlet and part marina. This would bring more investors into Poole. I was born here, and our roads cannot cope with more large scale housing as it would eventually put people off coming here. I'm against building more homes	Noted. The Parking SPD supports the delivery of development to meet the housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle

Comment ID	Full comment	Officer Comment/Action
		climate change. This is a corporate objective. Action: None
PSSPD187	add: the parking bay width of 2.6m seems a little narrow, wider bays needed in the middle if there are a group of three bays together. I accept the theory of getting people to walk/cycle. However many of these properties will be occupied by young working couples. Where will they work? Certainly not within walking/cycling distance so how do you envisage they will get to work? The current bus service to Turlin Moor is experiencing many problems to the extent there is talk of withdrawing it. The train service from Hamworthy is not very good and people will be reluctant to leave their cycles near to a troublesome area.	Noted. The site referred to in Turlin Moor is an allocation for development in the Poole Local Plan (2018) which will be carried forward in the emerging BCP Local Plan. The Parking SPD supports the delivery of development to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Parking space dimensions are sufficient for the majority of cars. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD188	Please remember that people need to live/ work/ socialise etc etc and that sometimes , a car is the only sensible way of getting from place to place either because of poor bus service availability/ mobility/ time of journey other than by car etc etc. Whilst the aims may be in line with Govt policy and ' inducements' , they ignore how people need to live their lives. Covid of course does not help, but I'm ignoring this as a long term factor - maybe foolishly	Noted. The Parking SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Parking space dimensions are sufficient for the majority of cars. Action: None Action None
PSSPD189	Cars are a fact of life whether for residents, visitors,care workers, delivers etc. The cycle mania following Covid is just a blip deal with it don't shove it down our faces. Minimum 1 space for residential unit large enough for the larger than average family vehicle with electric points for charging (the way ahead eco friendly. Not that long ago in a student block, a group very likely to cycle not own a car, they asked for the unused cycle store to be converted for communal use. Otherwise you will just create parking problems on the streets. Real life against your Utopia.	Noted. Noted. The Parking SPD supports the delivery of development to meet the housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. The SPD section 3 sets out requirements for EV charging provision in new development. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD190	Improve, I would like to see the dimensions of ALL parking bays increased particularly the width, all vehicles now are much bigger than 30 or 40 years ago, even a mini is no longer a mini size. So I would like to see all bays 1 metre wider than what they are at present, even parked perfectly within bay boundaries it's very easy for car doors to damage the vehicle parked alongside, this must be obvious to all planners and public alike. This does mean less spaces in a defined area but I consider this absolutely vital as vehicles are not going to get smaller, you only need to be of a larger stature or a gust of wind to cause significant damage to a neighbouring vehicle. Supermarket parking is a prime example of this, some have put in a limited number of larger spaces and the disabled and the parent and child bays are fine but what about the majority of everybody else. There should be a legally required minimum.size for all developments and that size must be a metre bigger than they are now, this should be a condition of ALL developments commercial and residential. I consider this a must.	Noted. Across the conurbation there are varying standards of bay size from the legacy parking standards. The new size requirement for a standard parking spaces of 2.6m x 4.8m caters for a wide range of vehicles and provides some side width to allow for ease of use. Action: None.
PSSPD191	Add more car parking	Noted. The Parking SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Parking space dimensions are sufficient for the majority of cars. Action: None
PSSPD192	Change	Noted. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD193	Change. To build new properties with inadequate parking is nonsense. Public Transport is very expensive and unreliable in the area. Parking will be pushed out to other parts of the neighbourhood creating chaos. How on earth is taking away lovely, green space that people use to relax and walk regularly good and green? Free space is becoming sparse in the Poole area, building on what's left shouldn't even be being considered!	Noted. The Parking SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. A Strategic Car Parking Review is being undertaken to implement appropriate on-street parking controls to support the reduced car parking levels set out in the SPD. The SPD is based on best practice and robust evidence including levels of car ownership. Action : None
PSSPD194	Change - please reconsider building houses on Hamworthy Recreation site, we need open spaces for people to enjoy, exercise and fresh air are key for many people, this has been especially important during 2020. The council should be encouraging exercise so that we do not have so many obese people. Hamworthy Recreation and the Nature Reserve are enjoyed not just by people but also a variety of animals. The roads around Upton and Hamworthy especially Blandford Road can not cope with any more extra traffic, it is already like one giant car park during rush hours. Upton and Hamworthy does not have the infrastructure to cope with that amount of houses and that much more traffic.	Noted. The site referred to in Turlin Moor is an allocation for development in the Poole Local Plan (2018) which will be carried forward in the emerging BCP Local Plan. Action : None

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Comment ID	Full comment	Officer Comment/Action
PSSPD195	Is there a tie-in between these standards and the specifications/contractual arrangements for provision of bus services in BCP? It seems pointless to me to designate certain zones without some certainty that existing bus provision is to be maintained and preferably extended. This matters particularly in Zones B and D. Whilst at present, for instance in Highcliffe and Walkford, there is reasonable bus provision connecting to main centres both in BCP and in New Forest District during the daytime, it disappears in the evening. So a comprehensive style of living, including cultural events in the evening, will normally require car ownership as a matter of course. Were the buses to be guaranteed into the late evening, far fewer cars would be brought out onto the road after working hours. Additionally, the bus services that there are are very linear, point to point. Where is the recognition that journeys to work are more complicated than just getting from one main centre to another? Residents will continue to need cars to get to work if their place of work is a twenty minute walk from the nearest main bus service. There is such an intimate connection between bus service provision and car parking at the domicile that I should have thought that the two issues cannot be dealt with separately.	Noted. The zonal approach is applied on the basis of differing accessibility levels. It is assumed that where there is greater accessibility, there will be greater opportunity to travel by public transport, cycle and walk. The Parking SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action : None
PSSPD196	Add, change and improve a version of this document that does not require the reader to (a) have a degree in urban planning (b) a law degree and (c) the patience of a saint to read every word ! Seriously folks how many actual, ordinary people do you expect to truly read this ? For a start it requires not only high literacy levels, but perfect eyesight AND access to a computer ? In terms of accessibility this document and your consultation process fail at every level. I have no wish to disrespect or belittle the people who created the document - it is obviously a thorough and detailed piece of work, but it is not an "end user" document , rather an excellent Councillor/Officer briefing one. Please work with groups such as Access Dorset and Diversity Abilities as well as with your own communications staff who produce documents for the public to formulate clear and simple material. Break the information down into manageable pieces FROM THE POINT OF VIEW OF THE PUBLIC and put all the statutory/legal information in appendices (with appropriate references in the text). Of course the legal aspect is vital, but people need to understand what changes/new procedures would mean in the real world. Have you thought about making a video/animation to help demonstrate some of the issues ? Bournemouth University has a world class media faculty, you know ! Also what about an audio version - the local Talking Newspaper charities would be a good place to start. I	Noted. The SPD will ensure that that the Council has a single, up to date and consistent framework for parking standards for new developments coming forward in the BCP area. It is a comprehensive document aimed at applicants, agents and developers to ensure that they have the detailed and comprehensive guidance needed to design development which aligns with the BCP Corporate Strategy objectives of contributing to carbon reduction and promote modal shift to more sustainable forms of travel. The SPD has an executive summary which clearly sets out the scope of the document. The consultation accords with statutory regulations and the adopted Statement of Community Involvement. However, we recognise that improving public engagement in

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	know things are very tough for BCP (& the country !) due to coronavirus and I know that there are obvious cost implications to implementing a more accessible format & consultation process, BUT unless plans are available to ALL, we will all lose out in the end.	the future will improve when the Covid 19 pandemic is over. Action: None.

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PSSPD197	Exec Summary Para 6: "the availability of car parking can have an impact on how people travel and encourage a modal shift to non car alternatives including walking, cycling and Public Transport" DELETE. Whilst true at destinations (for example the disastrous impact of high car park charges on Poole and Bournemouth town centres) there is no evidence offered to suggest that residential car park provision has this impact. In fact it is only the provision of viable alternative transport methods that can do this. Exec Summary Para 7: "... by behaviour change and ...". DELETE. It is the planners job to ensure that houses and buildings meet the needs of the occupants and users, not to seek to change behaviours and engage in social engineering. 1.1.3 "New communities will have greater connectivity and accessibility to places of work ...." DELETE whole paragraph. No evidence to suggest this bill be true. Just wishful thinking. Look at the new and proposed developments in the Merley/BearCross area where there is no increase practical in connectivity and accessibility either by walking, cycling or public transport 1.1.7 "Accessibility to public transport and local services reduces the demand for car ownership..." IMPROVE. All we can say is that it may reduce the demand for car use. Occupants may have many reasons to still own a car: visiting distant friends and relatives, a change of job to somewhere inaccessible by public transport, shopping expeditions to specialist outlets, visiting sons and daughters at university, going on holiday. I find this assumption that people live their lives within and 800m circle absolutely absurd and we need houses that have the flexibility to accommodate many different lifestyles. 1.1.9 "If policies are not developed to effectively manage the levels of parking associated with a new development, this is likely to intensify existing on street parking pressure". Agreed. The first policy must to ensure that adequate car parking is provided in the first place to prevent the problem. CHANGE to "... developed to effectively ensure adequate levels of parking...) 1.3.1 "Parking is a key component that decides how people travel and how they choose to live". DELETE. Not true, no evidence offered. They choose how they want to live and if that means owning a car then they will choose not to live in Bournemouth, perhaps commuting in to their job instead of living nearby. 2.1.2 "....parking standards... should take into account ....car ownership levels". This standards do not do that. They seek to impose car ownership levels rather than plan to meet them. Table 9 C3 Flats and Table 10 C3 Houses. CHANGE. This document has quoted 53.6% current household car ownership in Bournemouth town centre and 80% car ownership in suburban areas. It has not considered how many households have multiple cars (eg. because husbands, wives, sons and daughters work in different locations). So as a minimum Zone A will require one parking space for every two 1-2HR residences in the top Left hand corner. This shows	Noted: The Parking SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. A Strategic Car Parking Review is being undertaken to implement appropriate on-street parking controls to support the reduced car parking levels set out in the SPD. Action: Para 1.1.7. make change as suggested.

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	how completely inadequate the figures these table are and how much they do not represent how people live today and will continue to live. The BCP Council will not break the love affair the British people have with their cars. People will not give up the convenience of door to transport at any time and why should they? With the advent of EV the pollution issues will be solved and motoring will become more acceptable. For a planning document to pretend otherwise is to put wokeness before reality. This housing developments will be inflexible to peoples lifestyles and unsaleable to anyone without a car, which discounts the vast majority of the population. We should stop putting the profits of the property developers above the actual needs of real families and people. Much is made of the 46.4% of households in Bournemouth town centre do not own a car. What is the demographic of Bournemouth town centre? What the area being considered? what is the total number of households within the are? how many old people? how many students? etc. Surely the means that any residential new building must provide at least one car park space for every two residences otherwise theimpact of on street parking will be disastrous. What are the current parking standards applied to Flats and Houses across the BCP area and how are they different to the proposed? Please provide figures for current car ownership across the BCP area	
PSSPD198	Page 22: The units should be labelled properly: kW, A, V (not kw, Amp, v).	Noted. Action: Make changes as suggested.

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PSSPD199	Change your plan, add parking, improve peoples lives	Noted. The Parking SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD200	All long winded to protect the developers to not supply any parking if they can help it. EVERY BEDROOM BUILT SHOULD HAVE 1 PARKING SPACE....straight forward rule, 3 bedrooms, 3 spaces etc	Noted. The Parking SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None

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PSSPD201	I support encouraging people to walk, cycle and to use public transport. But the policies being followed by BCP and further presented in this plan are grossly naïve. It is not possible to manage parking by only addressing off street parking within the town centre. There has to be a holistic approach that includes management of on street parking. At present we have a complete mis-mash of on street parking and parking enforcement. We have roads with parking restrictions that are not policed by enforcement officers. We have roads with no parking restrictions, which is very unusual, for a town centre location, these prime parking positions are often occupied by the same vehicle for days, weeks and in some cases months. We do not appear to have any resident parking schemes and we do not appear to have any clear joined up policy of charging for on street parking. My comment in respect of this plan in relation to the town centre area is that it has no sound foundation and it is not sufficiently developed to be presented for public consultation. It cannot succeed going forward without ample development of objectives and a strategy to achieve defined objectives.	Noted: The Parking SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. A Strategic Car Parking Review is being undertaken to implement appropriate on-street parking controls to support the reduced car parking levels set out in the SPD. The SPD is based on best practice and robust evidence including levels of car ownership. Action: None.

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PSSPD202	Change: Section 4 Parking Standards, C3, Tables 9 &10 Flats and Houses. Zone B to have 1 Parking space throughout except 4HR & 5 HR to have 2. Also identify separately provision of Visit spaces, e.g. 0.1 per Flat & House. I would like to see the maximum car parking standards set at what I would describe as a more realistic level (above). My reading of NPPF (2019) is that planning should be such to encourage "active transport" e.g. walking and cycling, reduce the need for private car journeys and also facilitate private ownership of greener powered vehicles, e.g. though electrical charging points and infrastructure. The intention is not to unreasonably deny people the huge benefit of private car ownership. UK Governments continue to recognize the importance of private car ownership to the economy as a whole but this applies equally to the Poole and Bournemouth region. Yes, private car mileage is a great luxury and damaging to the environment and yes it must be reduced, at least until such time as "greener" vehicles are generally affordable. But this reduction must be done carefully and in a way that doesn't cause excessive hardship, damage livelihoods and contract the aspirations and options people now expect. The NPPF (2019) states as one reason for setting maximum car parking standards, that there should be a clear and compelling justification that they are necessary for managing the local road network. Q1: Do BCP consider that this applies, for example to the proposed development on the old power station site? Q2: If so, has the required justification been produced, documented and made available to the public for inspection and comment? Q3: Does the justification take account of the significant reduction in congestion that will result from: a) the construction of a link road to the Port, b) the completion of ongoing road works, c) the optimisation of traffic light systems and d) delivery of reliability from the twin sails bridge? A further reason for setting maximum parking standards identified in the NPPF is for optimising the density of development in locations well served by public transport: Q4: Do BCP consider that this also applies, e.g. to the aforementioned old power station site? Q5: If so what is the criteria for "optimisation" used by BCP? For example optimisation is not the same thing as maximisation (of development density), if the residential properties built fail to meet the needs and aspirations of a balanced spectrum of residents or if the demand for such properties is simply too low to ensure full occupation. Q6: Have BCP considered the needs of that part of the workforce for whom private vehicle ownership is essential to job function, for example Doctors, Health Visitors, Care Workers, Tradesmen, Utility workers, Consultants, cross-site workers, inspectors of various kinds, factory workers at out of Town Industrial Estates. Q7: Have BCP considered the needs of residents who require	Noted: The Parking SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. A Strategic Car Parking Review is being undertaken to implement appropriate on-street parking controls to support the reduced car parking levels set out in the SPD. The SPD is based on best practice and robust evidence including levels of car ownership. Action: None.

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	visitor car parking spaces for sources of support and family connection, particularly the elderly and young families?	

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PSSPD203	Improve Parking Allocation. Why so inconsiderate towards local residents?	Noted. The Parking SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD204	Yes having lived in the US for nine years the best parking solution was plaza parking for all retail outlets and every apartment complex had parking for all residents at side and rear. I appreciate that you want everyone to use public transport or go on a bike but when you get older you really don't want to get wet or cold cycling or waiting for a bus.	Noted. The overall aim of this SPD is to set out parking standards in new residential and non-residential development to provide clear guidance and certainty to applicants, developers and agents when designing new development. This Parking SPD aligns with the BCP Corporate Strategy objectives of contributing to carbon reduction and promotes modal shift to more sustainable travel to recognise the council's commitment to respond to the climate and ecological emergency. It has been screened for equality impact assessment. Action: None
PSSPD205	Change: there is planning permission granted for various sites in the regeneration area which include parking spaces, albeit it not 1 space per unit but close, the SPD will reduce parking to almost zero parking spaces. We do not have the infrastructure in place to accommodate all of the proposed accommodation and with COVID 19 nobody has faith in the use of public transport. The Canford Heath Park and Ride car park is currently a COVID testing station. Improve: Two of the regeneration sites are currently used as staff car parks for Sunseeker and RNLI, what provision will there be to replace these current car parks. If a reasonable solution for the loss of these car parks is not agreed on, these main employers in Poole may loose their staff or have to relocate to another part of the country.	Noted. The Parking SPD provides detailed and comprehensive guidance to deliver on a range of economic, social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle

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		climate change. This is a corporate objective. Action: None
PSSPD206	Add carpark spaces, atleast one per house and flat. improve the roads around the area as when it's rush hour it's bad enough now you are adding 3000 new properties, more then three quarters have no parking. Where is everyone supposed to park? Why not add underground parking? Or just put in a car park free for residents!. All side roads will be blocked with cars.	Noted. The Parking SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD207	Make parking bays wider than current inadequate standard. If less cars are expected on the roads/carparks then making the spaces wider is sensible, particularly for older folk who find parking and getting in and out difficult. Often cycling and walking is not an option for older people.	Noted. Across the conurbation there are varying standards of bay size from the legacy parking standards. The new size requirement for a standard parking spaces of 2.6m x 4.8m caters for a wide range of vehicles and provides some side width to allow for ease of use. The SPD is not suggesting that every single trip has to be made by bike, or that everyone has to cycle. Instead cycling and walking should, however, be made an easy option for those that want to use it. Action: None.

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PSSPD208	Improve C3 Table 9 Flats. Does not appear to allow for residents ability, occupation, place of occupation, etc. No visitors = No Carer visits. No allowance for key or shift workers who may need car when no public transport available. Unallocated parking leads to conflict especially with previous mentioned occupations. Biased towards rich who can afford larger properties. No provision made for disabled parking. Developments of only 1 or 2 Bed flats in some areas would have no parking spaces. Improve 3.6.4 Table 1 Should be 100% Active to avoid conflicts. When are you going to survey residents as why the use a car? Current infrastructure is built around cars etc and until a replacement is planned it is no good creating this type of SPD. No car means no holidays in uK. No visiting relatives. Disabled have to stay at home. No Carer visits. No unsocial hours for workers. No going to weddings, funerals etc. Reverse Beeching cuts.	Noted. Visitor parking requirements are included in each of the use classes shown tables 3-33. The SPD covers disabled parking guidance in section 3 and appendix A. EV Charging provision is considered to be reasonable. Action: None
PSSPD209	This is a stupid survey that does not work on small tablets such as an iPad. Answer is one long sentence with no paragraph breaks. Cannot easily edit or change. Cannot enter a full post code	Noted. Action None
PSSPD210	Change - the reduction in parking places for the Regeneration area in Poole are, I feel, too draconian. I am sure short-term parking for visitors, Dr.s etc are intended. I know that alternatives to the car need 'the numbers' to make car clubs, public transport, employers providing transport for their employees, etc viable. I feel some permanent spaces are necessary though not the number originally envisaged. I also appreciate Poole High St needs more footfall before it becomes attractive to businesses and decreased car use could help this.	Noted. The Parking SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Visitor parking requirements are included in each of the use classes shown in tables 3-33. Action: Strengthen opportunities to deliver car clubs in Zones A & B.

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Comment ID	Full comment	Officer Comment/Action
PSSPD211	Change 4.2 C3 Table 9 Flats. Does not allow for disabled so breaches Disability Discrimination as a Development of only 1 or 2 bed flats in Zones A or B would have no spaces for disabled residents, visitors or career visits. Does not allow for type of resident or occupation. EG Carers, key works, shift workers etc. Change 4.2.6 Unallocated parking. This approach can only lead to conflict between residents, especially if spaces limited. Discriminates against shift workers etc working unsocial hours. Also leads to conflict if EV bays are used by non EV vehicles. Change 4.1.3 Not all parts of Hamworthy have an adequate local transport provision. Harbour Reach and Carters Quay etc are prime examples of a very poor provision. Change 3.6.4 All bays should be Active.to avoid conflict if provision is lower than actual vehicles. Change 4 Parking Standards. Does not appear to take into account that residents in Zones A & B may have relatives in Zones C & D. Does not address the lack of general transport infrastructure. Until that is improved residents in Zones A & B, especially families, may not be able to take holidays in the UK, visit relatives in other rural parts of the country. it Will be easier to take holidays abroad. Until the rail network cuts/closures of Beeching etc are reversed to enable easy access to all parts of the country most residents will still need cars. All schools are not the same and some children may have to go outside their allocated areas. Parents cannot be in two places at the same time.	Noted. The Parking SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. The SPD covers disabled parking guidance in section 3 and Appendix A. Action: None
PSSPD212	CHANGE: Paragraph 4.2 Optimum parking figures. Evidence? Assumptions of likely demand for parking are grossly underestimated. Even if public transport was much improved and however much cycling/walking are encouraged, people still expect to own a car for longer or more complicated journeys. Lack of parking will not dissuade them. Building massive developments with inadequate parking will cause chaos where there is already great pressure.	Noted. The Parking SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. The SPD covers disabled parking guidance in section 3 and appendix A. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD213	Change the completely unrealistic parking standards for the central urban areas. As a Chartered Surveyor with 50+ years experience, I know that development schemes only happen if they are financially viable or if subsidised by the public purse (ie: us). Failure to provide on-site car parking will mean that apartments are unsaleable and commercial premises difficult to let. Thus developments will not go ahead and sites in urban centres will remain a wasteland - just as West Quay Road has been for the last decade. Are you living in the real world?	BCP Council has significant housing and other development pressures to meet the long term needs of the area. The right balancing between promoting modal shift and deliverability needs to be reached. In July 2019, the Council declared its commitment to addressing a Climate and Ecological emergency. This has given rise to a fundamental shift in corporate direction and take more direct action to reduce carbon emissions, with the aim of BCP Council becoming carbon neutral by 2030. Action: None
PSSPD214	Is there any consideration being given to the residents of Zone A and the seemingly endless reduction in parking spaces in Zone A. Also this parking problem could be much improved if the council made greater efforts to stop non Zone A permitted vehicles parking in Zone A. Outside the Angel would be a good example.	Noted. Car parking restrictions such as controlled parking zones are expected to be delivered through the Strategic Car Parking Review (SCPR). When completed, this will form a new single strategy for the provision (availability), operation, pricing and enforcement for parking across the highway network including car parks. This is closely linked to the BCP Council Parking Standards Supplementary Planning Document and will support the emerging Local Plan to deliver the sustainable growth and provide viable, vibrant and sustainable communities well into the future. It is a corporate objective to encourage sustainable travel. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD215	The many new properties planned in Poole Town centre as well as the expected change of use of building from offices to residential will mean that there is a high-density of habitation. Whilst in an ideal world (Wriiten by someone where environmental issues are high on my agenda at work and home) we would want to reduce motor vehicles. If we are to make Poole high street a vibrant and busy place with events running there has to be sufficient parking. As a resident of the old town we are constantly reporting illegally parked vehicles on the pavement and outside the guildhall for people who do not have a permit, which limits those spaces for people who have to have vehicles for work. For example my husband travels to visit elderly people to care for their feet - he needs his vehicle and could not provide this service without one! There has to be allowance for caters to who we have seen trying to park so they can take care of their patients.	Noted. The Parking SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Visitor parking requirements are included in each of the use classes shown in tables 3-33 Action: None

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PSSPD216	change. 4.12.. Zone A Houses have regularly 2 or 3 cars per household (they have where we live). these are not used for accessing the town, but for work in areas where public transport does not go. Also, these days houses have more than one person who needs transport to work/ leisure activities, (Nowadays many children no longer leave home due to house prices), where public transport does not go. To remove any parking for new developments in zone A is consigning these people to a very restricted life where they have no freedom of choice, to be able to get to places away from the public for mental health reasons. Or if there is an emergency with remote families etc, they will not have the faciltiy to react quickly. Public transport is still not able to access all areas, not regular, not frequent, not affordable, not reliable, not efficient, still has to go on roads used by other transport, nor is it comfortable nor respectful of personal space, and under current COVID restrictions, low priority transport. Cycles or electric bikes are only good for short journeys, not for shopping outings, nor for accessing distant areas where public transport does not exist. Public transport currently is just for accessing the restricted areas where they serve, nowhere else. by removing the access for people to a car, removes their ability to move freely around the country. Rather, that car parking is prioritised for electric cars where possible. make the new housing developments sustainable and green. Have a direct independent light rail system directly into the centre of town and all areas normally accessed - such as industrial estates, out of town shopping centres, and leisure centres. This can also apply to make a direct superhighway just for bikes. Nobody is going to use a bike in inclement weather when a car is more comfortable, cheaper, immediately accessible, and goes almost everywhere. Also these 'bike only' houses will still need parking for visitors with cars, delivery vehicles for online food and other shopping which will have to become the norm. Until a truly integrated countrywide travel system is put in place, we still need cars. we need all houses at least one car park available. Building under each house will remove the need to use recreational space for parking. The old power station is perfect for this type of construction due to the concrete sub base, and also will keep the houses above any potential rising sea level.	Noted. The Parking SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None

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PSSPD217	Improve? I was amazed to see the various of cycles in the relevant table (Fig 11) and was wondering how some of the larger versions would fit into proposed cycle lanes of new road improvements eg Wallisdown Road proposed 2 way cycle routes, which look like a disaster waiting to happen. Presumably if car lifts or stackers were used they would only be suitable for ambulant people since elderly or disabled people would need additional room and/or time to offload mobility aids etc. The length oh time to view and comment on such a detailed and complex was totally unsuitable, I only received the email 3 days before the deadline. When calculating zone area dimensions do you take into account the gradient of the route being walked, since this can have a marked effect on both very old or very young legs. Whilst it is a good idea to improve facilities for new build developments with additional cycle storage and car charging facilities for electric cars, since no more land is being provided to facilitate this items, isn't there a danger that the size of the buildings will need to be reduced to provide such arrangements which some occupiers may never use?	Noted. The SPD takes a zonal approach to parking standards reflecting the different accessibility levels in terms of access to public transport, services, shops and other facilities. Zone A Main centres have the highest level of accessibility, with Zone B generally smaller and so on. BCP Council has significant housing and other development pressures to meet the long term needs of the area. Directing development to the most accessible location will reduce the need to travel by car. The right balance between promoting modal shift and deliverability needs to be reached. In July 2019, the Council declared its commitment to addressing a Climate and Ecological emergency. This has given rise to a fundamental shift in corporate direction and take more direct action to reduce carbon emissions, with the aim of BCP Council becoming carbon neutral by 2030. Action: None
PSSPD218	IMPROVE : 4.2 It appears that there is very little provision for parking for residents. The very large development that is proposed for the Power Station site, West Quay Road and near Poole Quay will result in areas like Hamworthy turning in to parking areas for visitors. It is irresponsible to build so many dwellings without adequate parking provision.	Noted. The Parking SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None

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PSSPD219	1.1.5 There is no evidence apparent on the ground that restricting parking provision reduces the number of vehicles. This may work in high population density cities but, in Bournemouth, just consumes every metre of roadside. The “quality” of developments is adversely effected by the results of not providing adequate, let alone “generous” parking requirements. 1.1.5 “Quantum” could usefully be replaced by “quantity” (unless some other meaning is intended, in which case it could perhaps be explained). 1.1.8 Car ownership may be declining but van ownership (or custodianship) at home is visibly increasing with the decline of the “builder’s yard” and the increase in home delivery vehicles (eg Amazon, supermarkets) whose drivers operate from home. 1.1.9 It is not clear that the logic here follows: reducing parking provision will increase on-street parking but reducing the availability of on-street parking does not address the ownership of vehicles (including vans). 3.3 As a cycle stand user, I have noticed that some local roadside stands are installed on slopes. Even a gentle slope can make bicycle lock-up a tedious process. This could be simply alleviated by providing a a (very) low stop perpendicular to the stand, sufficient to stop a bicycle rolling away. (4.) The zonal approach seems to assume that those in in the “centre” zones need only to travel regularly to destinations easily connected by public transport. Delivery drivers with vans, taxis and any workers more than a short distances from their place of work will still need personal transport. Example: Person living in Bournemouth and working in Christchurch (which I did for many years). Table 10 (in section 4) seems to defy reality. Affording a house purchase generally demand a couple, both in employment, who generally work separately and often not able to use public transport. Once children are included, one partner will typically use a personal vehicle for “school run” and related child support purposes. Most cases point to the need for two vehicles per house, with more potentially to support older children (as the age for leaving the family home increases, partly due to above affordability issues). Similar comments apply to Table 9. Comments about company-owned, employee parked vehicles (notably vans) apply to these and to Table 12. 4.3.3 Such surveys must include allowance for van ownership (or custodianship) at home from the increase in home delivery vehicles (eg Amazon, supermarkets) and others whose drivers operate from home. Vans are both larger than cars and also present visibility hazards (being generally entirely opaque as well as taller/wider than cars). 5.5 What measures are proposed to bring such clubs into existence? Until they exist, it seems unwise to assume any beneficial effects upon parking demand. 5.9 What evidence is there that such a CPZ does not just move (and increase) parking stress around its boundaries? How will this be addressed? The document does not address the issue of on-pavement parking. This causes difficulties	Noted. The SPD will ensure that that the Council has a single, up to date and consistent framework for parking standards for new developments coming forward in the BCP area. It is a comprehensive document aimed at applicants, agents and developers to ensure that they have the detailed and comprehensive guidance needed to design development which aligns with the BCP Corporate Strategy objectives of contributing to carbon reduction and promote modal shift to more sustainable forms of travel. The SPD has an executive summary which clearly sets out the scope of the document. Action: None.

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	for pedestrians, including damage to pavements as well as restricted walking space. It also gives restricted sightlines as some vehicles park on the road and some on the pavement. Having personally had a vehicle driven quickly at me in the process of parking on the pavement, I also consider it a danger: as driving on the pavement becomes normalised, it becomes less safe for pedestrians. Why not follow the example of London and ban this? There may need to be exceptions for some particularly narrow roads (eg housing estates built without adequate parking space) but much of the conurbation could benefit from this.	

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PSSPD220	Improve 1.4.2 the council states it does not control the private car ownership which means that people will still continue to use them . It is not practical to do a weeks shopping for a family and collect this on a bicycle or to go on holiday . The council is removing the individuals freedom of choice or making them park elsewhere in the area which. Causes the parking issue to just be moved else where . Every new property should be allocated one space which will improve the situation. Where do the staff who work at Sunseeker Park in this new area ? At present the only parking is across Poole Bridge in a council car park which is expensive .There is a move to persuade people to drive electric cars and these will still need to be parked somewhere .i believe that the number of houses should be reduced to allow for more open spaces for parking and tree planting . Also if some of the residents in the poole area are elderly they will not be able to cycle as the plans suggest .	Noted. The SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD221	As usual a long winded document that could have been reduced and made a lot clearer.	Noted. Action: None
PSSPD222	Stop this madness now, streets around will be 1 way and no room for emergency vehicles. BCP should not be in a race to increase rates income at any cost.	Noted. Outside the remit of this SPD. Action None.

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Comment ID	Full comment	Officer Comment/Action
PSSPD223	I would like to commend the Council for taking an active approach to reaching the national target of net-zero emissions by 2050. The Council recognises its responsibility to make the Bournemouth, Christchurch and Poole region carbon neutral ahead of 2050 and in making its operations carbon neutral by 2030. Reviewing parking standards to reduce car dependency and increase cycle provisions indeed works positively towards this outcome. In discussing forecourts section 3.2.27 of the draft document states that 'parking in front gardens should be designed with the retention of existing walls, fences, railings or hedging, the minimization of hard, impermeable surfacing and the provision of sufficiently setback gates and generous planting'. The encouragement of retaining front gardens undoubtably supports climate change adaptation; air quality and flood mitigation; as well as improves neighbourhood streetscape and is thus encouraged. In order to effectively incentivise this, front planting must be positively acknowledged when included in planning proposals. Additionally, upon case by case review parking requirements must be reduced where possible to enable the facilitation of this. Furthermore, necessary landscaping detail should be requested and agreed upon within the application process where possible to avoid delay and secondary prioritisation through condition. It is supported that the Council considers cycle parking 'a key element of a development' due to cycling contribution to healthy lifestyles, reduced car dependency and reduced carbon emissions. Additionally, it is supported that the Council notes that cycle parking 'should not be treated as a secondary issue to be resolved by condition'. In order to successfully execute this is it imperative that planning officers take a proactive and collaborative approach with applicants in order to ensure the correct detailing is provided during the application process, rather than refusing on this basis and missing the opportunity to ensure site improvement and cycle parking provision. It is supported that the Council recommend that 'cycle parking should be in the most accessible location, above ground and near the main entrance to any development', but also accept rear and side parking with further guidance. In order to achieve provision effectively it is important that site-specific considerations are taken. The optimum vehicle parking standards for HMOs within both C4 (3-6 residents) and Sui Generis (7+ residents) use classes are proposed to be 1 per HMO regardless of zoning. This is supported, demonstrating action towards reduced car dependency through lowered requirements that should be applied accordingly. In terms of cycle spaces, 0.5 per habitable room is proposed for C4 HMOs and 1 per habitable room for Sui Generis HMOs as optimum levels. In principle this is supported, however a degree of flexibility and case-specific review should be undertaken in order to ensure that requirements are reasonable,	Noted. Action: None

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	particularly in the Sui Generis case. This would include consideration of the location, pedestrian and cycle infrastructure as well as public transport accessibility.	
PSSPD224	Improve parking lines by setting out in a herringbone layout to make it easier to enter and leave thus reducing bumps and scrapes on adjacent cars.	Noted. Guidance on designs of parking bays is set out in section 3. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD225	Change the allocation of parking spaces per dwelling. All dwellings need at least one car park space each, increasing in number as the size of dwelling increases. It is ludicrous to assume that just because someone lives in a flat or one bed house they won't have at least one car. If there are no allocated spaces where will they park.....in all the neighbouring roads?	Noted. The Parking SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD226	I write in response to the BCP Parking Standards SPD issued for consultation in September 2020 and would like to make the following observations: 1. EV charging points 3.6. To provide 100% availability for car charging is an oversupply. This assumes that not only every vehicle is electrically powered, but also needs to be charged every day. Even allowing the 30% initial demand based on 1000 spaces would require very significant investment by the utility companies passed on to customers. There needs to be a graduated provision for charge points allowed and a variation between short and longer term parking. Modern electrically powered and hybrid cars have considerable range capacity, 2. The proportion of types of EV points needs careful consideration. 50Kw units are very expensive to install and run and only really necessary for cars that have travelled some distance and are staying a short while. Staff and most visitor/patients will travel relatively short distances. Staff stay for a shift, many for 12 hours, and patients/visitors for considerably shorter. The fleet vehicles would be charged overnight so again little demand for high power units. There needs to be flexibility on the provision of these units. 3. Note Littledown and The Royal Bournemouth Hospital (RBH) are Zone C business but as these are destinations for people from across all areas of Dorset and not typical business users, this needs to be addressed. Half the hospital is business (staff), half is clinics. This variation needs to be recognised. 4. Note Littledown as indoor sports area receives 4 spaces staff and visitors per 100m2, RBH receives 0.25 per FTE plus 0.25 per bed. Clinics receive 2 spaces per clinic - this is not equitable. As the hospital has many separately identifiable functions there needs to be better consideration of the requirements of patients, visitors and staff. The degree of mobility of visitors/patients does not appear to be taken into account; a sports centre with predominantly "fit" or able bodied visitors should not be given a higher ratio of parking. 5. A definition of the m2 rate needs to be included. E.g. GIA occupied space, does it include plant space etc.? A sports hall and pool for example could be 100m2 but only have a few people in it. The use of differing metrics for differing uses makes straightforward comparisons difficult. 6. The provision of electric charge points for PTW seems slightly low. 7. Has a consultation with the fire and rescue service been carried out, to identify any additional risks with the proposed volume of electric points requested to be installed. This could potentially impact significantly on car park design and adjacencies.	Noted. Section 3.6 clearly sets out the context for the future transition to electric vehicles and recognises that the infrastructure is a developing technology. Action: Insert additional paragraph(s) to clarify that where the applicant can provide evidence to show that an organisation's needs will differ from the EVCI requirements set out in this SPD, it is for decision maker to ensure that this evidence is up to date and robust, sufficient to ensure that it will meet the needs of the business, notwithstanding the corporate commitment to meet the net zero carbon target by 2030.

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Comment ID	Full comment	Officer Comment/Action
PSSPD227	I object and seek changes to the SPD in relation to Poole Old Town and Hamworthy East for the following reasons; • Parking allocations for flats, houses, holiday accommodation, clinics, care home, schools and many other categories have been defined, but no consideration has been given to High-density Development. Densities planned for the Regeneration area are higher than London, London has an amazing transport infrastructure • The above mentioned area includes some of the major commercial enterprises and employers, including Sunseeker, the Hospital, Lush cosmetics group and the RNLI. Significant parking problems exist in the area as a result of employee's vehicles. Nearly all of these employers have employees that already park on the proposed building sites, so where these businesses travel plans • The existing acute residential vehicle parking problems in the area. This appears to have been ignored. • Inadequate infrastructure, including public transport. This is worsened by the Covid epidemic, which is undermining the viability of public transport and the confidence of the public. • It is evident that there is a move toward electric vehicles and EV charging points are identified, but there will be very little provision in the area mentioned. • The proposals will have an adverse effect of the saleability of new Apartments/Dwellings. A target market for the developers is the 'out of town weekenders'. They will want parking. The properties will sell eventually at a reduced value, that is the rule of market forces, but the sales will delayed. This will result in ambiguity and reason for non-viability from the developers. It will mean more delays from the builders. What is being done to reactivate the Park and Ride for the purpose that it was built??	Noted. The SPD takes a zonal approach to parking standards reflecting different accessibility levels in the BCP area. The optimum parking figures in tables 3-33 show the requirements for most use classes across a range of modes. Action: None.
PSSPD228	The zero parking allocation in tables 9 and 10 for all of zone A and part of zone B is Whilst I can see there there is a requirement to reduce town centre congestion, the aim to offer no parking for new developments is badly thought out and will negatively affect the appeal of such properties. The thought that walking / cycling and public transport being able to satisfy everyone's transport requirements is optimistic at best. out of town or even across the conurbation business travel is not easily achieved without a car, and shopping and moving large purchases is impossible without some sort of parking. The plans do not take into account high-density brownfield site developments like the ones local to me in West Quay Road, and the other side of the backwater channel. You cannot put hundreds of dwellings and people on a site with potentially ZERO or double digit parking allocations and expect the sites to function or be appealing to potential purchasers. It is my understanding that BCP Council are in need of new homes and wish the regeneration sites to be built up, but this looks to undermine that need.	Noted. The Parking SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None

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PSSPD229	The purpose of Supplementary Planning Documents (SPD's) are to provide guidance to adopted polices, not to introduce new policies. We are concerned that this SPD has not been produced in accordance with the spirit of the NPPF and planning policy guidance. Even though we welcome proposals regarding increasing the size of car parking sizes and the Council's new approach to no car parking requirements in the town centres, we are mostly concerned that the new requirements set out in this SPD have not been viability tested. This includes policies or guidance or 'preferences' for: • Electric Vehicle Charging Points: Para 3.6.1 – 3.6.4 and Table 1: The need for EVC, the requirement for new developments to include charging points for electric cars. This could easily add £3k+ per car parking space and we question the percentages for active and passive ChargePoint provision set out in Table 1. Where did these percentages come from? Are they based on evidence? These figures need to be robustly justified as they can have serious financial implications. Were these percentages and their cost in addition to their ongoing maintenance costs viability tested, against all the other cost requirements of the Local Plan? It is simply not good enough to introduce a new policy without testing its impact on development across housing delivering in the BCP area and simply state in paragraph 3.6.6: "Where communal facilities are provided, considered management practices are expected to resolve". • Preference for Underground Car Parking: Although surface car parking is permitted, it will only "be supported in appropriate locations. For example, locations where a high-quality streetscene is retained". This sentence in paragraph 3.9.1 coupled with the following sentence in paragraph 3.9.3: "Basement parking is often preferable to surface parking as it can reduce the visual dominance of vehicles and can free up green space". Currently, as this is worded, surface car parking will only be permitted if it is designed appropriately. This urban design measure is rather 'subjective', and our concern would be is that it could be used by development management to not allow the option of surface car parking altogether. Underground car park adds significantly to the cost of a development scheme. It costs circa £8k for each under croft car parking space and anywhere between £15k - £25k for each subterranean car parking space and costs increase further if you include car stackers. This would really prevent development coming forward across the BCP Council Area due to serious viability issues. For the delivery of Council housing, which does not make a profit, it would significantly add to build costs even further and would mean that we could not deliver much needed affordable housing. Most importantly, developers will use this preference to not provide affordable housing on site or via financial contributions. From experience, developers will ensure that all car parking is provided subterranean with double stacked car parking to	Noted. An SPD does not introduce new policy it merely provides additional detail on existing policies. Viability testing is not a statutory requirement of SPD production. The council has a commitment to reducing its own and that of the region's carbon footprint. Increasing the usage of electric vehicle technology is one mechanism to do this in line with the higher-level policies set out in the respective Local Plans encouraging the use of low carbon technologies. The good quality design is a key consideration of parking provision. Underground parking reduces the amount of hard landscaping enhancing the visual quality of a proposal. SPD does not explicitly favour underground solutions but instead seeks high quality design for new developments in line with national and local policies. The viability of providing underground parking is not within the scope of the SPD as that is a site-specific requirement however the general reduction in parking requirements in many locations in the BCP area will be beneficial to scheme viability. The provision of affordable housing is not within the scope of the SPD. Action: None.

Comment ID	Full comment	Officer Comment/Action
	increase their build cost so that the developers can reduce their overall contributions to affordable housing. • No general Viability Policy: In the absence of viability testing additional costs to development and having noncompliance subject to design, adds significantly to build costs in the BCP Council area and will have a significant impact on housing delivery and meeting affordable housing needs as set out in the NPPF and adopted Local Plan. Design is subjective and does not really take into account the overall financial cost impact to developers or affordable housing providers. Most importantly, this SPD is introducing new policy without any flexibility. Viability is extremely tight across the BCP Council area which is clearly shown in CIL and Local Plan Viability Studies. Although we applaud the Council's intention to reduce carbon emissions further in new developments, new policy should only be introduced when it is viability tested in addition to other requirements of the Local Plan and tested at Examination in Public, to ensure that BCP Council can deliver upon its Local Plan housing requirements. Therefore, you need a general viability policy in this SPD for a developer, council or registered provider to use to allow for financial impacts to be taken into account when considered against the requirements of other costs set out in the Local Plan as a whole. Please show us the following evidence to support this SPD, if it has been completed: 1) the evidence to support the targets in Table 1 and, 2) the Viability Study - which takes into consideration all requirements set out in the adopted Local Plans including these new proposed policies.	

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Comment ID	Full comment	Officer Comment/Action
PSSPD230	Add more parking	Noted. The Parking SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD231	You need to change the zero parking spaces as this will not work! In the case of retirement/Senior Living, spaces are needed for daily nurses, Doctors, deliveries, meals on wheels, and visitors. Also NO ONE that purchases one of the new homes should be allowed to apply for street parking permits, as there is already a shortage available in the Old Town area of Poole. Their new postcodes MUST be set so that they cannot apply! Who decide it should be zero parking?! Will the Council make sure no one in these new properties and postcode areas can apply for street parking in the Old Town. Will community car hubs be improved and provided? More parking Enforcement Officer required to patrol and make sure fines issued to anyone breaching parking regulations. Bus services to be improved and made safe even for evening services. If zero parking, then where will recharging station s be for electric cars?	Noted. The SPD provides guidance on visitor car and cycle parking. Tables 3-33 set out parking standards by use class which includes visitor parking requirements. Section 5.9 sets out how controlled parking zones will be used and restricts future residents' access to parking permits. Action: None.

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Comment ID	Full comment	Officer Comment/Action
PSSPD232	Change - add - improve The aim of the SPD is to provide detail on parking requirements for new development proposals with an emphasis on good design and sustainability. And to set out parking standards in new residential and non-residential development. The SPD reflects both national and local priorities to reduce the need to travel by private car by encouraging behaviour change and reflecting the need to find alternative safe, sustainable and cleaner ways to travel where possible. The vision and direction is understandable and worthwhile, but the timing and speed of the process is impractical, socially damaging and economically unviable. This SPD is something for the future, perhaps 20 years hence. The SPD makes no mention of the policies /actions that must be implemented to enable sustainable changes in modal transport to encourage people to move away from cars. It takes an idealistic and draconian approach to one element of the issue, without any consideration of the factors that will influence people to change their mode of transport. Parking should never be considered in isolation, especially when a major change in social wellbeing and life style is an objective. The aim to reduce parking should be part of a strategy for a modal shift in personnel transport. The major regeneration sites in Poole, adjacent to the Backwater Channel are designated as Zones A and B. Parking provision for houses and flats in Zone A is zero and in zone B a mix of zero and 1 space. This would result in parking spaces as follows for Major High-Density developments. Sydenham's. Planning permission granted for 374 apartments with 369 parking spaces. The proposed SPD reduces this to a total of 28 parking spaces. Between the Bridges; 459 apartments with 264 parking spaces. Reduced to Zero spaces. Other High-Density Development proposals, including the Quay Thistle/Fisherman's Dock, development of 228 apartments and a 118 bed hotel would provide 59 spaces for the hotel and Zero parking spaces for residents. The Power Station site, in Zone B would provide limited parking for 3 bed flats and some houses. The High-Density regeneration sites are to provide up to 2500 dwellings. The SPD proposes almost no parking provision. Parking allocations for flats, houses, holiday accommodation, clinics, care homes, schools and many other categories have been defined, but no consideration has been given to High-density Development. Densities planned for the Regeneration area are higher than in London, with its far superior infrastructure. The area around the Back-Water Channel, which is the Poole Quays Forum (PQF) Area includes some of the major commercial enterprises, including Sunseeker and the RNLI. Restrictions on parking provision is defined for these major employers, without recognition or any solution to the significant parking problems that exist in the area as a result of employee's vehicles parked in nearby residential streets. Residents and employees of local businesses already face acute vehicle parking	Noted. The council through its Local Transport Plan, Local Plan and highway capital programme will provide the measures, tools and strategies to support the local priorities for safe, sustainable and cleaner ways to travel where possible. The SPD is solely concerned with new developments where a planning application is required. The matters raised are outside the scope of the SPD but as the council progress it's Local Plan, site specific allocations and density requirements can be considered. Action: None.

Comment ID	Full comment	Officer Comment/Action
	problems in the area. This appears to have been ignored. There is no description of any infrastructure improvements, including public transport. The viability of public transport and the confidence in its use by the public has been seriously undermined by the COVID pandemic. It is evident that there is a move toward electric vehicles and EV charging points are identified, but with near Zero parking spaces there will be very little, if any provision to encourage this form of transport in the Regeneration/PQF area. The proposals will have an adverse effect of the saleability of the new, possibly 2500 Apartments/Dwellings planned for the Regeneration area. Parking for residents and visitors is required. With the lack of parking the properties will sell eventually at a reduced value, that is the rule of market forces, but the sales will be delayed. This will result in ambiguity and reasons for non-viability from the developers. It will result in more delays and inaction from the builders. The Regeneration Area is in urgent and desperate need of investment, with 'bricks and mortar' to provide new homes and vitality to this significantly important part of Poole. This has to be the first priority. Plans for changes in transport choices are necessary, but need to be comprehensive, realistic and beneficial to the community. The proposed SPD does not address these serious issues. Is there a comprehensive plan for a shift in modal transport? Has any consideration been given for parking provision in the Regeneration Area, where very high-density development is planned? What about the current acute parking problems in the Old Town and surrounding area of Sunseekers, the RNLI and other comm ercial enterprises?	

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Comment ID	Full comment	Officer Comment/Action
PSSPD233	Can there be specific wheelchair bays, for actual wheelchair users. These need to be wider and longer for wheelchair users. Standard disabled bays can generally be normal width and length.	Noted. The SPD requires consideration of safe storage and charging points for electric wheelchair users. Action: None.
PSSPD234	It is almost unbelievable that such drastic reduction in parking consideration in this document could even be thought of, let alone time spent on incorporating such absurd proposals, buried into this exceptionally detailed and over worded document that the residents have been asked to read through and comment on! The effect on the current new development proposals in the Poole Quay, lower Hamworthy and Turlin Moor areas will be catastrophic. Whilst it is excellent to consider and encourage the community to exercise more, using bicycles, walking and other sports, plus encourage the use of public transport services, the plain fact is that cars are here to stay. Whether they are conventional petrol & diesel fuelled, hybrid or fully electric versions, cars will always be in demand and any new homes proposed with zero or drastically reduced parking availability will be difficult to sell. I believe that all properties should have a minimum of one parking space, per dwelling, preferable two, especially if families are involved and also to accommodate their friends and family visitors! To conclude, because I firmly believe that the current infrastructure in the Poole centre, all of Hamworthy and lower Upton areas is woefully inadequate for today's demands and has been pitifully neglected in the past twenty or so years, I believe that no further large developments should not be given approval to go ahead until some significant improvement to the infrastructure in these areas has been planned and approved! Even when both bridges are fully operational, serious congestion is quite common on weekdays at morning and evening rush hours, and the ferry terminal and/or Sunseeker disgorging times! Due to insufficient notice and publicity of the document and it's deadline, I did not have time for further comments! To conclude, because I firmly believe that the current infrastructure in the Poole centre, all of Hamworthy and lower Upton areas is woefully inadequate for today's demands and has been pitifully neglected in the past twenty or so years, I believe that no further large developments should not be given approval to go ahead until some significant improvement to the infrastructure in these areas has been planned and approved! Even when both bridges are fully operational, serious congestion is quite common on weekdays at morning and evening rush hours, and the ferry terminal and/or Sunseeker disgorging times!	Noted. The site referred to in Turlin Moor is an allocation for development in the Poole Local Plan (2018) which will be carried forward in the emerging BCP Local Plan. The Parking SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD235	The Talbot Village Trust (TVT) is supportive of much of the SPD, particularly its focus on tackling climate change and prioritising opportunities for walking cycling and public transport use. Car ownership is growing more slowly than in the past and access to public transport increases the use of non-car transport for commuting purposes. TVT agrees that rigid and overly generous parking requirements historically have not helped to deliver the quantum or quality of development expected by our communities. TVT supports the Zonal approach to parking standards, particularly the introduction of Zone C – Business hubs. TVT supports the desire to ensure that these locations do not become car dependent, and that BCP will seek to enhance the attractiveness of public transport and active travel in these locations. We note the Transforming Cities Fund Sustainable Transport Corridors and Cycle Highways (specifically S6 and C2), and consider it integral to the success of the Parking SPD that projects such as this are delivered in tandem to ensure that people benefit from opportunities to travel sustainably. Add: "BCP recognises that parking restraint and management is one side of the mode-shift equation and must be accompanied by public investment in public transport and active travel to provide people with opportunities to travel sustainably. BCP will play a lead role in promoting such schemes and look favourably on planning applications with a sustainable transport focus." TVT supports the use of Optimum car parking standards. There is a balance between providing too much car parking which encourages excessive car usage, and not enough car parking, which can cause congestion and off-site issues. The standards proposed represent "a summary of best available evidence." Improve: We note that 4.3 discusses variation from parking standards, thus providing a policy basis for deviation from standards. Whilst we support the identification of Zone C for Business hubs, we consider that there needs to be a more explicit recognition that there is significant variation in accessibility even within these zones, and that there are some locations where car and cycle provision that deviates from standards will be more appropriate for the development itself. We agree with the principles in 4.3.2, but consider that it should be more positively worded to accept that local circumstances, such as greater public transport accessibility and strong active travel routes, can represent a reasonable basis for proposing more appropriate parking levels which better serve the travel requirements of a specific site. This could include reference to NPPF Para 105. This would provide developers with confidence that BCP will positively consider evidence-based proposals which deviate from prescriptive standards but better contribute to meeting the wider aims of the SPD. This links with the reference in 1.1.5 to the failures of rigid application. Cycle parking is a key element of a development, and TVT supports the principles of the SPD in relation to	Noted. The Parking SPD supports the delivery of development to meet housing and employment needs and other economic social and environmental priorities. It is expected that development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Recognise the need for flexibility in applying standards and appropriate variations. Where required, the SPD encourages high quality and well-designed parking provision appropriate to the type and scale of development within its context and location. Note the emphasis on cycling and appropriate cycle parking provision. Action: Make partial changes.

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	provision for cyclists. This includes making the locations of cycle storage attractive, accessible and safe. We appreciate that Sheffield stands represent the optimum provision, and that double deck facilities can be challenging for some users. We agree that there are situations where it is appropriate to provide a proportion of spaces as double deck, particularly as there are good examples where these work well. We also recognise that there are a range of adapted cycle types and that it is necessary for developments to design for these at an appropriate level. Whilst we support the aims and the need for cycle parking to be attractive to support uptake, we note that there are likely to be instances where the rigid application of the SPD cycle parking standards results in a significant level of space, including at ground floor, being needed to accommodate cycle storage. This could have unintended consequences for development proposals and could compromise quality in other areas. Our comments above regarding the need for flexibility in application of standards therefore also stand in relation to cycle parking. TVT has no specific comments regarding car parking dimensions. We note that there are likely to be circumstances where land availability and other constraints can impact on parking layout. Improve: We therefore support Para 3.2.8 which recognises that Swept Path Analysis can be used to assess parking layout including oversized bays reducing the need for manoeuvring space, but request an explicit confirmation that this will be accepted by BCP in reviewing layouts. TVT supports the aspiration to future proof development for the expected transition to electric vehicles, and agrees with the need to incorporate charging points in all new developments. EVs are a developing technology, and increases in range of vehicles are likely to mean that charging at home, rather than workplace or other non-residenti	

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Comment ID	Full comment	Officer Comment/Action
PSSPD236	How will there be enough parking for the houses/apartments when most people have two cars per property	Noted. The purpose of the SPD is to support the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD237	Change 3.6.4 this will add a considerable cost to new developments and unknown what the uptake in electric charging cars will be in the coming years. Change 3.9.3 as the cost of this will severely impact the development of affordable housing; where will this cost be met as the rent charged will not increase just because there is under croft parking. Tables 9 3C and 9 10C - improve - in reality there will be cars and unless in zone A and there is no alternative, in zone b if there are no local parking restrictions then people will have cars and will just park on local roads and congest these.	Noted. The purpose of the SPD is to support the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD238	Change density of buildings no consideration has been given to High-density Development. Where are all the vehicles going to park. We are plagued now with people that work on the Docks and holiday makers leaving their vehicles down our road	Noted. The purpose of the SPD is to support the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD239	no consideration has been given to High-density Development. This huge density of building will cause even more problems where we live. Already a total shortage of parking from both workers and visitors to the docks and industrial areas in Poole	Noted. The purpose of the SPD is to support the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD240	Parking Standards - Supplementary Planning Document Draft for consultation September 2020 Comments submitted by East Dorset Friends of the Earth 1. We welcome the aim "to reduce the need to travel by private car by encouraging behaviour change and reflecting the need to find alternative safe, sustainable and cleaner ways to travel where possible." However, we regard this consultation as premature; the Local Plan for BCP is still under formulation and has yet to establish a strategic framework for transport and land use planning which incorporates the recognition of a Climate and Ecological Emergency (CEE). 2. For example, para.1.1.5 recognises the potential for future development to stimulate growth in vehicle movements, and result in damaging consequences for health, the environment and the local economy. The solutions provided are sometimes sensible, though limited. However, they still operate in a strategic vacuum, of transport and land use policies yet to be formulated and opened to public scrutiny. The priorities must be for the Local Plan to define growth areas which are sustainable in a CEE, and to identify how it will achieve a modal shift to active travel and public transport. Only then can parking policies be designed which support those objectives. 3. If the aim is to encourage reduced car ownership (para. 1.1.7), then development control policies must limit the number of parking spaces for new development and seek to reduce the number for existing development. This is not the same as setting standards for parking design 4. In general, the intentions of Section 3 are commendable, but the actual detailed proposals could be better thought through. . We welcome the recognition that larger cars need larger parking spaces (Section 3) – but these larger vehicles tend to be more polluting and less energy efficient than smaller ones and should not actively be encouraged. 5. We do not support the comments about on-street parking (para. 3.2.22) and dropped kerbs (paras. 3.2.15 - 3.2.16). On-street parking actually encourages increased car ownership (many sites also have off-street parking which goes unused or accommodates 2nd or 3rd vehicles in single family households. Together with this, forcing on-street parking, by reducing dropped kerbs, simply acts to reduce the desirability and safety of active travel. There is a need for policy to aim to reduce on-street parking, especially where off-street parking is available, and to reclaim the streets for walking and cycling. 6. Visibility splays (paras. 3.2.20 - 3.2.21) are often useless where on-street parking is widespread, as parked vehicles obscure visibility, forcing vehicles of block pavements as they attempt to exit off-street parking. 7. We welcome the proposals on requiring cycle parking in all new and redeveloped sites. However, there is no recognition of the fact that ALL cycle parking needs to be covered, given the nature of UK climate and the needs to ensure security. Sheffield-style stands are only suitable as parking for short-stay cycle parking. Large	Noted. There is a great need for a consolidated BCP Parking Standards SPD to standardise the requirements across BCP, ahead of the BCP Local Plan, in accordance with the Corporate Strategy, the NPPF and existing adopted Local Plan policies. Action: None

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	sections of existing surface and multi-storey car parks (especially ground level) should be redesigned as cycle parking – see Section 3.9). The matter of electric bikes and scooters needs to be considered; ie. not just mobility scooters. 8. The policy does not consider enforcement. A major factor affecting walking and disabled movements is parking on pavements. Similarly, illegal parking and double-parking are increasing, partly as a result of the growth of home-delivery vehicles (See Section 5). We recognise that this is principally a police matter – however, it could be tackled using by-laws and enforcement by traffic wardens (paid for out of fines). 9. Section 4, Parking Standards, fails to consider a key factor which has major implications for strategic policies for the Local Plan: cost of parking. At present, policies actively redirect vehicle travel to out-of-town retail and business locations by encouraging large amounts of free parking (section 4.2). At the same time, Town Centre locations are declining, due partly to high parking charges. The effect of town centre parking charges is not to encourage modal shifts to public transport and active travel; instead, it encourages travel to other locations, which is a major contributory factor to high levels of car ownership and traffic congestion. Policies to "level the playing field" are needed: whether this is stricter limits on parking availability outside town centres, requirements for businesses to contribute to alternative public transport options, or equalisation of parking fees and time limits, is debatable. 10. We welcome the comments on supporting car sharing. We feel that a review of private hire vehicle licensing is also needed, to see where shared use of such vehicles can be encouraged. "Shared taxis", using dial-and-ride and phone apps, can provide links to main public transport routes, and is a common feature of many cities world-wide. This could contribute significantly to modal shift away from private cars and increased use of public transport.	

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PSSPD241	Overall I am supportive of these plans, and in particular the stated desire to 'reduce the need to travel by private car by encouraging behaviour change and reflecting the need to find alternative safe, sustainable and cleaner ways to travel where possible'. The further statements pertaining to 'manage the increasing number of vehicles' (1.1.18) and 'levels of parking' (1.1.19) are particularly welcome. I fully support the underlying concept that motor vehicle parking must be managed and restricted as part of a wider planning approach to meeting these ends, I would also like to add my particular support to the requirements detailed in paras 3.2.15 - 2.3.19 (and accompanying images) regarding use of entrance kerbs instead of dropped kerbs, maintaining the level of the footway, and perpendicular crossovers. These are crucial for enabling safe and comfortable use of footways, in particular by older people, children, those with various health issues impacting mobility. In addition to the above, below are some specific 'add' and 'improve' responses. Add to 3.3.8 reference to cycles adapted for disabled users, and tricycles. These share several traits with cargo bikes, including often being freestanding when parked but requiring a stand to be locked to. Add to 3.3.10 requirement pertaining to circumference of turns expected to be performed by someone pushing the CDV into or out of the parking facility to ensure turns are not so tight as to restrict access. Adjacent structures (walls, waste disposal etc) can inhibit this. Add in either 3.3.19 or 3.3.20 reference to maintaining the transparency of plastic panels where used. Environmental conditions can cause these to dull or otherwise become opaque, making it hard to see inside the cycle store from outside. This limits natural surveillance and can also be off-putting to users due to perceived increased risk of social danger. Improve the coverage of the Bournemouth Town Centre Zone A parking areas (4.1.2 and accompanying map) to extend northwards on both sides of the A347 up to Cemetery junction. These areas (St Valeries rd, St Winifred's rd, St Anthony's rd, Cavendish Rd, Dean Park Rd, & adjoining minor roads) are within an MSOA with the joint lowest car ownership in BCP (28% of HH with no car or van, according to last census (E02003188 : Bournemouth 017)) as well as being within 6 mins walk of Town Centre, so are suitable for lower levels of parking to for new developments to encourage non-car travel as per the existing Zone A area. Consider extending Zone A coverage to entirety of all MSOAs with a HH car/van ownership level below 75% (according to 2011 census E02003188, E02003190, E02003192), in order to prevent future development undermining this preferred state. Add to 3.6.7 a specific reference to ensuring that the provision of on-street EVCI must not encroach on active travel infrastructure (eg pavement/cycle lanes). There is a usability and comfort issue for such infra in addition to 'highway safety issues'. Improve cycle parking provision for C3 Houses	Noted. Accessibility to shops and services are limited in this proposed extension to Zone A. Add to 3.6.7 as suggested. Improve cycle parking (tables 9 & 10) as suggested. Increase cycle parking provision as suggested.

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	and Flats (Tables 9 and 10) of 3 bedrooms and above to 2 per unit in Zones A and B. A 3 bed house in Central Bournemouth (Zone A) or Winton (Zone B) should not have fewer cycle parking spaces than the number of car parking spaces provided for the same house in say Muscliff (Zone D) Add in 3.3.18 some provision for developments over a certain size to have suitable space provided for virtual cycle hire bays. This will enable visitors and residents without personal ownership of a bicycle to still choose this mode.	

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Comment ID	Full comment	Officer Comment/Action
PSSPD242	Change: Chapter 4, Tables 9&10. The idea that extremely high-density housing developments might be built in Poole Old Town with ZERO parking provision for residents or visitors is impractical. Demand for on-street parking already exceeds supply in the Old Town. In our development of 11 townhouses (Poplar Close) there are 14 cars owned by the residents of eight properties. One resident cycles occasionally. There are daily visits by tradesmen, delivery firms, cleaners and healthcare workers. The need for car parking provision is evident; a development of more than 400 flats a few hundred metres away without any parking provision is unthinkable.	Noted. There is a great need for a consolidated BCP Parking Standards SPD to standardise the requirements across BCP council area. Robust evidence has been gathered to provide clear justification for the proposed parking standards and guidance within the SPD. This aligns with national and local policy, benchmarking with other cities, and best practice research. Action: None
PSSPD243	At least one of road parking space per flat or two per house	Noted. Outside the remit of this SPD. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD244	CHANGE The purpose of Supplementary Planning Documents (SPD's) are to provide guidance to adopted polices, not to introduce new policies. We are concerned that this SPD has not been produced in accordance with the spirit of the NPPF and planning policy guidance. Even though we welcome proposals regarding increasing the size of car parking sizes and the Council's new approach to no car parking requirements in the town centres, we are mostly concerned that the new requirements set out in this SPD have not been viability tested. This includes policies or guidance or 'preferences' for: CHANGE • Electric Vehicle Charging Points: Para 3.6.1 – 3.6.4 and Table 1: The need for EVC, the requirement for new developments to include charging points for electric cars. This could easily add £3k+ per car parking space and we question the percentages for active and passive ChargePoint provision set out in Table 1. Where did these percentages come from? Are they based on evidence? These figures need to be robustly justified as they can have serious financial implications. Were these percentages and their cost in addition to their ongoing maintenance costs viability tested, against all the other cost requirements of the Local Plan? It is simply not good enough to introduce a new policy without testing its impact on development across housing delivering in the BCP area and simply state in paragraph 3.6.6: "Where communal facilities are provided, considered management practices are expected to resolve". CHANGE • Preference for Underground Car Parking: Although surface car parking is permitted, it will only "be supported in appropriate locations. For example, locations where a high-quality streetscene is retained". This sentence in paragraph 3.9.1 coupled with the following sentence in paragraph 3.9.3: "Basement parking is often preferable to surface parking as it can reduce the visual dominance of vehicles and can free up green space". Currently, as this is worded, surface car parking will only be permitted if it is designed appropriately. This urban design measure is rather 'subjective', and our concern would be is that it could be used by development management to not allow the option of surface car parking altogether. Underground car park adds significantly to the cost of a development scheme. It costs circa £8k for each under croft car parking space and anywhere between £15k - £25k for each subterranean car parking space and costs increase further if you include car stackers. This would really prevent development coming forward across the BCP Council Area due to serious viability issues. For the delivery of Council housing, which does not make a profit, it would significantly add to build costs even further and would mean that we could not deliver much needed affordable housing. Most importantly, developers will use this preference to not provide affordable housing on site or via financial contributions. From experience, developers will ensure that all car parking is provided subterranean with	Noted. An SPD does not introduce new policy it merely provides additional detail on existing policies. Viability testing is not a statutory requirement of SPD production. The council has a commitment to reducing its own and that of the region's carbon footprint. Increasing the usage of electric vehicle technology is one mechanism to do this in line with the higher-level policies set out in the respective Local Plans encouraging the use of low carbon technologies. The good quality design is a key consideration of parking provision. Underground parking reduces the amount of hard landscaping enhancing the visual quality of a proposal. SPD does not explicitly favour underground solutions but instead seeks high quality design for new developments in line with national and local policies. The viability of providing underground parking is not within the scope of the SPD as that is a site-specific requirement however the general reduction in parking requirements in many locations in the BCP area will be beneficial to scheme viability. The provision of affordable housing is not within the scope of the SPD. Action: None.

Comment ID	Full comment	Officer Comment/Action
	double stacked car parking to increase their build cost so that the developers can reduce their overall contributions to affordable housing. CHANGE • No general Viability Policy: In the absence of viability testing additional costs to development and having noncompliance subject to design, adds significantly to build costs in the BCP Council area and will have a significant impact on housing delivery and meeting affordable housing needs as set out in the NPPF and adopted Local Plan. Design is subjective and does not really take into account the overall financial cost impact to developers or affordable housing providers. Most importantly, this SPD is introducing new policy without any flexibility. Viability is extremely tight across the BCP Council area which is clearly shown in CIL and Local Plan Viability Studies. Although we applaud the Council's intention to reduce carbon emissions further in new developments, new policy should only be introduced when it is viability tested in addition to other requirements of the Local Plan and tested at Examination in Public, to ensure that BCP Council can deliver upon its Local Plan housing requirements. Therefore, you need a general viability policy in this SPD for a developer, council or registered provider to use to allow for financial impacts to be taken into account when considered against the requirements of other costs set out in the Local Plan as a whole.	

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Comment ID	Full comment	Officer Comment/Action
PSSPD245	This is a joint representation made by Churchill Retirement Living and McCarthy and Stone Retirement Lifestyles Ltd, both of which are localy based and together are the largrest providers of Retirement Housing for sale. They are therefore very well placed to comment on the proposed SPD as it relates to requirements for retirement housing IMPROVE: Table 8 C2: Sheltered housing (specialist elderly person's accommodation). The standard in this regard takes the approach of labelling all specialist elderly person's accommodation as falling within Use Class C2 and then basing the standard on employees rather than residents As advised by the PPG addition "Housing for older and disabled people" (June 2019) such housing covers a wide range of accommodation from simple age restricted accommodation including retirement living/sheltered housing with little care or staffing but where some (but not all) residents can be expected to be car drivers, through to Extra Care development where some care and more staffing is provided. It is therefore too simplistic to base parking requirements for all forms of elderly persons housing on staffing. For such forms of development, any application of standards should be based on the parking needs of residents with some consideration to staffing. It is noted too that presently this is the same standard as proposed to be applied to residential care homes. The approach there may well be correct as staffing levels will be high and residents needs, very low It is therefore most strongly recommended that parking requirements for these form of development are best left to the evidence of the applicant and based on the exact type of development which is proposed and is locational characteristics. If this is not regarded as acceptable, it is suggested that a range be presented between 0.33 and 0.75 spaces per apartment (which are likely to always be one or two bed). This should allow for discussion and negotiation within that range as individual applications come forward. It is also suggested that reference should not be made here to Use Class as this will only serve to complicate discussion and negotiation. As the PPG confirms, some specialist housing will fall within Use Class C3 and some within Use Class C2. It must be noted too that it would be wholly erroneous to apply to apply the C3 dwellings standard to those forms of specialist housing that do not provide care. From the Representors substantial experience, the average age of residents on occupancy where care is not provided is still in the mid to late 70's and many will not be car drivers. Where care staffing is provided, many of the core staff will be locally employed and may not be car owners and have the need or the means to drive to work . Therefore it is not necessary to provide significant levels of parking for staff. CHANGE. Section 3.6 Electric Vehicle Charging It is noted that this effectively requires that every new residential building with an associated car parking space must have at least one	Noted. Despite the advice within the PPG on housing for older and disabled people referred the use of a standard based on staff relates to the likely higher non-car use by future occupiers than the general population. specialist care providers are able to provide additional site-specific information to justify a variation of their parking requirements through the SPD. Section 3.6 clearly sets out the context for the future transition to electric vehicles and recognises that the infrastructure is a developing technology. Action: Insert additional paragraph(s) to clarify that where the applicant can provide evidence to show that an organisation's needs will differ from the EVCI requirements set out in this SPD, it is for decision maker to ensure that this evidence is up to date and robust, sufficient to ensure that it will meet the needs of the business, notwithstanding the corporate commitment to meet the net zero carbon target by 2030.

Comment ID	Full comment	Officer Comment/Action
	EVCP. However, the Government's preferred option is to introduce a new functional requirement under Schedule 1 to the Building Regulations, which was expected to come into force in the first half of 2020 but is awaited . The inclusion of EVCP requirements within the Building Regulations will introduce a standardised, consistent approach to EVCP in new buildings across the country. On this basis, it is contended that a policy should not be introduced that at seeks to pre-determine or anticipate other legislation that may or may not be brought forward where it is unsupported by Development Plan policy. (NB: the Councils' Carbon Neutrality Strategy whilst laudable is not development plan policy). It is suggested therefore that this section should be deleted or amended to "encourage" only, as there is no policy justification for a requirement	

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PSSPD246	Section 3 - Electric Vehicle Charging: It is noted that the Council's proposed provision of EVC points will be applied to new development (paragraph 3.6.4). This is accepted and should not be retrofitted to apply to existing car parking spaces. In reality, the operators of holiday parks will need to install charging points to meet customer expectations and needs that will, inevitably, change over time. If they do not install them customers may choose to spend their holiday breaks elsewhere where such facilities are available. This ability to respond as the demand increases will mean that expenditure can be phased and directed proportionate to need, with money spent when required rather than being invested many years too early, potentially at the expense of some other, perhaps more pressing, projects that require funding. We therefore request that some flexibility is allowed for to respond to holiday park and project-specific requirements of development, where this can be justified, and to accommodate changing technology over time. Accordingly, we suggest the following amendment is made to paragraphs 3.6.4 and 3.6.5: "3.6.4 The Council requires applications for new development or material change of use to provide EV charge points that comply with Table 1, unless an alternative approach can be justified to meet the specific needs of development and respond to changes in technology over time." "3.6.5 The EVCI charge requirements increase in line with the number and intensity of usage as set out in Table 2, unless an alternative approach can be justified to meet the specific needs of development and respond to changes in technology over time." Section 4 - Parking Standards: Table 11 proposes the parking standards to be applied to "holiday accommodation". This is defined as Use Class C3 (Dwelling-houses), and described as "holiday flats, self-catering apartments and serviced apartments." On the basis of this classification, the draft parking standards would not apply to purpose-built rental or static caravan holiday units within holiday parks or holiday resorts. This type of holiday accommodation is wholly distinct from any form of C3 residential use class development and is not comparable to the other types of seasonal holiday lets referred to in Table 11 that could also be used as dwellings. It is narrowly restricted to holiday use and can only be occupied while holiday parks and resorts are open. The units typically are used for short term lets of typically three, four or seven days at a time, by any family or group. The draft SPD should therefore clarify that parking standards for 'other uses' (not within the distinct use classes described in the document) should be applied on a case-by-case basis depending on the nature of the proposed development.	Noted. Action: Consider further clarification that for other uses (not within use classes described) EVCI will be applied on a case by case basis depending on the nature of the proposed development. (See also ID 226)

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PSSPD247	Change - Parking zones figure 28: The boundary between Zones B and D around the Penn Hill local centre is drawn along North Lodge Road, placing the local centre itself in Zone D. The drawing of the boundary down the centre line of the road leads to an anomalous situation where properties on one side of the road are defined as being more sustainable and having a significantly lower parking requirement than properties on the opposite side of the same road, despite both properties having essentially the same access to sustainable transport and facilities. It would therefore be appropriate in this and other areas for boundaries not to be drawn down the centre line of roads The inclusion of the Penn Hill local centre within zone D is depite Penn Hill Avenue itself being a bus route, and there being a bus stop at Penn Hill Corner which offers regular bus connections. Not only is there a bus stop within the local centre itself, the local centre is within a 350m walk of bournemouth road, which is itself a bus route which incorporates a greater frequency of services. The local centre is also within 600m of Poole Road, which offers frequent bus connections to both Poole and Bournemouth, and within 650m of Branksome Railway station. The 2019 National Design Guide defines a walkable area as one with facilities within 10 minutes walk. Therefore as these sustainable transport options are within such a walkable radius of the local centre it is approprate to incorporate it within the more sustainable areas with lower parking requirements. The Penn Hill local centre is therefore highly sustainably located. It currently incoproprates a mix of uses including retail, bars, restaurants and residential flats above the ground floor level. The ability to make appropriate and optimum use of sites in the area is currently constrained by the parking availability and the need to comply with parking standards which would be signficantly less onerous were the boundary moved a short distance to incorporate the local centre. Making that change would facilitate ongoing investment in the area, delivering enhancement to the existing buildings to deliver additional housing and allow greater flexibility in terms of the development which may be delivered. That will, in turn support the vitality and viability of the local centre and the range of businesses located there. Doing so would not undermine the sustainability of the location and would encourage residents to make better use of the sustainable transport options which exist in the locality.	Noted. Action: Redefine all of Penn Hill Local Centre into Zone B.

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PSSPD248	General comment - In 2019 BCP Council rightly declared a climate emergency that, on its own, demands a shift in the way that we travel, and think about movement. BCP's Councils proposed Parking Standards SPD is an honest step towards recognising that we need to use policy at a local level to have a positive impact on the environment and the places we live and work. The nature of car ownership and usage has been changing as has the number of young people learning to drive (down 20% in the past 10 years) and we need to adapt and move with the times. The pandemic has offered us a once in a life time opportunity to hit reset and to think about how we live, work and travel. As an urban designer it is often frustrating how we prioritise the storage of vehicles over the creation of good urban placemaking. These policies at a wider level provide the opportunity to reduce car dependency, help improve air quality, reduce obesity and provide young people more freedom to move about their neighbourhood safely. At a site level they afford the opportunity to increase density, provide more affordable homes, increase open space and to reduce the amount of paved areas that is required- thus reducing the heat island effect. This SPD is a step in the right direction and these measures to reduce car ownership in urban areas need to be balanced with a positive set of policies to implement and support walking, cycling and public transport across the conurbation.	Noted. Action: None

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PSSPD249	In general, we support the principles and objectives of the draft SPD and welcome this updated guidance to clarify the approach to parking provision for developers. We request that design guidance be changed to more closely align with the IStructE Design recommendations for multi-storey and underground car parks (Fourth Edition, 2011) [which is referenced in section 3.9.1 of the SPD], in order to ensure efficient use of land, as detailed below. While we support the objectives to reduce reliance of car travel by restricting car parking provision, the standards for Zone A in particular (essentially "car free" development) do not appear to take account of existing car ownership levels and travel patterns in the town centre, which are still significantly reliant on the car. Nor do they consider commercial viability impacts, particularly the saleability of larger dwellings and office space without secured parking provision. We therefore request that these standards be relaxed, as detailed below. INTRODUCTION & CONTEXT 1.1.7 ADD to the note on Census 2011 statistics, that even for Bournemouth Town Centre there is currently a significant reliance on travel by car, with an average of 0.69 cars per household, 39% of residents driving to work and 55% of workers driving to work. LAYOUT & DESIGN GUIDANCE 3.2.1 CHANGE minimum width to 2.40m; or ADD allowance to reduce minimum width to 2.40m for long-stay or mixed car parking areas with limited vehicle turn-over and/or allocated bays for regular users. 3.2.2 and 3.2.5 CHANGE minimum offset to 0.30m and make this a requirement for side clearance only. [Note that in 3.2.1 it says that 4.8m is sufficient length for a range of everyday vehicles to use without overhanging.] 3.3.6 CHANGE third sentence to: Nonetheless, a proportion of high quality, hydraulically assisted double deck systems can be used alongside Sheffield type stands in a limited number of locations, such as railway stations, student accommodation and dense town centre developments with large cycle stores catering for a range of users. 3.3.10 and 3.3.23 IMPROVE these sections to allow flexibility to provide basement or upper level cycle stores within buildings, provided these have step-free access. As an example, the London Cycle Design Standards say: "Where cycle parking is inside a building, it should have step-free access, wide doorways and spacious corridors. Accessing the parking area should involve passing through no more than two sets of doors, with a recommended minimum external door width of 2 metres. Lifts or shallow gradient ramps should be provided to any basement cycle parking. To accommodate all types of cycle, lifts should have minimum dimensions of 1.2 by 2.3 metres, with a minimum door opening of 1000mm, and any door to a cycle parking area should be automated – push button or pressure pad operated." 3.6.4 / Table 1 CHANGE the proportion of "active" chargepoint provision required in residential and non-residential development with 10+ spaces to 20%.	Noted. Accessibility to public transport and local services reduces demand for car ownership for commuting purposes. Census data demonstrates that car ownership and method of travel to work varies by location, tenure and number of habitable rooms. In Bournemouth Town Centre, car ownership is at its lowest with 46.4% of households without a car. Car ownership is also growing at a rate slower than previously. In addition, measures such as car clubs can reduce car ownership. Where required, the SPD encourages high quality and well-designed parking provision appropriate to the type and scale of development within its context and location. The Parking Standards support the delivery of development that will be necessary to meet housing needs and other economic, social and environmental priorities in the emerging BCP Local Plan. EVCI will apply to new development. Disabled parking requirements are set out in para 3.7 and in accordance with best practice guidance shown in appendix A. Action: table 9 and 10 change cycle parking requirements to reflect higher provision for 3+ bed flats in Zone A. Strengthen opportunities to deliver car clubs in Zones A & B.

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	3.6.4 / Table 1 ADD to the definitions to clarify what standards of EV provision will be applied to existing and proposed public car parking that does not specifically serve a particular use class. PARKING STANDARDS 4.2.1 IMPROVE description of “optimum parking”, as the standards (particularly for Zone A) do not appear to reflect “likely parking demand”, but rather reflect a policy position to manage demand by restricting supply. 4.2 Table 9 and Table 10 CHANGE Zone A car parking standards to include parking provision for 3 bed+ flats and houses 4.2 Table 9 and Table 10 CHANGE Zone A cycle parking standards to reflect higher provision for 3 bed+ flats and houses OTHER CONSIDERATIONS 5.5 IMPROVE car club and car sharing recommendations to include incentives to provide car club and car sharing bays as part of “car free” schemes in Zone A. 5.9.3 IMPROVE to provide more clarity on the requirements for how many (if any) disabled car parking spaces need to be provided for “car free” schemes (eg Residential development in Zone A). Please provide additional justification for parking standards that require “car free” residential and office development in Zone A, how this relates to existing car ownership levels and travel patterns in the area, and how this is supported by strategies for investment in public transport, walking and cycling and public car parking.	

Comment ID	Full comment	Officer Comment/Action
PSSPD250	Change: Parking Zone Map Bournemouth Churches Housing Association (BCHA) wishes to request a change to the Parking Zones map to better reflect the actual sustainability of sites and their access to sustainable transport options. The map largely draws boundaries between parking zones along the centre lines of roads. This leads to the anomalous situation whereby two sites on the opposite sides of the same road essentially are classed as having different levels of sustainability and have differing parking standards despite having identical accessibility to public and sustainable transport modes and in many cases being highly sustainably located. One such site affected by that situation is BCHA's site at St Swithun's House, Christchurch Road. The site is located on the corner of Christchurch Road and Gervis Road and is classified as being within parking Zone D yet properties directly to the north are within zone B and to the West are within Zone A. There are bus stops within 150m of the site heading westwards into Bournemouth town centre and directly opposite the site heading eastwards towards Boscombe. The site is also within 650m of Bournemouth Railway Station, well within the 800m walking radius which is defined within the National Design Guide as being the defining factor for a walkable distance. In this regard the site is actually far more sustainably located than the sites to the south and east which, despite being geographically further from main public transport routes and Bournemouth Station, fall within parking Zone A which implies that they are more sustainable locations, and therefore benefit from greatly reduced parking requirements. The parts of the East Cliff area to the south of Christchurch Road are also broadly similar in their physical character to the areas to the north which are within zone B. It is therefore suggested that in general rather than drawing the boundaries between parking zones along the centre line of roads as at present, that they be drawn along the rear boundaries of properties fronting onto that road. That would better reflect the true sustainability of sites and eliminate the anomaly of a site on one side of the road being classed as significantly less sustainable than one directly opposite side of the same road despite them having the same access to sustainable transport opportunities. In the specific case of St Swithuns house, it would be appropriate to include all properties on the southern side of Christchurch road within parking Zone B, given that the zone extends to the north. It would also be appropriate to consider extending parking zone B to incorporate the remainder of the east cliff between Manor Road and Boscombe Gardens. Doing so would not only remove this general anomaly but would release a key constraint which has previously blocked the delivery of beneficial development of much needed social housing on the St Swithuns house site - the need to provide high levels of parking to meet a parking standard which does not reflect the true sustainability of the site, to provide for	Noted. In determining the parking zones and standards, the underlying principle was that areas which already or potentially have high accessibility and lower car ownership would be expected to adopt more rigorous parking standards. Action: Review zone boundaries with other zone change suggestions. Boscombe between Lansdowne and Boscombe to include BCHA and the pier,

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	residents where car ownership levels are likely to be low. BCHA welcomes the more flexible approach to parking standards which the draft SPD introduces within the sustainably located parts of the town. BCHA is currently exploring opportunities to redevelop or enhance existing sites in order to provide social housing to meet the continuing and significant needs for affordable housing across the council. However in order to achieve optimum levels of development and affordable housing delivery it has been necessary to incorporate relatively high levels of parking, which often means costly basement or under croft parking arrangements to meet a parking standard that is not well aligned to the particular demographic of the residents. One such example is 10 Suffolk Road, where BCHA has secured a resolution to grant planning permission for a new apartment block. However in order to meet the parking requirements it is necessary to deliver two storeys of basement parking. Not only is this costly to delivery for a registered provider of social housing but can compromise the appearance and design quality of the building. The ability to better tailor parking levels to the expected end-users of the scheme will allow for more affordable housing to be delivered and for that affordable housing to be delivered as part of high quality and attractive developments.	

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Comment ID	Full comment	Officer Comment/Action
PSSPD251	Upton and Hamworthy are already packed during rush hour. Blandford road is rammed full of cars and is the only way in or out of the area. Having hundreds of other cars/residents will make the situation worse, not to mention the eyesore and noise from living right next to the proposed site. Housing targets have to be met though, which is more important than the fact that no-one who lives here actually wants this to happen. As for the proposed site by the electricity substation and the twin sails bridge, who's bright idea was it to plan to build a load of houses without parking? Are these plans formulated on the assumption that these new residents will happily get rid of their cars for the "alternative transport options". Hubris, sheer hubris and presumption in the need to meet targets. Change plans to build on Turlin rec, and for goodness sake add parking for people with cars in the other proposed sites.	Noted. The site referred to in Turlin Moor is an allocation for development in the Poole Local Plan (2018) which will be carried forward in the emerging BCP Local Plan. The purpose of the SPD is to support the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD252	Yes, Parking spaces, at least 2 for each property. How are people supposed to get their shopping home, have stuff delivered, have visitors, find jobs and schools in the vicinity they don't have to drive to?	Noted. The purpose of the SPD is to support the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None

Comment ID	Full comment	Officer Comment/Action
PSSPD253	It is crucial that the BCP Parking Standards are realistic and reflect retailer requirements, and do not prevent significant inward investment and beneficial economic development by retailers, including Aldi, through standards that make sites and development unviable. It is, however, recognised that other forms of transport, other than the private car, should be promoted to encourage sustainable forms and patterns of travel, particularly given the announcement of the 'Climate Emergency'. Furthermore, it is important that the BCP Parking Standards SPD builds in flexibility to allow for the ever-changing demands of the economy, technology, retailers, and customers. This is to ensure that policies and standards support investment and economic development, as well as reflecting the needs of the local population and characteristics of the local area. This is particularly the case given the current situation with the COVID-19 pandemic, and the Government's approach to boosting the economy. New Aldi foodstore developments improve the retail offer and consumer choice in the area, keep spending local and reduce the need to travel further afield, provide local employment opportunities, and deliver beneficial economic development. Table 18 Class E: Retail of the draft BCP Parking Standards SPD sets out the parking standards for Use Class E. These draft parking standards would result in unviable development for Aldi within the BCP Council area, through wholly inappropriate standards that would mean totally insufficient numbers of parking spaces. The resultant level of parking derived from the draft parking standards is considered to be significantly below the requirements of a typical Aldi foodstore. This is also likely to be the case for other foodstore retailers proposing future foodstore developments in the Council area. A typical new Aldi foodstore usually requires at least 100 car parking spaces. We are also aware that modern proposals for other discount foodstores typically propose in excess of 100 car parking spaces. It is therefore considered that the draft parking Standards for Retail currently proposed in the BCP Parking Standards Supplementary Planning Document should be re-considered to better reflect retailer and customer requirements, and encourage beneficial economic development that would trigger much-needed inward investment and not unnecessarily prevent such potential development opportunities. Parking standards for retail should be more flexible and be derived from similar sites in similar locations. The availability of appropriate nearby customer car parking is a crucial part of a discount foodstore's business and operation and is key to their commercial viability. Development sites with a lower level of floorspace or a reduced level of car parking often represents a significantly compromised trading position, that could render a scheme unviable. Aldi requires new stores to have adjacent car parking to cater for customers who choose this mode of transport. Having an insufficient number of parking	Noted. The SPD reflects both national and local priorities to reduce the need to travel by private car by encouraging behaviour change and reflecting the need to find alternative, safe, sustainable and cleaner ways to travel where possible. Action: Table 18 Class E Retail parking standards have been amended in increase Zone B requirements from 1 space to 3 spaces per 100m2 floorspace and reflects the same parking standards as Zone C requirements. Section 5.1 loading and servicing has been updated to make clearer the operational servicing requirements. Consequential alterations made to the loading servicing sections of Tables 3 to 33.

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	spaces can lead to highways issues, including cars circling the car park waiting to find a parking space, and sometimes queues of cars waiting to enter the car park at the busiest periods. This could cause further issues to the surrounding transport network. Appropriate parking standards are therefore required to prevent this from happening. Notwithstanding, the local nature of many of Aldi's stores naturally encourages high levels of pedestrian shoppers and users of public transport. It is also actively encouraged by Aldi. Furthermore, cycle stands are provided, close to the store entrance and under cover where possible, for natural surveillance and to make them attractive to users. The level of parking proposed in Table 18 of the draft BCP Parking Standards is considered to be significantly below the requirements of a typical Aldi foodstore. The availability of appropriate nearby customer car parking is a crucial part of discount foodstores operation and business model and is key to their commercial viability. Should these proposed parking numbers be adopted, any future Aldi foodstore development on sites in the BCP Council area would represent a significant compromise to the business and are likely to be commercially unviable due to an insufficient number of parking spaces. BCP Council could therefore miss out on significant inward investment and beneficial economic development by Aldi. The draft BCP Parking Standards Supplementary Planning Document, therefore, should be re-considered to allow sufficient, appropriate, and realistic parking numbers for future foodstore developments. Aldi consider that parking standards for retail should be more flexible and be derived on requirements that are based on similar sites in similar locations.	

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PSSPD254	I would like you not to build on green spaces. I thought the government plan was to go green! How do you expect to build houses on Turlin Moor recreation field with no parking, people will have cars as they are not in a town centre. So can you answer for those that have cars where are they going to park them?	Noted. The site referred to in Turlin Moor is an allocation for development in the Poole Local Plan (2018) which will be carried forward in the emerging BCP Local Plan. The purpose of the SPD is to support the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD255	Improve - If we had a public transport service as good as London or other metropolitan areas, then going someway to implementing a parking scheme may be possible. But we do not have the infrastructure and people need cars to enable them to access parts of the authority.	Noted. The purpose of the SPD is to support the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD256	Improve All Paragraphs. COVID We need more parking facilities for motor vehicles - for Residents (most will not cycle) COVID few will use Public Transport. We need more parking facilities for motor vehicles for Visitors (very few will cycle) COVID We need more parking facilities for motor vehicles for Delivery Drivers (they do not cycle) COVID We need more parking facilities for motor vehicles for Tradespeople (try carrying tools, ladders etc on a cycle) COVID We need more parking facilities for motor vehicles for Health Visitors (most will not cycle)	Noted. The Parking SPD provides detailed and comprehensive guidance to deliver on a range of economic, social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD257	It is ridiculous it is not going to work there is nowhere for the cars to park!! Why would you do it??? Theres not enough space for any more houses on this community	The Parking SPD provides detailed and comprehensive guidance to deliver on a range of economic, social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None

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PSSPD258	Improve There is not enough room for houses, let alone cars. I feel that the Hamworthy area will be destroyed by such a lot of houses, especially without parking	Noted. The site referred to in Turlin Moor is an allocation for development in the Poole Local Plan (2018) which will be carried forward in the emerging BCP Local Plan. The Parking SPD provides detailed and comprehensive guidance to deliver on a range of economic, social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD259	Improve parking provision for all flats and houses within Zones A & B Page 32 - C3 dwellings in Tables 9, 10 & 11 Lack of parking facilities within Zone A will destroy the town centre Lack of parking provision with new builds within Zone B will cause untold problems with on street parking, already a huge issue in these areas. How are elderly people, still able to drive and valuing their independence, not able to walk 15 minutes to a bus stop and wait for a bus, particularly when the weather is bad going to manage ?	Noted. The purpose of the SPD is to support the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None

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PSSPD260	Add parking spaces. There are already too many cars in Hamworthy and nowhere for people to park. This will cause more havoc on the roads. More traffic jams. Not enough schools doctors etc. Only one road in and out and bridges not always in use. Very angry !!!	Noted. The purpose of the SPD is to support the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None
PSSPD261	Would like an indication on timescales for implementation	Noted. The SPD will proceed through the statutory stages, scheduled for adoption in January 2021.

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PSSPD262	A. INTRODUCTION 1. Most members of the Town Council would agree that Christchurch, particularly in the Priory Ward, suffers from an acute parking problem. Obviously much of this is due to fact that the Burh has developed over the centuries and with the growth in car ownership (and therefore individual freedom to choose the mode of travel) since 1950 the problem has worsened. 2. However not all problems are due to the historic development of the Burh. Many problems have arisen because of government policy, particularly under the labour government 1997-2010. Those councillors who sat on CBC's Planning (Control) Committee in its various manifestations will well remember planning applications, which Members wished to reject, having to be approved because the then Highways Authority Dorset County Council would raise no objection to plans providing only one, one between two households, or in extreme cases no off-road parking at all. 3. One example of this which may be offered relates to a development in the former Purewell and Stanpit Ward of Christchurch Borough Council. An application was made for the development of a piece of land on the western side of Burton Road immediately adjacent to the A35. Planning (Control) Committee refused the application on highways grounds that as insufficient parking was being provided cars as would be parked on Poppy Close itself and also on Burton Road between the A35 and Everest Road. The application was approved on appeal and costs were awarded against the Council. Visits to the area after 5.00 p.m. - or even during the daytime – will demonstrate that the Borough Council's fears were justified. 4. There are also parking difficulties in the town centre. Longer term parking (i.e. during the working day is provided in e.g. the "Waitrose" car park but the shortterm and shoppers car parks at Saxon Square, Mayor's Mead, Willow Way, the "Pit Site" and the former Magistrates' Court car parks are heavily used. Christchurch market, on a Monday, attracts many retired people who would be unable – or in the present circumstances unwilling - to access the town by public transport. Similarly, in the holiday season there is heavy pressure on parking in Christchurch. 5. It can therefore be argued that so-called "Demand management" measures (more properly termed rationing) will have to be very carefully applied in Christchurch as the net effect of these measures is to restrict the supply of parking without actually reducing the demand. B. METHODOLOGY 1. Any considered response to the emerging SPD must take the form of a. Consideration of the principles on which the policy is based; b. Consideration of individual proposals. 2. It must also be borne in mind that our responsibility as elected Councillors is first and foremost to our Burh, and then to our individual Wards. Individual Councillors are of course free to submit their own comments, both at this stage and in later consultations. 3. Where there are divergent views on the council are every effort has been made to	Noted. The SPD reflects both national and local priorities to reduce the need to travel by private car by encouraging behaviour change and reflecting the need to find alternative, safe, sustainable and cleaner ways to travel where possible. The purpose of the SPD is to support the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. It is outside of the remit of this SPD to set out the requirements under the prior approval procedure as this is determined under the GDPO 2015. Action: None

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	indicate this and to provide some indication of these views. Where no comment is made the District Council should assume that the Town Council is content with the item. C. COMMENTS IN PRINCIPLE 1. The underlying principle of this SPD is the desirability of the governments are announced policy to achieve a “zero carbon” economy and lifestyle” by 2035 at the latest. It must be pointed out that while some members of the council warmly support this policy, others are much more sceptical. 2. Similarly, the principle set out in Para 1.1.4 (“to tackle climate change and ecological emergency by helping to prioritise opportunities to prioritise opportunity to walk, cycle and use public transport .”) while welcomed in itself as increasing supply of public transport and therefore increasing choice arouses concerns that this is to be done by deterring use of private transport – even electric cars. It has long been felt in certain political circles that clean and of choice and therefore freedom to behave in an unplanned way is disliked by many town planners. 3. The reference in Paragraph 1.1.5 to “overly generous parking requirements” does nothing to contradict this view. Many councillors with experience all development proposals coming to the appropriate to planning control committee would believe that the parking requirements introduced by Sir Eric Pickles in the 2010 government simply barely meet expectations or, indeed, requirements. 4. A further concern for local councillors is the view, implicitly accepted in the document, that commuters would prefer to use public transport if it were available. While this is indeed accepted by some Councillors there is also concern that in the actuality the Covid 19 pandemic will actually increase the demand for private transport. 5. Following from this there is the question of our electric vehicles. There are undoubtedly problem and at the moment with electorate by in that while the range is increasing the time at taken to charge the vehicle is not necessarily diminishing. Wider concerns that this may lead to power rationing in the evenings are not relevant to this discussion, and nor are concerns are over the pollution caused in the extraction of lithium. 6. In general the Council welcomes increased provision for electric vehicles, as this in itself or why didn’t see individual choice. The council would draw to the District Council’s attention the provision in Bavaria of on- street charging facilities where are the parking spaces are reserved for parking and recharging of electric vehicles. 7. The Council would point out that in the Burh there will be as a result of schemes approved by BCP Planning serious loss of parking. The “Pit Site” and Magistrates’ Court site will be lost as a result of the development of the former Police Station site and the private parking for shoppers at 1 High Street will be greatly reduced. Such efforts to mitigate this loss as have been made are heavily criticised by both Town and District Councillors. 8. To summarise this point, the Council welcomes this SPD and would support it where it seeks	

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	to expand the individual choice. While some members of the Council might well come restrictions, it is felt that overall the Council is disturbed by and is reluctant to support proposals for restriction on citizen's rights to choose the mode of transport they find most appropriate to their own needs. Some members of the Council are particularly disturbed by the regretful tone in which it is admitted that the Council has no power to restrict private vehicle use. D. COMMENT ON POINTS OF DETAIL 1.1.3 – The Council welcomes the commitment to ensure that new communities will have "greater connectivity" but takes the opportunity to stress that this should not be done by restricting the use of the private car. 1,1.4 – It is appropriate to note that the Council has so far not accepted the concept of "climate emergency" and indeed it is a concept to which some Members are very much opposed. 1.1.5 – in addition to the point already mentioned is worth noting that the stronger growth in home working as a result of Covid may reduce the demand for workplace parking. 1.1.7 - The Council would point out that this could well be a function of lower income and lower affordability of households In the town centres rather that a diminution of desire for car ownership. 1.1.9 – The Council would point out that these policies are restrictive and will also require enforcement, and this is not always effective: the Council would cite the problems in Grange Road in Christchurch where a RPS has been introduced and is regularly defied. 1.1.10 – While the Council would strongly welcome this commitment, it is forced to point out that some of the schemes approved in Christchurch by BCP since 1 April 2019 have not met this criterion. 1.3.2 – Many members of the Council would disagree that public transport is necessarily active transport. Taxis and bus services only promote minimal walking and can greatly inconvenience individual members of the public. 2.1.3 – The Council draws attention to the statement in 2.1.3 that "maximum standards should only be set where there is a clear and compelling justification that they are necessary." The Council does not necessarily accept that this case has been made for our town. 3.2.1 et seq: Members of the Council are particularly concerned that parking standards it should take into account the increased size of cars. Many car parks were built in the 1970s or 1980s before the growth of SUV use and a far greater width of cars today. Councillors are concerned that the dimensions set out in 3.2.3 of 8'6" may not always allow for three SUVs to park side by side without impeding access to or egress from the middle vehicle. 3.2.1. The Council would point out the Government's commitment to ensuring that all new streets are tree-lined. This could restrict space for on-street parking and could also (depending on the tree) result in damage to vehicles parked there from tree sap. 3.2.22 et seq: "Parking should be located to the rear or side of the development" The Council welcomes and commends this policy.	

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	"Where the only option is to locate parking in front of a building, it should be enclosed by a high-quality front boundary treatment. For example, a low wall or hedge." This should also be sympathetic to other planning considerations such as impact upon heritage assets such as listed buildings, conservation areas within the vicinity too and should respect the locality and character of the street-scene and area. 3.7.4 – While the Council welcomes defined and proper provision for disabled users it would point out that providing on-street parking will require enforcement to be effective. The Council would also suggest that in appropriate places suitable provision must be made for the use, accommodation and charging of mobility scooters. 4. 2.7 refers to "The standards apply to all categories of development for which Planning Permission required…" There needs to be some clarity here about permitted development rights. The GDPO grants planning permission by operation of law, rather than through the assessment of a planning application and the subsequent grant of a planning permission upon "application". The query is whether the SPD here is strong enough so as to capture those developments which have permitted development rights (i.e change of use from office to residential) where there may not be enough parking in terms of the residential standards outlined in the SPD. It would fall then to the developer to argue that "planning permission" is not required as they have permitted development rights granted to them by operation of law (i.e it is not required). This also needs to deal with GPDO rights as well for the "prior approval" issues that such PD rights through up and the "light touch" approach of the Prior Approval process. Some Prior Approvals for example allow for the Highway assessment process to be undertaken by a planning officer; for the avoidance of doubt surely the SPD here should make it clear to a planning officer that the SPD is a factor for these types of applications (prior approvals) to the Planning Authority. 4.2.8 – Many Members would not wish to see zero car parking provision for commercial use in those parts of the Burh allocate to Zones A and B. By attention has already been drawn to the diminishing amount of parking available in Christchurch Town centre. It might well be argued that this policy, by making life difficult for employers to attract staff or for attracting shoppers to the area, may well conflict with other policies designed to ensure the viability of the town centre as a place to work, shop and relax. Table 10C – Many members believe that these figures are hopelessly unrealistic. If earn a two-bedroom house is likely to attract two cars for the inhabitants. Thus, if the policy is to encourage skilled workers to come and live in Christchurch (or in greater Bournemouth) the situation is almost certain to arise where one member of the family may indeed work locally but the other will work away. Examples are known whereby a family moved to the area where the wife worked locally but the husband taught	

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	in the suburbs of Southampton. In addition, the children in 2- bed homes are likely to require their own cars, as will visitors. In a modern economy it is in everyone's interests to ensure a high degree of mobility of labour: these severe parking restrictions will impair such mobility. E. CONCLUSION There are many points in this document which the Town Council welcomes. However, it is known that several Councillors feel that this document is views the situation through "green-tinted spectacles". There is a concern that the restrictions on the individual choice opposed in this document may in fact be counterproductive and may cause many travelling members of the public to view the entire "Green Agenda" with that very considerable concern.	
PSSPD263	Response to the Consultation has been emailed as this site will not accept formatted documents nor more than 5000 characters.	n/a

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PSSPD264	ADD parking spaces, ADD Space for Clinics/Dentists etc, ADD Emergency Parking Spaces for Ambulances etc. I think its terrible that you let a BCP Document go out with such a glaring spelling error... (D R A F T is NOT the way to spell D A F T) As providing no parking spaces will NOT stop parking, it will only stop regulated parking. What does Pizza/Fast food delivery do? What does Ambulances do? I could go on, but would people listen?	Noted. The purpose of the SPD is to support the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None

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PSSPD265	Clarify - 1.1.5 - what evidence is there that reducing off-road parking spaces reduces cars / car journeys? Clarify - 1.1.5 - what is the 'quantum of development expected by our communities'? how determined / who speaks for 'our communities'? How does BCP ensure that a government model of 'quantum' does not compromise the 'quality of development expected by our communities'? Improve - 1.1.8 - check the hypothesis that if 'rate of growth in car ownership is decreasing' and 'council has a responsibility to manage the increasing numbers of vehicles' - whilst the rate of increase in car ownership might be slowing, the number of cars are still growing, so surely to manage the potential impact on highways, our council's planning policy needs to ensure that there is more off-road parking provided for all developments...? Improve 1.1.9 - Is this saying that 'effective management of the levels of parking associated with a new development' means we need more off-road parking in order to not intensify existing on-street pressure? If so, why not call a spade a spade? Add - 3.3.4 - fully support that cycle parking must be in a well-lit location Change - 4.2.4 - parking spaces should be rounded up not rounded (potentially down) to nearest whole number Improve - 4.26 - what enforcement is there of unallocated parking? How does BCP ensure that a 'sop to the Planning Board' where developers make promises abut parking being unallocated is seen through? It is common practice for such developments to subsequently appear in an estate agents marketing as 'benefiting from an allocated parking space' Change - table 10 - a 4+ bedroomed house in Zone B needs just one parking space.... really...? Change - table 12 - one parking space (residents & visitors) per HMO in all zones - really? how can this be sufficient? surely this will almost inevitably put strain on on-road parking...? Change - table 31 - it is delusional to think that purpose-built student accommodation will mean that students park in public car parks and therefore there is a nil requirement for parking on the development site. This assumption is as grounded as poppycock. I would like to understand the evidence behind this assertion as my gut belief is that a student bringing a car to our area will find somewhere to park on-road (increasing pressure on our highways) and the chances of he / she paying to use a public car park are very slim at best. Add - 5.10 - add weight to statement that visibility at accesses should be maintained / improved - there are too many accident blind spots at junctions, so anything to reduce these is welcomed Add - 3.2.24 to 3.2.28 - cross reference Queen's Park & Charminster Neighbourhood Forum draft Design Code General - give greater emphasis to parking enforcement. Some car drivers are simply discourteous - parking on pavements or on double yellow lines. Need to ensure that parking standards apply to everyone. Improve - table 13 - requirements for clinics (parking spaces per clinic room) seem out of kilter with dwellinghouses parking	Noted. The Parking SPD supports the delivery of development to meet housing and employment needs and other economic social and environmental priorities. It is expected that development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. In determining the parking zones and standards, the underlying principle was that areas which already or potentially have high accessibility and lower car ownership would be expected to adopt more rigorous parking standards. The Strategic Car Parking Review is being undertaken to implement appropriate on-street parking controls to support the reduced car parking levels set out in the SPD. Action: None.

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	requirements - how have these been arrived at and what confidence is there that these are not excessive? improve - para 4.1.2 to make explicit that the 400m zone around district centres should be measured by pedestrian route (as opposed to how the crow flies) as this is the only measure that can make sense when discussing walking distance to a bus stop. change - para 4.2.4 to round up parking space requirements (as opposed to 'round to nearest') add - clarification to para 4.2.6 to expand on how BCP will enforce 'unallocated parking' and not allow developers to promise this to the Planning Board and then go on to advertise flats for sale as if they had allocated parking	

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Comment ID	Full comment	Officer Comment/Action
PSSPD266	Improve - actually provide parking?!	Noted. The purpose of the SPD is to support the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD267	Parking standards by Use Class Tables 9 & 10 CHANGE the number of parking spaces in Zone A from 0. This is completely ridiculous!! There is no available on street parking in Hamworthy as it is, let alone 5 new developments with no parking. I am totally for sustainable transport options and for less holiday homes, but zero parking ... IMPROVE And if keeping the parking at 0 in Zone A, then the NCP surface car park could be built as a multistorey car park to enable nearby parking with permits. IMPROVE Public Transport: you can't expect residents and visitors to the town to give up cars without improved public transport. More frequent buses that access more places, go later to places like Corfe Mullen and Wimborne. And for buses to come further down near the quay, that are on the Wilts & Dorset service provision, not expected to pay a separate fare for the Route 1. Poole Quays Forum had a travel interchange at St Mary's pub. This would bring buses closer to Poole Quay, opening up the lower High Street and the Quay, and the new proposed quayside developments in the Regeneration Area in Zone A. IMPROVE Parking car parking and access for visitors to housing developments. eg Carter's Quay, Harbour Reach, Poole Quarter. There is no free visitor parking. IMPROVE town car parking charges to enable visitors to the town at night. In Bournemouth it is so refreshing to have free parking near the town hall after 6pm or 8pm on a Sunday. I am in agreement with Poole Quays Forum, of which I am a member and have been since before 2012. Parking allocations for flats, houses, holiday accommodation, clinics, care home, schools and many other categories have been defined, but no consideration has been given to High-density Development. Densities planned for the Regeneration area are higher than London, with its far superior infrastructure. The PQF area includes some of the major commercial enterprises, including Sunseeker and the RNLI. Significant parking problems exist in the area as a result of employee's vehicles. The existing acute vehicle parking problems in the area. This appears to have been ignored. Inadequate infrastructure, including public transport. This is worsened by the Covid epidemic, which is undermining the viability of public transport and the confidence of passengers. It is evident that there is a move toward electric vehicles and EV charging points are identified, but there will be very little provision in the PQF area. The proposals will have an adverse effect of the saleability of new Apartments/Dwellings. A target market for the developers is the 'out of town weekenders'. They will want parking. The properties will sell eventually at a reduced value, that is the rule of market forces, but the sales will be delayed. This will result in ambiguity and reason for non-viability from the developers. It will mean more delays from the builders. I have answered your consultation after finding it really difficult to sit and read through a 63 page document. While some of my comments have not been	Noted. The purpose of the SPD is to support the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None

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	made to directly correlate with specific parts of the SPD, they are valid points none the less.	

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Comment ID	Full comment	Officer Comment/Action
PSSPD268	No mention of bus passes for parking.	Noted. This could be considered on a case by case basis, rather than a specific reference to bus passes in lieu of parking requirements set out in the tables. Action: Consider adding a short paragraph to Section 4 Variation from standards 'We reserve the right to determine the provision of bus passes in lieu of car parking, in similar terms to the way car clubs are considered in lieu of parking, depending on type, size and the scale of development and on a case by case basis.'
PSSPD269	Thank you for providing details of the above the content of which is noted and upon which South West Water has no comment.	Noted. Action: None.
PSSPD270	I had lost the will to live by page 12 and for there to be 62 pages is so typical of Local Authorities creating, at vast expense of time and money, endless reams of bumf that ultimately serve no purpose - e.g. pictorial pictures of numerous bikes. Just get on and do what your officers are hopefully trained in and make simple, rational decisions that are available to the public. This document needs be no longer than FIVE pages at most.	The SPD is a comprehensive document to provide further detail on parking requirements to support Local Plan policies. It is a material consideration in the determination of planning applications and covers the issues the relevant issues that developers need to know to meet the requirements of the Local Plan. Action: None.
PSSPD270	I note that there is currently a live consultation for the Parking Standards SPD. The SPD states that for any developments not listed in the document, the LPA should be contacted to discuss the proposed parking standards. I wondered whether you could put me in touch with someone who could tell me whether the parking standards for sui generis builders' merchants has changed? Also, is this the only stage of consultation on the SPD? When are BCP Council scheduled to adopt this document?	Noted. Use class is unchanged. Adoption is scheduled for January 2021. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD272	In your planning review you mention PTW (Powered Two Wheelers). This appears to be aimed at electric powered two wheelers, but I can see no mention of motorcycles and scooters powered by the internal combustion engine. Or have I missed something? The use of conventional motorcycles and scooters should be encouraged in order to reduce traffic congestion and as a result reduce emissions caused by traffic jams. The sales of this type of vehicle is increasing. The number of motorcycle parking bays should be extended and be much better signposted than at present. Thought should be given as to whether a motorcycle should have to pay. Remember there is no secure place to put a parking ticket on a motorcycle. Security devices should be fitted into the designated parking area to enable the owners to lock up their vehicle. Many of these motorcycles command the same price as a car and can be easily stolen.	Powered Two Wheelers are motorcycles and scooters. Provision of these vehicles is encouraged, and adequate provision is typically sought as part of new developments. The document lists two approaches for securing PTWs. Action: Clarify PTW text as being related to motorcycles and scooters. Examine case for clarifying electric scooter requirements referred elsewhere in document.
PSSPD273	I am contacting you as a resident of Heath avenue in Oakdale,BH15 3EJ. I have spoken to many of my neighbours about the traffic calming measure in the Oakdale area which we support. I have a child of 10 who attends Oakdale Junior school and walks to school. We are wondering why Heath avenue was not considered as a candidate for road calming measures given it is used by cars taking short cuts heading to Wimborne rd. These care have to travel on the wrong side of the road given cars can only park on the one side due to the double yellow lines on the “north “ side of the road. As a result cars turning left or right into heath avenue from Wimborne road are faced with vehicles coming towards them on the wrong side of the road and at the same time pupils walking or cycling to Stanley Green infants school ,Oakdale Junior school and the Parkstone grammar school. The issues have resulted in some vary near misses due to drivers being distracted as pupils cross in front of them. Is it possible for you to consult with the residents of Heath avenue about similar measures being used to calm the traffic using the road?	Noted. Outside of the remit of this SPD. Action: Pass information to Traffic Management Team.
PSSPD274	Like all Christchurch residents we trust when reading what BCP has in store for us is encouraging , please endever to restore life into our Town . Please give sensible consideration to our Towns future store owners , encourage us residents & visitor's to want to shop here . Instead of using car park tariffs as a cash cow that's killed off butchers bakers and candlestick makers . Let's see the back of charity stores & boarded up plate glass windows . Our lives in your hands , also your Votes are in your hands . Above our Towns centre clock it reads " Where Time Is Pleasant " Please restore that feeling again.	Noted. Action: None

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PSSPD275	Having skirted through your consultation document, 62 pages long, it would appear your parking requirements are based on the level of housing need and economic growth. Firstly we think your level of housing need is overestimated, with mass unemployment and the unwillingness of banks/building societies to lend money, it will be very difficult for people to get on the property ladders, which fuels the movement between houses. Secondly, economic growth will be in the doldrums for many years, post Covid-19, in fact the ability to work from home will have a knock on effect. Therefore, we do not believe the demand for car parking will be on the levels you have predicted.	Noted. The SPD is a comprehensive document to provide further detail on parking requirements to support Local Plan policies. It is a material consideration in the determination of planning applications and covers the issues the relevant issues that developers need to know to meet the requirements of the Local Plan. Action: None.
PSSPD276	Please can you clarify the actual size and specifications for a parking spot on a new park home development.	Noted. The size of a car parking space is referred in Section 3.2 on page 10 onwards. The provision of parking for a park home is not a clear cut as it is dependent on a number of factors, principally which use class the proposal is considered to be or that of the land it is sited upon. In addition, the accessibility of the site, its location and also the future occupier needs. Consequently, the council considers any such application on a case by case basis and does not have a required standard. Action: None
PSSPD277	My main concern is any changes that could be made to CPZs and RPS as set out in 5.9 - 5.9.4. RPS should be issued only to residents of particular roads and not become available for anyone to obtain, for a location near to their place of residence.	Noted. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD278	The following comments are made in respect of the BCP Parking SPD Consultation. I have put my comments in a letter simply because there was not enough room to make meaningful comments on the consultation questionnaire. The comments are in relation to the parking zones map and in reference to the questionnaire would come under the headings 'add' and 'improve'. The parking zone approach is welcomed but there are anomalies and improvements/additions required. The zones are designated to reflect the areas which are considered to be the most sustainable by way of proximity to a town or district centre or relative to high frequency bus routes. Zones A and B appear to be designated to reflect the hierarchy of centres. The zones however miss out areas currently considered to be well located due to proximity to a high frequency bus route. The obvious omissions are; - • Poole Road between Bournemouth and Westbourne • East Cliff south of Christchurch Road between Bournemouth and Boscombe • Christchurch Road – Iford • Castle Lane Other key transport routes are identified within the respective Adopted Local Plans. The adopted policies identify these routes as being important to encourage the shift towards more sustainable travel and intensification of residential accommodation along the key routes which are considered to be sustainable locations is a key part of the spatial strategy. Examples of the key routes are Castle Lane, Wimborne Road, Columbia Road and Wallisdown Road. Some of these areas are as sustainable as some of the areas that have been included within Zone B. The areas shown as being key transport corridors and sustainable locations within both Bournemouth and Poole Local Plans should also be identified within the parking zone map as being Zone B. If the Council, for whatever reason, do not think these areas to be as sustainable as Zone B or to justify no parking then they should be Zone B (2) or similar designation. These zones will have half the requirement of Zone D. They will therefore be considered as being between B and D in terms of sustainability credentials. To put this into context it does seem anomalous that a location on a key transport corridor such as Columbia Road has the same parking requirement as a location such as Throop or Hengisbury Head. The zones should reflect transport corridors. A failure on the point of the Council to do this will result in disputes where a location immediately adjacent a transport corridor and Zone A or B will be claimed as being as sustainable as the adjoining location. Identification of the further zone as discussed above will affect a wider area but will close off any future disputes and arguments. A further anomaly is the areas between Winton, Charminster and Springbourne. Between these identified Zone B areas are slight gaps and again it is considered that while less sustainable than Zone B these areas will be more sustainable	Noted. In determining the parking zones and standards, the underlying principle was that areas which already or potentially have high accessibility and lower car ownership would be expected to adopt more rigorous parking standards. Action: Review zone boundaries to confirm key routes are reflected correctly.

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	than the majority of Zone D areas and they should therefore also be designated as Zone B (2) status, i.e. half the requirement for Zone D. In essence, the parking requirements or zones should reflect the entire spatial strategy in terms of key transport corridors and not just the centres. Other key transport routes are identified within the respective Adopted Local Plans. The adopted policies identify these routes as being important to encourage the shift towards more sustainable travel and intensification of residential accommodation along the key routes which are considered to be sustainable locations is a key part of the spatial strategy. Examples of the key routes are Castle Lane, Wimborne Road, Columbia Road and Wallisdown Road. Some of these areas are as sustainable as some of the areas that have been included within Zone B.	

Comment ID	Full comment	Officer Comment/Action
PSSPD279	Dorset HealthCare is responsible for all mental health services and many physical health services in Dorset, delivering both hospital and community-based care. It is the biggest provider of healthcare in Dorset. Dorset Healthcare serves a population of over 750,000 people and employ around 5,000 staff, covering a wide range of expertise and specialisms. Its staff provide healthcare at over 300 sites, ranging from village halls and GP surgeries to mental health inpatient hospitals and community hospitals - as well as in people's homes. Dorset Healthcare's services include: · Dorset's 12 community hospitals and minor injuries units; · Adult and children's community health serves (physical and mental); · Specialist learning disability services; and · Community brain injury services. In BCP, Dorset Healthcare's main sites comprise: · Kings Park Hospital, Boscombe · 11 Shelley Road, Boscombe · 49 Alumhurst Road, Westbourne · St Ann's Hospital, Poole · Alderney Hospital, Poole · Fairmile House, Christchurch Dorset Healthcare welcomes the move to create a new parking SPD that will replace the legacy parking SPDs in Bournemouth, Christchurch and Poole and which complies with the National Planning Policy Framework and will promote sustainable transport. However, it is concerned that some aspects of the draft SPD, as currently worded, could unnecessarily restrict the delivery of improved health care facilities, that they could negatively affect staff and visitors working at/using those facilities and that they are likely to result in unnecessary additional financial costs to Dorset Healthcare. While the principle of progressively reducing private car usage in favour of more sustainable modes is a sensible one, if it is not delivered hand-in-hand with a clear strategy for investment in public transport, bicycle and walking infrastructure, there is a risk that traffic congestion and parking problems will not be resolved and may in fact become worse. Parking standards The proposed parking standards for hospitals (Use Class C2) are: In the Bournemouth Parking SPD (2014) parking standards for hospitals are not specified and it is necessary to "contact the local highway authority". For clinics and health centres (former Use Class D1) staff and visitor car parking is benchmarked at 3 spaces per treatment or consulting room. In Poole the Parking and Highway Layout in Development SPD (2011) parking standards for hospitals (C2: Residential Institutions) are 22 car spaces per 1000m2 floor space / 100 beds and clinics and health centres are 3 car spaces per consulting room. It is caveated that in 'Zones 1 & 2' a reduced optimum parking guideline figure shall be used that discourages over-provision of commuter parking and is sufficient to meet the parking needs of the development without causing or adding to parking or highway safety problems in the locality. For Christchurch the Dorset County Council Non-Residential Parking Guidance states 1 car parking space per 4 staff and 1 space per 3	Support noted. The purpose of the SPD is to support the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. The SPD sets out where variations from standards will be acceptable. As such the SPD is sufficiently flexible in terms of parking standards for hospitals and EVCI where robust evidence and supporting justification can be provided to support reduced provision. Action: None.

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	visitors for Hospitals and for clinics and health centres 2 spaces per consulting room plus 1 space for every FTE staff. It is caveated that for larger sites the level of car parking should be explored and quantified through a transport appraisal or assessment. Dorset Healthcare is concerned that the proposed standards would in some cases unnecessarily reduce the amount of on-site car parking permitted and that they do not sufficiently recognise the various functions of different healthcare facilities and the travel characteristics of the patients, visitors and staff associated with them. Not all patients and visitors will be able to travel to Dorset Healthcare sites by public transport or other sustainable modes for reasons of health or appointment times. Staff car share models may also be negatively impacted. As more care is delivered within the community both Dorset Healthcare staff travel distances and car usage will increase. Clinicians require access to cars to effectively transport equipment and deliver treatment to patients, often in their own homes. Limiting on-site car parking at hospitals, clinics and health centres could make this process more difficult, time-consuming and potentially more stressful for Dorset Healthcare staff. There must be sufficient flexibility in the parking standards to allow for changing clinical models. Notwithstanding the above comments, Dorset Healthcare recognises that appropriately-planned levels of onsite car parking will encourage those staff, patients and visitors who are able to do so to travel by sustainable modes. However, in order to encourage this shift where it is feasible to do so and to prevent people from reverting back to private car use, it is essential that there is also investment in public transport and walking and cycling infrastructure. Dorset Healthcare acknowledges that it may need to contribute to this on a site-bysite basis where it is necessary to mitigate the impact of specific development projects. However, BCP-wide investment from BCP Council and the local bus companies will be fundamental to achieving modal shift. An alternative approach, as is currently the case in Bournemouth, is not to specify parking standards for hospitals and for this to be discussed and agreed on a case-by-case basis with the Local Planning Authority based on appropriate evidence / justification e.g. transport assessment and travel plan. For clinic and health centres it would be helpful if the standards were be expressed as a minimum, therefore allowing increased provision where this can be appropriately justified through evidence-base work. Electric vehicle charging Dorset Healthcare objects to the proposed electric vehicle charging provision requirements. It is extremely concerned that the percentage of active and passive provision required could lead to unnecessary additional costs. The potential impact on Dorset Healthcare's already perilously marginal on-site power supply/agreed demand should not be underestimated. This will in all likelihood lead to significant charges being	

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	levied to the Trust by the District Network Operator for breaching its agreement. This is a further financial risk and demand that will affected already finite resources. In addition it also creates a potential situation where the only option becomes Dynamic Power Sharing, which does share the power amongst the EV charging demand, however results in the unintended consequence that EV's are not reaching their capacity charge therefore affecting journey ranges possibly impacting upon patient care. The proportion of EV points also needs careful consideration and should be approached with flexibility in mind. The larger 50Kw units are very expensive to install and run. We question if these EV points are required where parking demand is from vehicles that have only travelled a relatively short distance and will not be staying for long e.g. a large proportion of staff and visitors. The guidance for EV provision needs to be more flexible. The cost of the required EVCP active installs and passive infrastructure required could add significant costs to future Dorset Healthcare projects. It may also be to the detriment of other environmental/sustainable initiatives, which should be avoided.	
PSSPD280	Remainder of Planning Potential's submission received by email (letter) - type in by hand...	Rep recorded in full - see ID 253

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PSSPD281	1 As stated at paragraph 10 of the relevant report to Cabinet “the draft Parking Standards SPD will support existing legacy authority Local Plan transport policies” Relevant policies being supported by the Consultation SPD, by reason of Saved Policies, date from the turn of the century. For the avoidance of doubt its purpose is also, as stated at paragraph 1, to “support the emerging Local Plan”. 2 It appears that the Consultation SPD is a cut and paste exercise to embed the current Bournemouth Parking SPD (2014) (“the Bournemouth SPD”), with some minor amendment and changes in semantics rather than substance, into a changed environment. 3 Thus the Consultation SPD’s core purpose can be identified at paragraph 4.2.1 - as seeking to accommodate “the likely parking demand requirement” (sic) incorporating that car-led demand unchecked into its optimum/standard Tables. 4 Thereby this Consultation SPD extends the emphasis of the three previous authorities on promoting and accommodating the use of the car, to the detriment of other forms of transport. 5 The Consultation SPD recognises at paragraph 1.1.5 that: “Rigid and overly generous parking requirements historically have not helped to deliver the quantum or quality of development expected by our communities” and then proposes embedding rigid and overly generous parking requirements in the most sustainable locations. The paragraphs following “4.3 Variation from the parking standards”, being brought forward from the Bournemouth SPD heading 3.3, are essentially part of the disproportionate conditionality which had the effect referred to in paragraph 1.1.5. 6 The change from the Bournemouth SPD “benchmark” to the Consultation SPD “optimum” is semantics not substance. As is clear from eg at heading 4.3, this “optimum” is simply a synonym for a rigid and inflexible “standard” 7 Further, the definition of zones is carried forward from the Bournemouth SPD conjoining Town and District Centres with their hinterland; thus failing to promote or exploit “transport corridors” (1.2.5) or the recognition of “sustainable transport corridors” (1.1.2). The current consultation on the NPPF clearly points to requiring a more finessed approach with sub-areas (eg paragraphs 2.10 and 3.24). 8 It is only on new development that BCP can effectively apply the target, stated in the Cabinet Report, as: ”Limiting the amount of parking spaces in development in key areas will contribute to helping reduce car ownership and reduce journeys by car.” The contrary is achieved by requiring high levels of car parking particularly in those areas ”that also are shared with the area’s high frequency bus routes”, where (the Cabinet Report recognises) “BCP is experiencing worsening congestion”. 9 Rather than accepting that “(t)aking a progressive approach to reducing parking standards will help to achieve modal shift” the Consultation SPD is regressive in its approach by providing for “the likely parking demand requirement” in its zonal Tables, which harks back to the legacy	Noted. The Parking SPD supports the delivery of development to meet housing and employment needs and other economic social and environmental priorities. It is expected that development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Changes suggested to include reference to Gear Change are welcomed along with highlighting the wider shifting national policy landscape. Recognise the need for flexibility in applying standards and appropriate variations. Where required, the SPD encourages high quality and well-designed parking provision appropriate to the type and scale of development within its context and location. Note the emphasis on cycling and appropriate cycle parking provision. Action: Make partial changes. Insert reference to DfT Gear Change policy document. Review zone boundaries alongside other responses.

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	documents of a previous era. Sustainable transport corridors can be key areas. 10 Having summarised at paragraph 4.2.1 ”the best available evidence regarding the likely parking demand requirement”, the Tables that follow incorporate and endorse that demand for car parking with no attempt to promote modal shift. 11 The Consultation SPD Executive Summary recognises that: “Car parking can occupy a great deal of space and can have a negative impact on the appearance of development and the efficient use of land.” Promoting proposals to accommodate “the likely parking demand requirement” rebuts that recognition and cannot be said to respond to national policy, such as NPPF chapter 11 “Making effective use of land”. 12 DfT Gear Change (July 2020) page 26 sets out current government policy as follows: “We will ensure that all new housing and business developments are built around making sustainable travel, including cycling and walking, the first choice for journeys .....While many local plans already say the right things, they are not always followed consistently in planning decisions.” 13 The current NPPF Consultation has confirmed (at paragraph 3.6) that “a revised and consolidated Manual for Streets” will shortly be published. Active Travel England will be grading highway authorities on these issues. 14 Current government policy is neither reflected, nor referenced, in the Consultation SPD. The purpose of the SPD (as reported to Cabinet) is to “support existing legacy authority Local Plan transport policies” by accommodating “the likely parking demand requirement” for motor cars and to use this to “support the emerging Local Plan”. 15 It is unfortunate that the LPA should see fit to seek to enshrine legacy policies preempting the current BCP Local Plan. Prima facie, the emerging local plan may say the right things but will fall squarely into the concern of “Gear Change” that government policy will not be followed in planning decisions. As appears clear from national policy this will negatively impact directly upon central government funding for BCP. See suggested amendments in red.	

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PSSPD282	Forelle Estates is a long established property management company based in Poole. The company owns a sizeable portfolio of commercial and retail property both within the administrative boundary of BCP Council and the surrounding areas. Our client is keen to ensure that the council's new parking policy continues to recognise and support the needs of business. Our client welcomes the publication of a single Parking Standards SPD, which provides consistent guidance for new development across the conurbation. Our client also recognises and supports the overarching objective of the SPD to encourage sustainable development, with an emphasis on promoting increased cycling and walking and other new sustainable modes of transport. However, this objective must be balanced with the current transport needs of business, particularly those located outside of the town centres, where reliance on the car and private motor vehicles often remains and continues to offer the most viable form of transport. In this respect our client wishes to ensure that the new SPD includes sufficient flexibility to respond to the specific needs of business operators, to enable them to remain competitive and provide sufficient parking provision to meet their operational needs and those of their customers. The document should also reference the impact of the COVID-19 pandemic on travel behaviour, which is likely to result in a combination of short and longer term structural changes. These are likely to include more people working from home, different demands on work space and at least in the short-term, less shared trips using public transport. These factors are likely to influence both travel demand and business needs in an increasingly difficult economic period. We have set out our detailed comments on the SPD below. 1. Introduction This chapter is very focused on the parking demand and the needs of residential development. We suggest that it should include at least a paragraph on other forms of commercial and retail development, recognising their specific needs for some parking infrastructure in order to remain viable and cater for differing accessibility needs. Para 1.2.3 We suggest a further bullet should be added to the key objectives stating: 'to encourage sustainable travel whilst also recognising the specific needs of commercial, retail and other businesses.' 4. Parking Standards The SPD identifies four hierarchical zones across the conurbation, which reflect their differing accessibility levels. Whilst this approach is accepted, the zones downplay the disparity of accessibility by other modes of transport to the car between Zones A and B, and Zones C and D. Zones C and D are generally inaccessible by train and suffer from infrequent and indirect bus services. On this basis greater flexibility over parking provision in new development is required in these locations, until more viable alternative modes of transport are available. Forelle Estates have reviewed the proposed car parking standards and are concerned that some of the stated	In para 1.2.3. the first bullet point recognises the need to balance the needs of different users to encourage well designed places to live, work and visit. The parking standards will encourage commuting workers, shoppers and visitors to use good sustainable travel options available in Zones A & B. The public car parks will be available to those who choose to travel by car. If there is a departure from the standards, this will require robust and evidence-based justification and therefore the SPD builds in sufficient flexibility to the requirements. Action None

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	‘optimum’ parking figures may discourage developers or operators from coming to the area. In particular the proposed standards for offices (Class E) within Zones C and D appear particularly low (between 2 and 2.5 spaces per 100m2 of development). Based on their experience of the local market and tenants’ requirements Forelle Estates suggest a more realistic ‘optimum’ figure would be 1 space per 20m2 of development. Although it is recognised that the frequency and accessibility of public transport is generally better in Zones A and B, some office developments will still require on-site spaces for staff and visitors. An optimum figure of 1 space per 50m2 of development is therefore considered to offer a more practicable figure in these locations and will help them to remain competitive.	

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PSSPD283	I am writing on behalf of Poole Communities Trust, a community led charity aiming to promote economic and community growth, particularly in disadvantaged neighbourhoods within Poole. We do this through the development of community facilities, creating places where people have the chance to thrive, including health and wellbeing facilities, community cafés, nurseries, activity clubs, etc. which respond to local community needs. Currently, we are involved in three community projects at the Branksome Centre, Turlin Moor and Bourne Community Hub. We are responding to the Parking Standards SPD Consultation as we recognise the impact that parking can have on our environment; the way people travel and on the services we provide. We welcome the Council's approach to bringing all aspects of parking together across one strategic document and the emphasis on good design and sustainability. We agree with the key objectives of the SPD (point 1.2.3, page 6), particularly the encouragement of more travel on foot, bicycle and bus to improve air quality and health and wellbeing. There are two main concerns we would like to highlight: 1. The zonal approach to parking standards particularly in Zone D 2. The term 'standard' and use of the word 'optimum' to describe parking figures Zonal Approach We support the council's emphasis on reducing car parking in locations where there is a high degree of accessibility to public transport services, shops and other facilities. We believe the most significant measure to encourage sustainable travel patterns is to limit the amount of parking provision. Our community centres are situated in well integrated locations serving the local population within easy walking, cycling and bus routes. They are linked with other facilities, such as local shops, allotments, playing fields, schools, etc. However, the zonal approach in regards to Zone D (red) is described as suburban/rural. Both Branksome Centre and Bourne Community Centre, in particular, are located in this Zone which means the parking standards which would apply under the SPD for any new development, would be significantly higher than required considering how these centres are used. The definition of Zone D (4.1.6) in the SPD document iterates a generalised approach and that 'less accessible areas are where car ownership is at its highest'. This does not apply to all areas in Zone D. The facilities we are providing are in prominent, accessible locations for the community they are serving. The fact that the facilities are in residential areas with traffic calmed streets, encourages local people to walk and cycle to these centres. So the community centres, when you consider who they are serving, are actually located in more accessible areas not 'less'. It is also debateable whether car ownership in these more disadvantaged areas is the issue when the cost of car usage for many is a determining factor. For example, at Bourne Valley Community Centre most of the time there is only one car in the car park belonging to the manager of the pre-school;	Support noted. Action: Harmonise Tables 23 and Table 24 due to similar uses to serve local communities. No change to zone descriptions as areas of BCP not within Zones A, B and C contain both suburban and rural locations.

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452	staff and visitors of all the facilities here tend to live nearby and walk, cycle or catch the bus. We agree with the Council's policies on efficient use of land, prioritising sustainable modes of transport, climate emergency and connecting communities but believe the proposed approach to Zone D parking standards for community facilities as shown in Tables 14 and 23 are counterproductive. As we move forward and change and rebuild our community centres, we need to be creating areas for green spaces, biodiverse multifunctional spaces for the community to use, not large areas of tarmac, encouraging car use. We would ask that the Zonal approach of the SPD be reconsidered to reflect the nature of local community uses; how local they are and who they are serving when considering parking provision especially in Zone D. The Term 'Standard' and the use of the Word 'Optimum' Whilst we understand the need for clarity and a consistent approach when assessing parking needs, the use of the term 'standard' often means this becomes the benchmark for assessing development. The danger of presenting the car parking figures as 'optimums' is that it could be interpreted as the best figure to aim for but from what perspective? If the SPD truly wants to encourage sustainable modes of transport, tackle climate change and improve our health and wellbeing, then the emphasis should be on rewarding developments that can demonstrate how they can reduce the need for car parking. The document does give plenty of examples of this but ultimately our fear is that the term 'parking standards' and the figures presented as 'optimums' will make it more difficult to assess each situation on its own merits. We think the document should emphasise 'guidance' and not standards. Maybe this should be considered in the title of the document.	

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PSSPD284	Parking Standards Paragraph 3.2.22 of the SPD advises against providing on plot parking located to the front of a property. However, it is Persimmon's view that well designed parking to the front of the house enables a more efficient use of land and optimise the use of land to meet as much of the identified need for housing as possible in line with Paragraphs 122 and 123 of the NPPF. In a highly urbanised and constrained Green Belt locations such as BCP, seeking higher density development and maximising the development potential of sites will be key. There are also practical reasons for frontage parking in terms of convenience for residents, particularly those that may experience mobility issues, and discouraging on-street where people opt to park outside the front of their properties rather than negotiating rear parking courts for example. In Persimmon's experience, not providing allocated bays (as is proposed in paragraph 4.2.6 of the SPD), exacerbates on-street parking to the detriment of good street design (as is cautioned against in paragraph 5.12.2 of the SPD), and has a significant adverse impact on the sales values that can be achieved for new properties thereby impact negatively on development viability. It is also noted in paragraph 4.2.6 that it is the Council intention to use conditions to ensure that unallocated car parking remains in perpetuity. It is questionable whether this meets the necessary test for a condition. It is also recommended that the SPD is amended so it is clear whether the number of spaces, as set out in Tables 3 – 33, should be regarded as a minimum or maximum requirement. Electric Vehicle Charging There is a concern that the Council is seeking to introduce new planning policies in relation to electric vehicle charging points through SPD contrary to guidance set out in the PPG/NPPF and/or without them having been subjected to the necessary scrutiny and testing. Planning Practice Guidance (Paragraph: 008 Reference ID: 61-008-20190315) is clear in that SPDs do not form part of the development plan, cannot introduce new planning policies into the development plan, and should not add unnecessarily to the financial burdens on development. It is clear that new local planning policies should only be brought forward through Development Plan Documents, and the role of the SPD is to simply provide further detailed guidance in respect of policies that are already set out in adopted local plans. In the BCP Council area the adopted local plan comprises the various DPDs of the former Boroughs of Bournemouth, Christchurch and Poole. The policies of each local plan cover separate areas of BCP (i.e. policies affecting the former Christchurch area cannot be applied in the former Poole area). This distinction in the operational area of separate local plans is important as neither the Christchurch nor Poole local plans include policies relating to electric vehicle charging. It is only within the Bournemouth Local Plan that reference is been made to 'encouraging' the provision of	Noted. The SPD encourages parking to be located to the rear or side of development to minimise the visual impact of car parking on the street scene. However, it is sufficiently flexible if the only option is to locate parking at the front. Planning conditions for unallocated parking in perpetuity meet condition tests when they are relevant, enforceable, precise and reasonable. The EV requirements will contribute to addressing the council's corporate strategy priority to lead communities towards a cleaner, sustainable future that preserves our environment for generations to come and develops an eco-friendly and active transport network. The implications of the council's commitment in 2019 to address a climate and ecological emergency has wide ranging implications for all the council's operations, policies, strategies and plans. Nationally, the Road to Zero Strategy and Transport Decarbonisation Plan encourages electric vehicle charging infrastructure in new development. Local Transport Plans are statutory documents which set the strategy for the areas transport system. All preceding Local Authorities adopted LTP3 which has five strategic goals (i) support the economy (ii) reduce carbon emissions (iii) improve safety, security and health (iv) promote equal opportunity and (v) improve quality of life. Requiring EVCI contributes to achieving those goals to deliver the vision for a low carbon transport system for Poole. NPPF (para 105) (e) clarifies that parking standards should include

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	electric vehicle charging points (Policy CS17 refer) – there is no requirement to provide these. In light of the above, and without the policy basis to do so, it is not appropriate for SPD to require the provision of electric vehicle charging points in the former areas of Christchurch and Poole. Within the Bournemouth part of BCP, the SPD should make clear that electric vehicle charging points are to be encouraged, and are not strictly required. Section 3.6 of the SPD sets out considerable detail regarding the provision of electric vehicle charging including the location, quantum and specification of vehicle charging points. All these elements represent a development cost, and it is not just the provision of the charging points. but the associated infrastructure that needs to be considered as well. For example, developments that require a high number of charge points at a high power specification, may require the provision of one or multiple sub-stations so that all charging points are capable of being used concurrently (alongside all other energy demands on a development). This adds further development costs that have not been considered by the Council. Viability testing of local policy requirements and standards is a fundamental part of Local Plan development that would be subject to scrutiny through consultation and examination of the Plan. The Council has failed to provide considered the effect of these requirements on development viability. Notwithstanding, the introduction of the new policy in relation to the electric vehicle charging through the SPD circumvents this important viability testing process adding unnecessarily to the financial burdens on development contrary to planning guidance.	adequate provision of spaces for charging plug in and ultra-low emission vehicles. Action: None

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PSSPD285	As a resident of Moorside Road, the parking in our road has become increasingly hazardous, numerous calls to the council regarding this situation over a number of years by many residents but to no avail. Turning into Moorside Road from Wareham Road, has become more dangerous with cars parked right on the entrance giving no space to pull in if a vehicle is coming out of the cul de sac. More cars are increasingly coming in the cul de sac to park, leaving vehicles all day to go to work. Also we have had cars just left for over a week at a time. Obviously as there is not enough parking at Bakers View, we end up with the overflow ie white vans included. I live at number **, the vehicle's that decide to park opposite our house two to three cars, then makes it dangerous for me to get in & out of my drive safely, thus hoping nothing will come round the bend while I am doing so. Winter time is even more hazardous as vehicles are parked & left due to icy conditions. So, they can carry on with their lives, making it increasingly difficult again for residents. Also, children use this road to cut through to the footpath to the school at the bottom of the hill. Hopefully we can have a positive outcome to an increasingly dangerous situation.	Noted. The SPD encourages high quality and well-designed parking, appropriate to the type and scale of development within its context and location. It will be used by developments for designing new proposals and by council officers to ensure parking requirements are met. Action: None.
PSSPD286	Please note our objection to the proposed thrust of this Supplementary Planning Document if it is intended to be given any force within the foreseeable future. We have been content with proposed developers "consuming their own smoke" when considering the amount of parking that may be generated by the needs of the development and its occupants : to suggest that, because of its location, any development will not require any parking spaces is anathema at this stage. In this connection we see the primary driver for reducing the need for car-parking spaces as the abolition of transport deserts in the urban areas, the provision of reliable, frequent and weather-resistant public transport facilities in locations that are acceptable to our various communities and not deprivation of car-parking facilities that will only exacerbate the existing problems that should not be ignored. Also we do have concerns about the mooted safety of pedestrians (of any age group) arising from encouraging silent vehicles (cycles and electric scooters / cars) in our busy congested urban area. It is understood use of available car-parking spaces is improved by the echelon layout since vacant spaces can be more easily identified.	Noted. The purpose of the SPD is to support the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Electric vehicles will help to deliver on priorities within the BCP Council Corporate Strategy and assist in reducing carbon emissions. Nationally, the Road to Zero Strategy and Transport Decarbonisation Plan encourages electric vehicle charging infrastructure in new development. The SPD complies with the NPPF and in particularly para 105 (e) which clarifies that parking standards should include adequate

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		provision of spaces for charging plug in and ultra-low emission vehicles. Action: None
PSSPD287	Would you please make sure there is street parking for the disabled over the whole conurbation? Thank you. 1. You mention disabled parking, presumably this will be in a sufficient no. of places really to help the disabled? That is, near whatever they want to do. Also, I believe there are an increasing no. of disabled people, so we would need more than at present. NB blocking off roads does not help the disabled who may end up being parked further from where they need to be. 2. I believe the general amount of parking in BCP maybe is insufficient for all the visitors, particularly in these Covid times when people are coming to BCP rather than going abroad. Will there be an increase e.g. in the town centres?	Noted. Disabled parking is a requirement for new developments and set out in para 3.7 and in Appendix A. Action None.

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PSSPD289	In my view any residential development in any zone should have as a minimum 100% “passive“ provision for electric car charging. It is absolutely the way forward and 7 or 22Kw “active” charging should be available to at least 50% of the households to charge overnight.	Noted. The provision ensures 100% provision with an appropriate mix of active to passive. The EV requirements will contribute to addressing the council's corporate strategy priority to lead communities towards a cleaner, sustainable future that preserves our environment for generations to come and develops an eco-friendly and active transport network. The implications of the council's commitment in 2019 to address a climate and ecological emergency has wide ranging implications for all the council's operations, policies, strategies and plans. Nationally, the Road to Zero Strategy and Transport Decarbonisation Plan encourages electric vehicle charging infrastructure in new development. Local Transport Plans are statutory documents which set the strategy for the areas transport system. All preceding Local Authorities adopted LTP3 which has five strategic goals (i) support the economy (ii) reduce carbon emissions (iii) improve safety, security and health (iv) promote equal opportunity and (v) improve quality of life. Requiring EVCI contributes to achieving those goals to deliver the vision for a low carbon transport system for Poole. NPPF (para 105) (e) clarifies that parking standards should include adequate provision of spaces for charging plug in and ultra-low emission vehicles. Action: None

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Comment ID	Full comment	Officer Comment/Action
PSSPD290	From the study /proposal for the development of parking standards, it becomes apparent that you are living in a vacuum, totally ignorant of the Bournemouth residents' needs! You approve of new housing & multiflat developments and instead of setting as a prerequisite the provision of at least 1 parking space per dwelling, you suggest that the existence of public transportation or cycling facilities in the vicinity are sufficient to cancel and override the need for parking spaces! MISTAKE NUMBER 1! Further, in all your public speeches, while trying to attract voters, you express your deepest concern on the environment! What an irony! Because immediately after you have been elected, you do anything in your power to damage the environment and I will give you a simple example that shows how you are doing it! MISTAKE NUMBER 2. In Bournemouth area, particularly in zone B, there are whole streets with detached or semi-detached houses. Instead of offering them Resident Permit Schemes (RPS), allocating them a space for on-street PARKING in front of their house, you force them to destroy the whole of front garden and to cement it to create a parking space!!! By doing it, you have done your best to destroy the environment, cement has replaced a green garden!!! And at the same time by doing it, you have automatically eliminated any on-street parking, because a driveway has to be built for vehicle's access into the private forecourt! My suggestion? Think before you act and choose very carefully your consultants!!!	Noted. Section 5.9.3 sets out that developments with very low or zero parking will not have access to residents permits as it is counterproductive, except in very special circumstances such as for disabled users. Action: None
PSSPD291	With reference to the above I dont need to read a large document to protest very strongly about these latest plans from this council. Also the questions asked were very offensive. Peoples gender, religion or any other personal questions have nothing to do with the subject. Firstly I dont think the general public has been informed about this. I have only just seen it on Facebook as have many others with only a few days to respond. It seems this council has little regard for its residents. It seems that hamworthy is to become a giant car park. Most homes have more than one car and with 3000 homes planned for an area that is bursting already I really cant see what the hell you are thinking. I live by the field on turlin moor where you plan to build 400 homes and parking for said homes is high on my agenda when we finally get the consultation we were promised in September. There will be much opposition to this but I know the residents that actually live here will not be listened to.	Noted. The site referred to in Turlin Moor is an allocation for development in the Poole Local Plan (2018) which will be carried forward in the emerging BCP Local Plan. The purpose of the SPD is to support the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. Action: None

Appendix 1 –Table of comments and responses

Comment ID	Full comment	Officer Comment/Action
PSSPD292	I have tried to read this but can't work out how many parking spaces must be allocated to each flat in a new development or HMO. My feedback and concern is that property developments in our conurbation or indeed HMO's have enough parking space allocated as this has not happened in Boscombe West (I've lived in area 15 years now) where on street parking is under a huge amount of pressure. Car ownership is usually much higher than outlined in your plans as most flats will have at least one car and it is rare to find off street parking in residential properties here which causes issues between neighbours, dangerous parking and with public transport use decreased due to Covid and attempts to get people to cycle more, this will be a tricky balance. Would welcome some clarity on actual numbers	Noted: The Parking SPD supports the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This is a corporate objective. A Strategic Car Parking Review is being undertaken to implement appropriate on-street parking controls to support the reduced car parking levels set out in the SPD. The SPD is based on best practice and robust evidence including levels of car ownership. Action: None.

Appendix 1 –Table of comments and responses

Comment ID	Full comment	Officer Comment/Action
PSSPD293	As the Government's adviser for the historic environment, Historic England is keen to advocate for the conservation and enhancement of BCP's heritage assets, historic streetscapes and wider townscapes, landscapes and seascapes as part of positive plan-making for sustainable development. Paragraph 126 of the National Planning Policy Framework (NPPF) 2019 requires local planning authorities to set out a positive strategy in plans for the conservation and enjoyment of the historic environment, including those heritage assets most at risk through neglect, decay or other threats. We note the purpose of this SPD is to set out cycle and car parking standards for new residential and non-residential development in terms of numbers, design and layout. Without care in its positioning, design and materials, on and off-street parking can have negative impacts on the significance of heritage assets, e.g. damage archaeological sites, and their settings, e.g. listed buildings. The character and appearance of wider historic streetscapes and conservation areas, may also be adversely affected. With the exception of one brief reference to the provision of cycle sheds being unlikely to be acceptable in some conservation areas and where Article 4 directions are in place (paragraph 3.3.25), the SPD appears to be silent on how these parking standards should be applied in relation to BCP's historic environment. To address this, we would like to see a new section introduced into the SPD to explain how the parking requirements are to be integrated with the conservation and enhancement of BCP's historic environment. In some cases, the ability to vary the parking standards may be necessary in order to conserve the significance of heritage assets, including settings, as well as the character of historic streetscapes and wider areas, and on occasion to help find solutions for heritage at risk. Historic England has published relevant advice in Streets for All (2018), as well as in Managing Significance in Decision-Taking in the Historic Environment (2015) and The Setting of Heritage Assets (2017). There may also be local SPDs and other guidance that may be of assistance to applicants and decision-makers. Your local authority conservation and archaeology staff would be well placed to advise and help provide additional text for the SPD.	Noted. It is outside the scope of the Parking Standards SPD to set out circumstances where standards can be varied due to their impact on heritage assets and important trees. Officers with specialisms in the historic environment would deal with LB applications and be consulted on applications in Conservation Areas. However, reduced parking requirements particularly in the town centres, where there is generally a high concentration of heritage assets will help to preserve these important assets and keep them in use, particularly on constrained sites and where there are important trees. The ability to develop car free in the town centres will enable better development that preserves the character of the area. Action: None.

Appendix 1 –Table of comments and responses

Comment ID	Full comment	Officer Comment/Action
PSSPD294	Overall: • The draft SPD is welcome, and we support the objectives therein. • We strongly oppose standard car parking bay dimensions of 4.8m x 2.6m; favouring 4.8m x 2.4m for the reasons outlined below. • Throughout section 3 it is unclear as to the types of developments that it applies to, with exceptions etc jumbled. Greater clarity is required. • Commend the prominence given to cycle parking but are surprised to see hydraulic double racking discouraged. We would recommend a blended solution where double racking is employed. • Additional comfort is required to demonstrate that the quantum of EV equipped and enabled spaces is feasible and viable across a range of scenarios particularly for the outer zones. • The optimum parking standard for flats and houses should be presented as a range in order to deliver choice, aid product distinction and encourage higher delivery rates, which might otherwise be constrained by market saturation of homogeneous products. • Mechanisms for ensuring the delivery of car club spaces in zones A and B should be developed. • A pragmatic approach is required where properties sit on the edge of identified zones. Detailed comments: 1.0 INTRODUCTION 1.1 Background This section provides helpful background. This section should be more explicit in acknowledging that higher densities will generally be achieved through taller buildings, either above existing built form or through re-development. No additional surface area is created, and whilst undercroft parking can take us so far, it is increasing pushing developers to look at multi-level parking. This is often costly and inefficient because of the need for vehicle ramps or lifts. It also creates tensions with the desire to deliver active street scenes. This section should also acknowledge the reduced propensity to travel owing to home working, online shopping and delivery services. 1.2 Purpose of the document The key objectives listed at 1.2.3 are supported, they are aligned with those of the constituent Development Plans and Local Transport Plans. They are suitably ambitious but crucially deliverable. We are pleased to see BCP Council remedy the current misalignment in parking standards across the single urban area. Whilst there is logic in presenting optimal car parking standards, we would rather see these expressed as a permissive range to provide some flexibility for individual circumstances. Expressing cycle standards as a minimum is supported as this creates a range and, within reason, no harm is likely to arise from over-provision. 2.0 POLICY CONTEXT 2.1 NPPF This section is supported noting that the current standards generally pre-date the NPPF and refer to PPG13, so are out of kilter with current guidance. 2.2 The Local Development Plan No comment. 3.0 LAYOUT AND DESIGN GUIDANCE 3.1 Introduction No comment. 3.2 Cars The current standards are misaligned. It is evident that there has been incremental creep in the size of vehicles being catered for, which has	Noted. Across the conurbation there are varying standards of bay size from the legacy parking standards. The new size requirement for a standard parking spaces of 2.6m x 4.8m caters for a wide range of vehicles and provides some side width to allow for ease of use. the requirement for overhanging and offset for bays in relation to solid objects recognises historic poor design and inadequate layouts resulted in underused spaces and additional on-street parking pressures. the use of appropriate tracking information again reiterates the need for well design parking layouts with tolerance for varying driver standards and abilities. The purpose of the SPD is to support the delivery of development by providing detail on parking requirements to meet housing needs and other economic social and environmental priorities. It is expected that flats and other high-density development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. Double deck cycle parking is considered to be less convenient than Sheffield type stands and can discriminate against people with low upper body strength. However, 3.3.6 does make provision for a small proportion of double deck systems to be used alongside Sheffield stands. Public electric vehicle charging points are available in the BCP area this is outside the remit of the Parking SPD; however, the SPD sets clear guidance for a percentage of EV charging points to be provided in new development. Recognise the need for flexibility in applying standards and appropriate variations. Where

Comment ID	Full comment	Officer Comment/Action
	led to the Bournemouth area applying a standard of 5m x 2.6m in contrast to the Poole area applying the conventional standard of 4.8m x 2.4m. I note that the draft standards propose 4.8 x 2.6; So one might argue a compromise. However, in the interest of promoting the effective use of land, we would recommend that minimum dimensions be set at 4.8m x 2.4m catering amicably for smaller cars which are aptly suited to urban areas (typically having smaller engines, taking up less carriageway space and generating lower emissions). Should individual developers wish to instate larger spaces in response to the market they can. Figure 1 should be amended accordingly. Extending the length of spaces by 0.5m where they abut a solid object, such as a wall, is supported. The dimensions for parallel parking bays are supported, in so far as these dimensions are likely to obviate obstruction to the footway or carriageway. Ensuring that parking spaces do not abut building lines where windows are provided at ground floor level (as set out at para. 3.2.4) is supported. We concur that landscape buffers provide for a more harmonious relationship and help to protect amenity. The need for a 0.5m buffer where a space abuts a solid object or a footpath (as set out as 3.2.5) is considered desirable, but more palatable if the standard width is reduced to 2.4m. The 6m aisle spacing (as set out at paragraph 3.2.6) is well ingrained and understood. We are unsure as to whether it is reasonable to apply 0.5m buffers to any tracking to allow for driver error as there is a danger that adding precaution upon precaution grossly inflates the required area, but we will leave it to those better qualified to determine whether this is the case. We concur with the evidence on use of garages and the proposed dimensions of 7m x 3m which also facilitates an element of storage. Marking out visitor spaces, as advocated at para 3.2.12, is supported as it aids legibility. The clarification of driveway cross-over design is helpful, as is that on the requisite pedestrian visibility splays, thereby avoiding the need for protracted negotiation. Whilst the aim of paragraph 3.2.22 is supported, we believe that this primarily relates to new detached or semi-detached dwellings rather than terraces, blocks of apartments or commercial developments where a short run of parking spaces along the frontage might present a suitable solution. This of course needs to be carefully designed to avoid long runs or runs on opposing sides of a road than can unduly exaggerate their impact upon the street-scene. We would recommend expanding this section accordingly. Paragraphs 3.2.23-3.2.27 are fully supported, as they are invariably in the interest of good design. 3.3 Cycle parking We are pleased to see added emphasis given to cycle parking; the health benefits of cycling, promoted through secure storage and convenient access, should not be overlooked. Paragraphs 3.3.1-3.3.4 are fully supported. We are aware that applications with cycle parking forward of the front building	required, the SPD encourages high quality and well-designed parking provision appropriate to the type and scale of development within its context and location. Action: Slightly textual alteration in conjunction with other amendments to improve clarity. Review zone boundaries with other suggestions. Strengthen text to provide opportunities to deliver car clubs for developments in Zones A and B with greater than 20 units on site provision of at least 1 car club bay will be expected. For developments of fewer than 20 units an equivalent financial contribution towards an existing car club will be sought.

Comment ID	Full comment	Officer Comment/Action
	line have on occasion been resisted owing to their prominence within the street scene notwithstanding the fact that this presents a convenient location. I trust that paragraph 3.3.3 will prevail in future. Whilst we recognise that Sheffield type stands are BCP Council's preferred solution, we are disappointed to see the installation of hydraulically assisted double decked stands discouraged. Whilst paragraph 3.3.7 correctly asserts that wider aisles are required, meaning capacity doesn't simply double, efficiencies can be realised through having two parallel rows with a shared aisle. Figure 12 should be amended to show such a scenario. In our experience, such arrangements are well received in apartment blocks and should not be discounted so readily particularly as part of a blended offer. We are greatly encouraged to see additional facilities for cyclists being considered under paragraph 3.3.9. Similarly, we support 3.3.10, as some such considered design measures are essential for convenience, thereby promoting use. The basis of the maximum 10m path length (as set out at paragraph 3.3.11) is unclear and might not be possible in all scenarios, such as the conversion of existing buildings to apartments. It is respectfully suggested that this should be the aim in new builds, but that flexibility be afforded in the case of conversions, conservation areas and Listed Buildings – some recognition to the challenge is made at para 4.2.4. Were also not convinced that 10m could be achieved in all new residential developments (for instance where sheds in rear gardens are to be used) and that this could have unintended consequences for densities. I don't believe that this is the intention so the wording might just need tightening up. The guidance on dimensions and standards is helpful, although figures 19 and 20 are illegible. Is there a contradiction between the guidance at para 3.3.14 and para.3.3.24 in the requisite spacing for Sheffield stands; the first referring to 1m the second 1.2m? 3.4 Scooter facilities We are pleased to see consideration given to alternative modes of transport. 3.5 PTW We are pleased to see consideration given to alternative modes of transport. 3.6 Electric vehicle charging We are pleased to see prominence given to the provision of suitably equipped and enabled spaces. We would request some comfort that the feasibility and viability of the provision set out in table 1 has been tested across a range of development scenarios – akin to those tested as part of CIL examinations. 3.7 Disabled parking requirements The principles of parking for those with additional needs are well ingrained and understood. Notwithstanding this it is still considered that the standard dimensions be reduced even if this is accompanied by an increase in the marked access zone. Figures 22-23 should be amended accordingly. 3.8 Parking for people with young children The principles of parking for those with additional needs are well ingrained and understood. Notwithstanding this it is still considered that the standard dimensions	

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	be reduced even if this is accompanied by an increase in the marked access zone. Figures 24-25 should be amended accordingly. 3.9 Underground and multi-storey parking We are pleased to see consideration given to the incorporation and design of multi-storey parking and associated access arrangements. 4.0 PARKING STANDARDS 4.1 The zonal approach is supported where underpinned by evidence and opportunity. With respect to the latter, locations such as Branksome Train Station and the full array of identified local centres (such as Creekmoor and Lilliput) should be included even if the boundary is drawn more tightly e.g. 200m to reflect their reduced draw. Where properties are situated in close proximity to the edge of a zone, for example the southern side of Kings Avenue in Christchurch a pragmatic approach will be required to applying optimal parking standards as properties are within zone D but adjacent to zone A – the SPD does not include make reference to transitional approach on the edge of zones, i.e. cascading from A through to D. We commend BCP Council for publishing a link to a detailed map allowing easy identification, a particular deficiency in the previous Bournemouth Parking Standards SPD that left everyone guessing. 4.2 Optimum parking figures. In smaller developments the principle of rounding up disproportionally distorts the level of parking, so having regard to 4.2.4 could the usual rule of anything over 0.5 needs rounding up? With reference to Table 9 C3 flats; it is considered that the optimal standard for zone A should be expressed as a range of 0-1 and for zone B, 1-3 habitable rooms (i.e. studio – 2 bed flat) should also be expressed as 0-1. The aim being to provide for a choice of properties and therefore broaden market appeal so that BCP does not inadvertently displace investment to other cities and towns such as Southampton. The need for choice is particularly important where market saturation is likely to prove a challenge to the speed of delivery, such as in Poole Town Centre. For larger blocks of flats, it is considered important, particularly in zones A and B to provide short stay loading and servicing bays, to facilitate moving in and out, delivery of bulky items and facilitate deliveries given the propensity for online shopping. With reference to Table 10 C3 Houses; it is considered that the optimal standard for zone A should be expressed as a range of 0-1 and for zone B, 1-2 habitable rooms (i.e. studio – 1 bed flat) should also be expressed as 0-1. Again, the aim being to provide for a choice of properties and therefore broaden market appeal so that BCP does not inadvertently displace investment to other cities and towns such as Southampton. The need for choice is particularly important where market saturation is likely to prove a challenge to the speed of delivery, such as in Poole Town Centre. Within zones A and B it is most likely that any parking provision will need to be secure or on-plot, thus most likely allocated. This is conducive to the requirement for EV equipped and enabled spaces.	

Appendix 1 –Table of comments and responses

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	With reference to Table 30 Sui Houses in multiple occupation; the differentiation between C4 and setting of 1 cycle space per habitable room + 0.01 Public visitor space per habitable room is fully supported. To do otherwise would seem counter to the ideals of the SPD and frustrate the ability of residents to travel by this means. With reference to Table 13 E Clinics, health centres etc; it is our experience that this category masks a huge spectrum of operations and that the standards can significantly exaggerate the quantum of car parking required. Regard has to be had to the intensity of the operation and patient turn-around times. However, we accept that the standards cannot cater for every scenario and present an optimum so a departure could be supported where justified. 4.3 Variation from the parking standards Subject to affording greater flexibility in the parking standards for C3 dwellings in zones A and B, by means of presenting the optimum standards as a range, this section is supported. 5 OTHER CONSIDERATIONS 5.1 Loading and servicing No comment. 5.2 Shared parking We are pleased to see reference made to shared parking, which could be facilitated through a parking management plan is the way envisaged by para. 5.22 5.3 Mobility scooters No comment. 5.4 Coach and minibus No comment. 5.5 Car clubs and car sharing We welcome the commentary on car clubs and their complementary role (as set out at para 5.5.5). Whilst we can see the benefits of subscribing to a single operator, it should also be beholden on the Council to ensure that this offers best value. There would not appear anything requiring car club bays in new development. Whilst this might well be intentional and acknowledge the need for flexibility; this could be a requirement together with short stay loading bays where proposals for flatted and housing schemes in zones A and B incorporate surface parking (noting that we have recommended an optimum range). This would ensure that opportunities to deliver car clubs / car sharing schemes either now or in the future is not lost. 5.6 Holiday accommodation No comment. 5.7 Drainage No comment. 5.8 School Street No comment. 5.9 Controlled parking zones and resident parking schemes No comment. 5.10 Visibility at accesses No comment. 5.11 Road adoption No comment.5.12 Street design Footnote 16 is missing. Appendix C(i) We welcome the clarification of parking survey and assessment. The text at 4 of page 58 contains a minor typo: ‘peal’ rather than ‘peak’. It is respectfully suggested that this sentence should continue to state ‘… where practicable’ in order to avoid undue to proposals put forward outside of the peak periods. Appendix C(ii) This provides helpful clarification. Appendix C(iii) The standard proforma is helpful. Appendix C(iv) The worked example is helpful.	

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Comment ID	Full comment	Officer Comment/Action
PSSPD295	Each flat should have a minimum of 2 parking spaces per flat as unless there is single occupancy (given the cost of renting or buying) people will often need to share accommodation and hence will need more than one space. There is also a need for visitors' spaces say one space for 3 flats.	Noted. The Parking SPD supports the delivery of development to meet housing and employment needs and other economic social and environmental priorities. It is expected that development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. Action: None.

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Comment ID	Full comment	Officer Comment/Action
PSSPD296	As WJG have developed extensively in Bournemouth and are keen to explore future development opportunities in the town, we retain a key interest in emerging planning policy and guidance and set out our comments below. WJG's comments on the Draft SPD are relating to the overall strategic aims of the SPD and specifically to the revised approach to parking standards which the Group fully supports. Our response is set out around the key themes within the SPD document. Zonal Approach WJG supports the zonal approach on which the parking standards are applied on a hierarchical zonal basis within the BCP area, reflecting differing accessibility levels. WJG agrees that within 'Zone A – Main Centres', there is high accessibility to public transport, services, shops and other facilities, as well as car ownership being a lot lower than the BCP average. WJG therefore agrees that the current stringent car parking requirements should be significantly relaxed, and zero car parking should be promoted. This is consistent with town centres and cities throughout the country where local authorities have taken advantage of these benefits and promote moving towards zero car parking in such areas. WJG fully supports BCP Council's policies on moving towards a lesser reliance on private cars and promoting car free developments within developments in Zone A, specifically in respect of residential, student accommodation and commercial developments within this zone. WJG also notes that the previous (and currently adopted) parking standards have acted as an impediment to development within the main centres. This is due to the substantial cost associated within providing basement parking, which is the approach which has been required to deliver car parking to meet the adopted Car Parking SPD standards. By removing the previous onerous car parking standards within the main centres, WJG considers that this will 'unlock' the redevelopment of sites within the main centres. Parking Standards Car Parking WJG is entirely supportive of the new draft parking standards and fully welcomes the proposed changes. The parking standards of zero provision in Zone A for 'C3 Flats' and 'C3 House' is entirely appropriate and reasonable given the urban town centre location and proximity to the public transport, services and shopping facilities. WJG is also fully supportive of the parking standards set out for 'Sui Generis Student Accommodation' in Zones A, B and C which is 'Nil: use public car park'. WJG is also fully supportive of the introduction of Zone A zero car parking for commercial and retail uses, and agrees that this will encourage commuting workers, shoppers, and visitors to use the strong sustainable travel options in these locations. This will certainly assist the Council's aims of tackling climate change and a low carbon future. Cycle parking It is noted that cycle space provision is requested at 100% provision (i.e. one secure covered cycle space per unit) for 'C3 Flats' and 'Sui Generis Student Accommodation'. Whilst WJG are encouraged	Noted. The Parking SPD supports the delivery of development to meet housing and employment needs and other economic social and environmental priorities. It is expected that development will be delivered in highly sustainable locations that are well served by public transport, shops and local services. This in turn will enable the implementation of infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Recognise the need for flexibility in applying standards and appropriate variations. Where required, the SPD encourages high quality and well-designed parking provision appropriate to the type and scale of development within its context and location. Note the emphasis on cycling and appropriate cycle parking provision. Double deck cycle parking is considered to be less convenient than Sheffield type stands and can discriminate against people with low upper body strength. However, 3.3.6 does make provision for a small proportion of double deck systems to be used alongside Sheffield stands. Underground parking reduces the amount of hard landscaping enhancing the visual quality of a proposal. SPD does not explicitly favour underground solutions but instead seeks high quality design for new developments in line with national and local policies. The viability of providing underground parking is not within the scope of the SPD as that is a site-specific requirement however the general reduction in parking requirements in many locations in the BCP area will be beneficial to scheme viability. Action: None.

Comment ID	Full comment	Officer Comment/Action
	to see the BCP Council promoting sustainable transport options to be included as a requirement within new development, instead of car parking, WJG questions whether 100% cycle provision would in fact be necessary in all new development, particularly in Zone A which are highly accessible, close to bus stops and train stations and indeed with walking distance to facilities, shops and services. WJG acknowledges that some level of cycle parking will be required, but questions whether a blanket approach for 100% provision is appropriate in all circumstances. From our experience on PBSA developments for example, the actual use of the communal cycle parking is typically around 25% or 0.25 cycle parking spaces per resident. The Council's existing cycle parking requirement of 0.35 cycle parking spaces is entirely appropriate in this regard. We also contend that it is appropriate for a mixture of cycle racks to be provided. Two-tier stands are now widely used across multi-occupancy residential and student accommodation developments, given that they are space efficient, and allow spaces (typically at ground floor levels) to be better used (e.g. for communal space, retail units etc). There has been mention within the Draft SPD that two-tier stands may be difficult to use, which we do not consider to be correct. The lower levels are accessible by all and the higher levels have mechanisms (e.g. they are sprung loaded) to ensure that they are similarly easy to use. Whilst we appreciate that it is appropriate for visitors to use Sheffield stands, stands for more permanent cycle storage need not be Sheffield stands. Compliance with National Planning Policy and Guidance WJG agrees that new development ought to make the best and most efficient use of previously development land, particularly in accessible town centre and urban locations. This is in line with the National Planning Policy Framework (NPPF) which promotes urban intensification in built up areas as well as near to public transport facilities, and similarly replicates the thrust of the approach suggested by the recently issued Planning White Paper. WJG believe that in these locations, development should be maximised, and car parking should be minimised, particularly as town centres are where public transport links are at their strongest, and walking/ cycling are practical and reasonable options. Climate Change and a Low Carbon Future WJG agree with the Council's strategic aim of encouraging more travel on foot, by bicycle, by public transport or using low emission vehicles to reduce carbon dioxide emissions and benefit air quality. WJG also agree that a key way of promoting this change, tackling climate changing and the ecological emergency is by helping to prioritise opportunities to walk, cycle and use public transport, through new planning policies or guidance such as the Draft SPD. WJG acknowledge that the parking strategy in the Draft SPD (i.e. moving towards zero car parking) is a step change from the current policy position but is a key route to lead	

Comment ID	Full comment	Officer Comment/Action
	communities towards a cleaner and sustainable future. Basement Parking WJG notes that the Draft SPD states that “basement parking is often preferable to surface parking as it can reduce the visual dominance of vehicles and can free up green space”. Whilst this may be correct in terms of landscaping design and aesthetics, basement parking is expensive and have huge financial implications for a scheme. Such costs can quite often render a scheme unviable. Therefore, WJG suggests that caution is applied within the SPD when referring to or encouraging the inclusion of basement car parks within new developments. The overall approach should be a move towards zero parking within town centres and other highly accessible locations. This would result in no purpose for basement car parking within new developments within these areas.	

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Comment ID	Full comment	Officer Comment/Action
PSSPD297	Our principle comments are:- · We are very supportive of the aim to efficiently manage parking associated with new development and the impact this itself can have on on-street parking. Therefore the impact of new development needs to be implemented in a manner which does not cause an overspill of parking onto the highway; · We support the zonal approach but consider that sustainable public transport corridors reflected in the Poole Local Plan should be applied in terms of parking levels along theses corridors. Accordingly, a Zone E which reflects these public transport corridors though be added; · We would like Appendix C (iii) to be extended to the sustainable transport corridors reflected in the Poole Local Plan. If poorly delivered, the proposals have the potential to create very serious operating and commercial difficulties for bus operators. By extension, passenger convenience could be seriously reduced on many routes affected, and this would serve to dissuade the highest possible use of public transport. Buses can reduce the overall level of traffic in the town centre, improve air quality, and give better access to goods and services. General Comments and Policy Context We are supportive of the policy aims to create cleaner, sustainable communities, a dynamic region, and empowered, engaged and included community. We are very supportive of the aim to efficiently manage parking associated with new development and the impact this itself can have on on-street parking. Therefore, the impact of new development needs to be implemented in a manner which does not cause an overspill of parking onto the highway network though the implementation of CPZ's and RPS's as part of new developments. Bus running time from between Poole and Bournemouth has increased over the last ten years - this is partly due to congestion and partly due to inappropriate parking on the highway and so this SPD needs to reflect this growing problem. We wholeheartedly support the approach of the SPD to encourage more travel on foot, by bicycle, by public transport or low emission vehicles to improve air quality. Parking Standards and Zonal Approach Overall we SUPPORT the zonal approach but consider that sustainable public transport corridors reflected in the Poole Local Plan should be applied in terms of parking levels along these corridors. We note the national policy context where local parking standards should take into account accessibility, mix of use, availability for public transport et al. Accordingly, we note and support the concept set out in the Poole Local Plan of "sustainable transport corridors being 400m either side of a road where 4 buses per hour (each way) or within 500 metres radius of a rail station " (Policy PP33). We consider that this element needs to be taken into account in terms of development with appropriate reduced parking levels in new developments along these corridors and should be set out in this SPD and the emerging BCP wide local plan. Sustainable transport corridors will	Noted. Recognise support for the zonal approach subject to confirmation on the full inclusion of sustainable transport corridors. Welcome the support on the greater emphasis on active travel and public transport. Action: Include only sustainable transport corridors within Zone B that have high accessibility to shops and services.

Comment ID	Full comment	Officer Comment/Action
	only be a success if parking along such corridors is controlled and enforced as well as suitable bus priority arrangements are put in place to ensure reduced journey times compared to now. Accordingly, we consider that the zonal approach should be extended to a zone E which reflects these public transport corridors. This will support the approach of this SPD noted above but also the planning policies of BCP relative to new development per se. Appendix C (ii) – Example of unsuitable locations for on-street parking We note the examples of unsuitable locations for on-street parking, in particular we welcome and thank BCP for including bus stops (for appropriate distances approaching and beyond the boarding point, subject to the requirements of the local highway authority and bus operators), bus lanes and speed cushions but would also reflect that this needs to be extended to the sustainable transport corridors reflected in the Local Plan and as set out above.	

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Comment ID	Full comment	Officer Comment/Action
PSSPD298	Thank you for providing Highways England with the opportunity to comment on you're the current draft Parking Standards SPD. Highways England is responsible for operating, maintaining, renewing and improving the strategic road network which in this case comprises the A31 trunk road and its associated junctions. Having reviewed the consultation document we would offer only one comment and that is in relation to Section 5.10 Visibility at Accesses. It may be helpful to make clear that with regards to an access onto the strategic road network, access visibility will be determined by the standards within the Design Manual for Roads and Bridges, and the acceptability of any access proposals will be subject to approval by Highways England as the strategic highway authority.	Noted. A small section of the strategic road network managed by Highways England is within BCP area. Other policies are in place to ensure appropriate standards for design to be followed. Action: None.

Screening Statement on the determination of the need for Strategic Environmental Assessment for the BCP Council Parking Standards Supplementary Planning Document (SPD)

November 2020

1. Introduction

1.1 This statement sets out BCP Council's determination under Regulation 9 of the Environmental Assessment of Plans and Programmes Regulations 2004 (which transposed EC Directive 2001/42/EC) on whether or not a Strategic Environmental Assessment (SEA) is required for the Parking Standards Supplementary Planning Document (SPD).

1.2 Under separate legislation (Planning and Compulsory Purchase Act 2004 and associated Regulations), local planning authorities are required to undertake Sustainability Appraisal (SA) for all Development Plan Documents (DPDs) to assess the environment, social and economic impacts of the proposed plan.

1.3 Whilst the Planning Act 2008 and Town and Country Planning (Local Development) (England) Regulations 2012 removed the requirements for a SA to be produced for all SPDs, the Council is still required to screen its SPDs to ensure that the legal requirements for sustainability appraisals are met where there are impacts that are not covered in the appraisal of a parent DPD or where an assessment is required by the SEA regulations. This statement also sets out whether or not, an SA is required for the SPD.

2. Parking Standards SPD

2.1 In April 2019, a new Council for Bournemouth, Christchurch & Poole came into being. Due to a fundamental shift in the need to manage growth and plan for sustainable travel, the council is accelerating the adoption of a consolidated Parking SPD to provide guidance on how parking provision, across all use classes, should be incorporated into development proposals.

2.2 The SPD will replace the Parking SPDs which operated under the preceding three councils as follows:

-Bournemouth Parking SPD (2014)
-Poole Parking and Highway Layout in Development SPD (2011)
-Dorset Residential Car Parking Study (2011).

2.3 BCP Council planning decision-making will continue to operate with three statutory Development Plans for the time being, until a single new Plan is adopted. Thus, the current parent DPDs are the Bournemouth Core Strategy (2012), Christchurch and East Dorset Local Plan Part 1 (2014), Poole Local Plan (2018 have all been subject to Sustainability Appraisal incorporating SEA.

3. The Strategic Environmental Appraisal process

3.1 The first stage of the process is for the council to determine whether or not the SPD is likely to have significant effects on the environment. This screening process includes assessing the SPD against a set of criteria (as set out in Schedule 1 of the regulations). The results of this have been set out in Appendix 1 of this statement. The aim of this statement is to provide sufficient information to demonstrate whether the SPD is likely to have significant environmental effects.

3.2 The council also has to consult the Environment Agency, English Heritage and Natural England on the content of this screening statement. A final determination cannot be made until the three statutory bodies have been consulted and their comments incorporated into the screening report.

3.3 Where the Council determines that a SEA is not required then under Regulation 9(3) the Council must prepare a statement setting out the reasons for this determination. **This statement is BCP Council's Regulation 9(3) statement.**

4. Sustainability Appraisal

4.1 Whilst there is no statutory reason to undertake a Sustainability Appraisal of SPDs, the council has considered whether a SA of this SPD is required. BCP Council has determined that the SPD is unlikely to have significant environmental, social or economic effects beyond those of the policy it supplements. These are; policy CS16 (Bournemouth Core Strategy [2012]), Policy KS12 (Christchurch and East Dorset Local Plan Part 1 [2014]), Policy PP35 (Poole Local Plan [2018]), and informs the application of the following Neighbourhood Plans: Boscombe & Pokesdown Neighbourhood Plan (2019), Broadstone Neighbourhood Plan (2018) and Poole Quays Forum Neighbourhood Plan (2017).

4.2 In coming to this conclusion BCP Council is mindful that this SPD does not create new policies and serves only to expand on existing policy within its 'parent DPDs', the Bournemouth Core Strategy (2012), Christchurch and East Dorset Local Plan Part 1 (2014), Poole Local Plan (2018) (which have been subject to SAs incorporating SEAs).

5. Habitats Regulations Assessment

5.1 In addition to SEA and SA, the council is also required to consider Habitats Regulations Assessment (HRA). HRA is the process used to determine whether a plan or project would have significant adverse effects upon the integrity of internationally designated sites of nature conservation importance, known as European sites or European offshore marine sites. The need for a HRA is set out within the Conservation of Habitats and Species Regulations 2010 (which transposed EC Habitats Directive 92/43/EEC).

5.2 The regulations state the council must assess the potential effects of its land use plans, in this case the SPD, against the conservation objectives of any sites designated for their nature conservation importance. HRAs1 have been carried out on the 'parent DPDs': the Bournemouth Core Strategy (2012), Christchurch and East Dorset Local Plan Part 1 (2014), Poole Local Plan (2018).

5.3 Bournemouth Core Strategy Policy CS16 was screened in to the HRA of the Bournemouth Core Strategy, the policy is considered unlikely to have a significant effect on the integrity of European sites however the potential harm could not be ruled out. This is due to the increased development that is associated with the policy may have an unconfirmed impact on protected sites. Policy KS12 was screened in to the HRA of the Christchurch and East Dorset Local Plan and considered unlikely to have significant effect on the integrity of European sites however the potential harm could not be ruled out. Policy PP35 was screened in to the HRA of the Poole Local Plan and considered unlikely to have significant effect on the integrity of European sites however the potential harm could not be ruled out.

5.4 As the purpose of this SPD is to expand on this policy, BCP Council has determined that a HRA is not required.

6. Conclusions

6.1 On the basis of the screening process it is the **BCP Council's opinion that the Parking Standards SPD does not require a Strategic Environmental Appraisal or a Sustainability Appraisal**. This is because there will be no significant environmental, social or economic effects arising from its implementation and that it supplements Policy CS16 (Bournemouth Core Strategy [2012]), Policy KS12 (Christchurch and East Dorset Local Plan Part 1 [2014]), Policy PP35 (Poole Local Plan [2018])which already have had SEAs & SAs undertaken.

[1] Habitats Regulations Assessment for the Bournemouth Local Plan Core Strategy, Pre-Submission Stage, August 2011 (http://www.bournemouth.gov.uk/PlanningBuildings/Planning/Policy/Local-Plan/CoreStrategy/CoreStrategyFiles/CS-PreSub-HRA.pdf) Habitats Regulations Assessment for the Town Centre Area Action Plan, Pre-Submission Stage, August 2011 (http://www.bournemouth.gov.uk/PlanningBuildings/Planning/Policy/Local-Plan/TCAAP/AAPEvidenceFiles/AAP-HRA-Report-PreSubmission.pdf)

Appendix 1 - SEA screening for the Parking Standards SPD

Criteria (Schedule 1 of Environmental Assessment of Plans and Programmes Regulations 2004)	BCP Council's response
Characteristics of the plan or programme	
(a) the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources.	The SPD provides more detail to the policies and principles established within the Local Development Plan (which have already been subject to SAs incorporating SEAs). The purpose of the SPD is to set a framework for the policy's implementation and to give developers more detailed information on the expected parking standards.
(b) the degree to which the plan or programme influences other plans and programmes including those in a hierarchy.	The SPD is at the lower tier of the development plan hierarchy, as it sits underneath the parent DPDs. The purpose of the document is to supplement policy CS16 (Bournemouth Core Strategy [2012]), Policy KS12 (Christchurch and East Dorset Local Plan Part 1 [2014]), Policy PP35 (Poole Local Plan [2018]), and the Boscombe & Pokesdown Neighbourhood Plan (2019), Broadstone Neighbourhood Plan (2018) and Poole Quays Forum Neighbourhood Plan (2017), and to guide the preparation and determination of planning applications.
(c) the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development.	The SPD sets out parking standards that seek to acknowledge that people want to own a car, but at the same time encourages them to use other modes of transport to get to their destinations. The SPD will require applicants to demonstrate why the level of parking proposed in a development is appropriate. It encourages a reduced level of parking dependant on the location of the development relative to the accessibility of the area. It seeks to support higher density developments in the most sustainable locations.
(d) environmental problems relevant to the plan or programme.	The document seeks to play a part in addressing people's reliance on car use, and the related issues of congestion and air quality.
(e) the relevance of the plan or programme for the implementation of community legislation on the environment (for example, plans and programmes linked to waste management or water protection).	The SPD seeks to provide further detail to policy CS16 (Bournemouth Core Strategy [2012]), Policy KS12 (Christchurch and East Dorset Local Plan Part 1 [2014]), Policy PP35 (Poole Local Plan [2018]), and the SPD all comply with legislation.
Characteristics of the effects and of the area likely to be affected	
(a) the probability, duration, frequency and reversibility of the effects.	The SPD will influence the amount of car and cycle parking in new development. These developments are likely to remain in place for a number of decades, but parking arrangements can be altered over time. It is hoped that users of developments will be influenced by the SPD to change their travel behaviour in the long term to more sustainable patterns.
(b) the cumulative nature of the effects.	The SPD will be implemented borough wide and the proposals both on their own and with other plans and programmes covering the town, are unlikely to result in significant environmental effects beyond those identified in the SA / SEA of the Bournemouth

Criteria (Schedule 1 of Environmental Assessment of Plans and Programmes Regulations 2004)	BCP Council's response
	Core Strategy (2012), Christchurch and East Dorset Local Plan Part 1 (2014), and Poole Local Plan (2018).
(c) the trans-boundary nature of the effects.	There are unlikely to be any trans-boundary effects resulting from the SPD.
(d) the risks to human health or the environment (for example, due to accidents).	There are no perceived risks to human health or the environment arising from the SPD.
(e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected).	The SPD will be implemented across the whole of BCP Council's administrative area.
(f) the value and vulnerability of the area likely to be affected due to **(i) special natural characteristics or cultural heritage;** **(ii) exceeded environmental quality standards or limit values; or** **(iii) intensive land-use.**	The SPD will be applied across the whole of BCP Council's administrative area. The parking standards and increased bay sizes could result in more or less intensive land use than might otherwise be the case.
(g) the effects on areas or landscapes which have a recognised national, community or international protection status.	The Bournemouth Core Strategy (2012), Christchurch and East Dorset Local Plan Part 1 (2014), and Poole Local Plan (2018) SAs / SEAs and HRAs examined how the proposals in the plan may impact upon the European sites and there are plans in place to avoid and mitigate adverse effects on those sites.

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BCP Equality Impact Assessment Screening Tool – Parking SPD

Public Sector Equalities Duty *Please answer all the questions and provide a summary of the answers in the Summary and Conclusions box below. Please send a copy of this document to the Policy and Performance Team*	
1. Project Title:	**BCP Council Parking Supplementary Planning Document (SPD)**
2. Service Unit:	**Growth & Infrastructure**
3. Summary of Project:	**The Parking SPD sets out a consolidated approach across BCP to supersede earlier legacy council's Parking SPDs and establish new local parking standards for residential and non-residential development schemes. Once adopted the SPD will be a material consideration which will apply when determining planning applications.**

Equality Impact Assessment Screening Tool	**Response** Yes/No/Maybe/Don't Know
4. Will the policy or service change affect service users, employees or the wider community?	Maybe
5. Is there likely to be a positive or negative impact in terms of equality? Use the protected characteristics listed below as defined by either the equality act or by BCP Council to determine if this decision will affect any characteristic disproportionally.	Yes – positive impacts No – in terms of affecting any characteristic disproportionately
6. Does it relate to a sector or physical area where there are known inequalities?	Yes – Town centres
7. Does it relate to a service that is currently underused by people it should reach?	No
8. Does the policy or service change relate to functions that previous consultation has identified as important to a particular group?	No
9. Do different groups have different needs or experiences in relation to the policy/service?	Maybe

Summary and conclusions

Please use this section to support the responses above and to determine if you will/will not carry out a full EIA.

It is important to remember that even when it has been decided not to carry out a full EIA the outcome of this decision record remains subject to the general duties and not carrying out a full EIA places the Council at greater risk of legal challenge

The Parking SPD is not a policy or service in itself, hence answer to 4 above. It does however support Local Plan policies and the Planning Service to ensure appropriate parking provision is delivered as part of new development schemes. When such schemes are submitted to the local planning

authority for determination, the standards and requirements set out in the Parking SPD will be expected to be complied with to ensure safe and sustainable parking provision is delivered.

In respect of 5, 6 & 9 above, there is likely to be a positive impact on traffic congestion, air quality, health and wellbeing, and groups across all socio economic groups and particularly in Town Centres where inequalities across protected characteristics are more concentrated. The protected characteristic groups likely to benefit from the proposed lower levels of parking provision/better infrastructure standards to achieve a modal shift to more sustainable travel are set out in the Parking SPD. These include include the ageing population who may choose to walk more than those of working age, the younger/student population who do not drive, those with long term life limiting illness e.g.asthma aggravated by poor air quality, those with religious beliefs that require them to travel on foot on certain days e.g. Jewish religion, those on lower incomes who may walk and cycle as a means of travel. The Parking SPD will ensure that the momentum improves the upward trend in BCP to make public transport, cycling and walking easier and more attractive to all. There are no groups with protected characteristics that will be disproportionately affected as a result of the adoption of the Parking SPD.

Will this decision record by supported by a full EIA?	No
Assessment Screening Tool completed by: Alexis Edwards/Rebecca Landman	Date: 11 June 2020

BCP Equality Impact Assessment Screening Tool – Parking SPD

Protected Characteristics

1. Age[1]
2. Disability[2]
3. Sex
4. Gender reassignment[3]
5. Pregnancy and Maternity
6. Marriage and Civil Partnership
7. Race
8. Religion or Belief
9. Sexual Orientation
10. Armed Forces Community
11. Any other factors/groups e.g. socio-economic status/carers etc[4]
12. Human Rights

Key contacts for further advice and guidance:

Equality & Diversity:

performance@bcpcouncil.gov.uk

Consultation & Research:

insight@bcpcouncil.gov.uk

[1] Under this characteristic, The Equality Act only applies to those over 18.
[2] Consider any reasonable adjustments that may need to be made to ensure fair access.
[3] Transgender refers people have a gender identity or gender expression that differs to the sex assigned at birth.
[4] People on low incomes or no income, unemployed, carers, part-time, seasonal workers and shift workers

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Decision Impact Assessment Report

Bournemouth, Christchurch and Poole Parking Standards Supplementary Planning Document
DIA Proposal ID: 174
Assessment date: 23rd October 2020
Assessor(s): Alexis Edwards
Support: Roxanne King

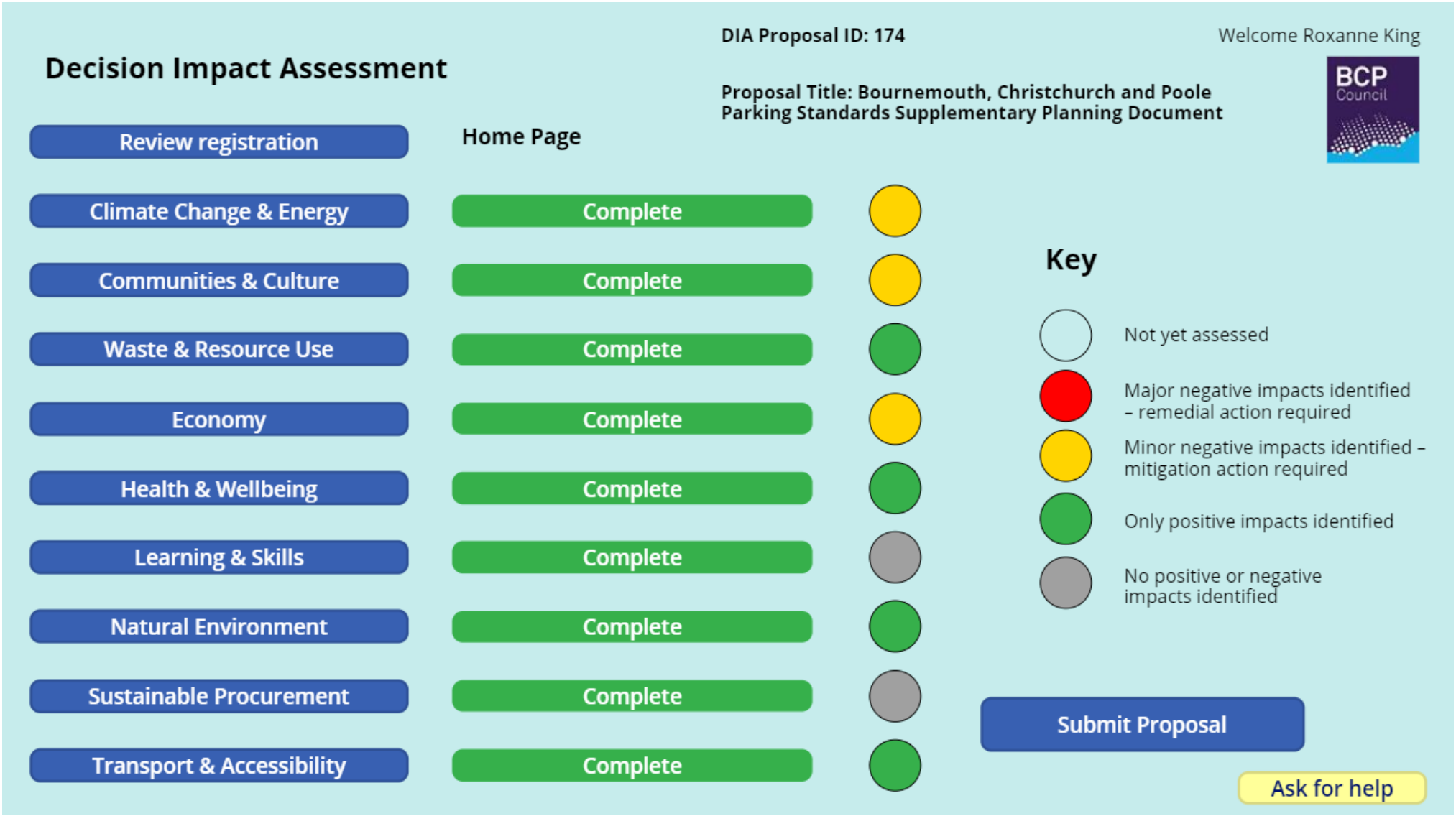
The Decision Impact Assessment (DIA) is a requirement of BCP Council's Financial and Procurement Regulations. It has been developed to help project managers maximise the co-benefits of proposals, reduce risk and ensuring that sustainable outputs and value for money are delivered through every project, plan, strategy, policy, service and procurement.

The following report highlights the opportunities and potential issues associated with the above titled proposal. It has been assessed against a number of themes and shared with BCP Council Theme Advisors for internal consultation. The RAG ratings and additional information have been provided by the project manager and may or may not have incorporated feedback from theme advisors. Results should be scrutinised by decision-makers when considering the outcome of a proposal.

The results of this DIA will be combined with all other assessments to enable cumulative impact data across a wide range of data sets. Individual DIA reports should be included in proposal documentation and made available to decision makers for consideration. Cumulative impact reports will be produced annually or as required by the Climate Action Steering Group and Members Working Group.

For questions and further information, please contact Sustainability Team at DIA@bcpcouncil.gov.uk

Please note: This report is in a draft format and may appear different to future DIA reports.


Decision Impact Assessment
DIA Proposal ID: 174
Welcome Roxanne King
Proposal Title: Bournemouth, Christchurch and Poole Parking Standards Supplementary Planning Document
BCP Council
Review registration
Home Page
Climate Change & Energy
Complete
Communities & Culture
Complete
Waste & Resource Use
Complete
Economy
Complete
Health & Wellbeing
Complete
Learning & Skills
Complete
Natural Environment
Complete
Sustainable Procurement
Complete
Transport & Accessibility
Complete
Key
Not yet assessed
Major negative impacts identified – remedial action required
Minor negative impacts identified – mitigation action required
Only positive impacts identified
No positive or negative impacts identified
Submit Proposal
Ask for help

Proposal Title	Bournemouth, Christchurch and Poole Parking Standards Supplementary Planning Document
Type of Proposal	Policy
Brief Description	Creation of a new Parking Standards Supplementary Planning Document for Bournemouth, Christchurch and Poole.
Assessor	Alexis Edwards, Transport Development Team Leader
Directorate	Regeneration & Economy
Service Unit	Growth & Infrastructure
Estimated Cost	No cost
Ward(s) Affected	All wards

Sustainable Development Goals (SDGs) Supported:



RAG reasoning and proposed mitigation/monitoring actions

Theme	**RAG**	**RAG reasoning** *Details of impacts including evidence and knowledge gaps*	**Mitigation and monitoring actions** *details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc)*
Climate Change & Energy		Policy does not force electric vehicles to be implemented fully i.e. ahead of Government targets, but the EV requirement in new developments is significantly above building regulations. Policy encourages sustainable travel and a restraint on car ownership.	If policy implementation agreed, no further action required.
Communities & Culture		Potentially increase in pavement and overspill parking due to introduction of permit schemes, traffic management measures etc. Fewer cars should improve community environment.	Communication and enforcement of the policy - managing expectations of the public.
Waste & Resource Use		Policy will encourage less hardstanding in new developments, therefore less material use.	If policy implementation agreed, no further action required.
Economy		Policy could have positive or negative economic impacts depending on the location and implementation of measures. Policy encourages sustainable travel which will enable businesses to reduce their carbon impact.	If policy implementation agreed, no further action required.
Health & Wellbeing		Policy encourages active travel.	If policy implementation agreed, no further action required.
Learning & Skills		Not relevant to this proposal.	N/A

Natural Environment		Policy reduces the amount of hard standing required in developments and encourages soft landscaping.	If policy implementation agreed, no further action required.
Sustainable Procurement		No procurement to be undertaken.	N/A
Transport & Accessibility		Policy will encourage active travel and use of EVs and public transport.	If policy implementation agreed, no further action required.

CABINET

Report subject	**Dorset Nature Park**
Meeting date	16 December 2020
Status	Public Report
Executive summary	When planning for new homes the Council must ensure the development is nitrogen neutral and does not have an adverse effect upon Poole Harbour Special Protection Area. Nitrates cause algal mats which smother the feeding areas of internationally protected birds. BCP Council and Dorset Council work in partnership to collect contributions from developers and use them to implement mitigation projects to ensure development within the catchment of Poole Harbour is nitrogen neutral. The councils award grants for projects that change agricultural land from high to low nitrate input, in order to offset the impact of nutrients entering Poole Harbour through sewage treatment works, including Poole. The strategy is set out in the Poole Local Plan (2018) and the Nitrogen Reduction in Poole Harbour Supplementary Planning Document (2017). There are 2,076 planned homes in the Poole Local Plan area requiring 105 hectares of agricultural offsetting within the Poole Harbour water catchment basin during 2020/21. The Council is collecting developer contributions for this purpose with no implications for the Council budget. The proposal is to use developer contributions to award grant to Dorset Wildlife Trust, to purchase agricultural land and manage it in perpetuity as low nitrate input. Known as the Dorset Nature Park, this proposal will allow the Council to continue to grant planning permission for new homes, as well as providing multiple benefits to residents across Dorset and BCP Council areas. This proposal has the written support of Natural England.
Recommendations	**It is RECOMMENDED that:** **(a) In principle agreement to award grant of £2,047,500 to Dorset Wildlife Trust to offset the nitrate impact upon Poole Harbour Special Protection Area from planned**

	housing and tourism accommodation during 2020/21; **(b) In principle agreement to award Dorset Wildlife Trust an additional £741,000 to mitigate planned development during 2021/22; and** **(c) The Council finance this proposal from community infrastructure levy and planning obligations, as a grant with conditions attached, naming Dorset Wildlife Trust as beneficiary.**
Reason for recommendations	The Council is at a critical juncture in the implementation of the nitrogen neutrality strategy. Delivery of nitrogen offsetting projects during 2020/21 is essential to avoid the Council having to impose 'Grampian Conditions' upon planning permissions, whereby developers would not be allowed to build houses or tourist accommodation until the Council has delivered mitigation. Such a delay would have significant impact upon people's lives and the local economy.

Portfolio Holder(s):	Councillor Philip Broadhead, Portfolio Holder for Regeneration, Economy and Strategic Planning and Deputy Leader of the Council
Corporate Director	Bill Cotton, Corporate Director Regeneration and Economy
Report Authors	Steve Dring, Planning Research GIS & Information Manager
Wards	Alderney & Bourne Valley; Bearwood & Merley; Broadstone; Canford Cliffs; Canford Heath; Creekmoor; Hamworthy; Newtown & Heatherlands; Oakdale; Parkstone; Penn Hill; Poole Town; Talbot & Branksome Woods; Wallisdown & Winton West;
Classification	For Recommendation

Background

1. Poole Harbour is designated as a Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and Ramsar site. Scientific evidence shows that Poole Harbour is increasingly subject to eutrophication through excess nitrogen loading from within the harbour catchment. Nitrogen loading in the harbour comes mostly from agriculture, but also from the outflows from sewage treatment works. Nitrogen in the water causes green algae blooms in the harbour which negatively impact the feeding areas of protected birds.
2. Poole Local Plan Policy PP33 requires all development within the catchment of Poole Harbour to be nitrogen neutral to ensure no adverse impact upon Poole Harbour. The Council, under the Habitats Regulations, is required as competent authority to ensure that all new residential development is nitrogen neutral before granting planning permission.
3. The Nitrogen Reduction in Poole Harbour Supplementary Planning Document (SPD) (2017) was prepared jointly with legacy councils (now Dorset Council) and is operated on a catchment partnership basis. The SPD sets out the strategy for ensuring that all new residential development can proceed as nitrogen neutral. The SPD covers the area of the Poole Local Plan within the BCP Council boundary and does not affect Bournemouth or Christchurch local plan areas, as the sewage treatment works for those towns drain into the sea.
4. Poole Sewage Treatment Works uses nitrate stripping technology, but this cannot remove all nitrates from the water that outflows into Poole Harbour. The impact of housing development therefore must be mitigated. The only current viable method of ensuring new development is nitrogen neutral is by offsetting the impact. This can be achieved by changing the management of agricultural land from high nitrogen input (fertilisers, livestock) to low nitrogen input (woodland, wetland, rough grassland, heathland, scrub, etc.).
5. Most of the Poole Harbour catchment falls within Dorset Council, with very limited opportunities to provide offsetting mitigation within the BCP Council area. Therefore, the councils work in partnership on a catchment wide basis to collect developer contributions and use them to implement projects that ensure

development is nitrogen neutral. Partnership working is beneficial to ensuring that the strategy helps achieve wider strategic environmental gains.

6. The implementation of the Strategy has reached a critical point. 63 hectares of offsetting mitigation is urgently needed for 1,366 homes with planning permission in the Poole Local Plan area. In addition, a further 42 hectares is needed to offset 710 homes that are expected to be granted planning permission during 2020/21 in accordance with the Poole Local Plan housing target. Therefore, considering both existing and expected permissions the Council must provide offsetting mitigation of 105 hectares of agricultural land during 2020/21 in order to mitigate 2,076 homes.

7. The Council should ensure that there is a supply of mitigation available when granting planning permission. This buffer ensures the Council can be certain that it can mitigate the development when it undertakes habitats regulations assessment of each planning decision. Therefore, in addition, it is proposed to award additional grant to Dorset Wildlife Trust for 2021/22. After discounting BCP Council and Dorset Council's offsetting needs for 2020/21, 38 hectares remains available in the Nature Park for offsetting in 2021/22. This land will mitigate 636 more homes built in Poole.

8. If mitigation cannot be secured the Council will have to consider using 'Grampian conditions' on new planning permissions in Poole from April 2021 onwards. This approach would effectively stop new homes being built until the Council has delivered the required mitigation. A similar condition is currently used in the Bournemouth Local Plan Area where developments over 50 homes cannot commence until the Council has provided a Suitable Alternative Natural Greenspace.

9. Moving forward, once the immediate shortfall in mitigation is remedied, the Council can review the strategy to ensure that the mitigation remains cost effective. Some mitigation projects, such as wetlands, can deliver a higher amount of mitigation per hectare than simply changing the management of agricultural land. These projects need to be explored in more detail, for example on land owned by the Council at Briantspuddle, but will take time to deliver and are a longer-term solution. The Council can also review the SPD and learn from potential solutions being considered in Hampshire to ensure that the mitigation options remain cost effective. The proposed mitigation and buffer requested in this report would place the Council in a strong position to continue to support housing growth whilst this work is undertaken.

Options Appraisal

Preferred Option:

10. Dorset Wildlife Trust has submitted a proposal to the Council to purchase a significant area of agricultural land within the Poole Harbour catchment and change its management to nature conservation purposes. Dorset Wildlife Trust would change the management of the land from high nitrate input to low nitrate input in perpetuity.

11. The Council can support this proposal, known as the Dorset Nature Park, by awarding grant from the Poole CIL nitrogen offsetting fund. The proposal would achieve the councils' 2020/21 and 2021/22 nitrogen offsetting requirements.

Natural England has written to the Council in support of the proposal, which would offer multiple benefits:

- It would enable the Council to continue to grant planning permission for homes and tourist accommodation in 2020/21 and 2021/22;
- There is the potential to explore possible wetland projects within the Park, which could provide more cost-effective mitigation from 2022 onwards, once the Park is established;
- Parts of the Park would be designed to be publicly accessible. There are ongoing discussions about creating an education centre and a Suitable Alternative Natural Greenspace (SANG) to provide heathland mitigation and help alleviate recreational pressure upon the Dorset Heathlands; and
- The change of use of the agricultural land for nature conservation purposes would result in a net gain in biodiversity. This Park would then provide a potential site for the councils to award further grants to purchase biodiversity net gain and carbon offsetting credits (should suitable sites not be found in BCP Council area). The emerging Environment Bill will make it a requirement for all developers to contribute to achieving a net gain in biodiversity and the Council will be looking for projects to spend developer contributions in coming years.

<u>Alternative Option 1 - The Council ask landowners to submit possible projects</u>

12. The councils are appointing a Poole Harbour Nitrogen Co-ordinator to work with rural landowners to identify and bring forward projects. The Co-Ordinator will also project manage the creation of wetland areas, such as on offsetting land previously purchased at Briantspuddle.

13. The reasons this option is not taken forward:

- Following appointment, the Co-ordinator will have a challenging job delivering 105 hectares of projects within the final quarter of the financial year;
- There is no certainty that landowners will submit affordable projects of the scale necessary within the time frame;
- Securing a mitigation buffer in 2020/21 and 2021/22 will give the freedom to enable the Co-Ordinator to focus on longer term solutions; and
- The sites would in all likelihood be disconnected, and therefore unlikely to provide the visitor and recreational benefits or biodiversity net gain of the preferred option.

<u>Alternative Option 2 – Do nothing</u>

14. The Council could continue to grant planning permissions and wait for another opportunity to present itself.

15. The reasons this option is not taken forward:

- Granting planning permission without mitigation would be unlawful, risking reputational damage to the Council and legal challenge or call-in of a planning decision by the Secretary of State;

- The Council would have to impose Grampian conditions on all new planning permissions for new homes or tourist accommodation in the Poole Local Plan Area, effectively delaying construction until the mitigation is in place; and
- The risk of stifling housing and tourism growth disadvantages local people, the economy (construction /employment) and has budgetary implications for the Council (Council tax, business rates, New Homes Bonus).

Summary of Options:

16. The preferred option of the Dorset Nature Park proposal has considerable environmental benefits to residents of BCP Council and Dorset.
17. Alternative Option 1, would require the newly appointed Project Co-Ordinator to set up a process for landowners to submit potential projects, assess those sites and deliver the offsetting mitigation by the end of the financial year. Whilst this option provides a robust approach for future years, it is not achievable to deliver the required 105 hectares of offsetting mitigation projects for 2020/21.
18. Alternative Option 2, Doing nothing, risks reputational damage to the Council and social and economic costs.
19. Alternative Options 1 and 2 would lead to a shortfall in mitigation in 2020/21.This would force the Council to use Grampian conditions on planning permissions granted from 2021/22 onwards, meaning that developers would be unable to build new homes until the Council had provided the necessary mitigation. These options cannot therefore be supported.
20. The preferred option will deliver the necessary mitigation for 2020/21 and a further year 2021/22. This will enable the Council to continue to grant planning permission and enable developers to build homes in Poole without delay. The social and economic benefits of this proposal therefore match the environmental benefits. The Dorset Nature Park will provide a new nature conservation facility, accessible for residents, with educational benefits, as well as enabling further benefits of new gain in biodiversity and carbon offsetting.

Summary of financial implications

21. There would be no cost to the Council. The grant award would use Poole Community Infrastructure Levy (CIL) and Section 106 contributions paid by developers to mitigate their schemes.
22. There would be no maintenance costs or liability to the Council. Dorset Wildlife Trust would own the land and would cover the costs of managing the land in perpetuity.
23. The grant would be awarded at £19,500 per hectare. 105 hectares of mitigation at this land value is £2,047,500 with a further £741,000 required for 42 hectares in 2021/22.
24. The Council has collected £1.2M of Poole CIL and £86,000 of Section 106 obligations from developers for nitrogen mitigation purposes and this is available for spend in 2020/21. Due the time lag, whereby CIL is only paid to the Council upon commencement of the development, the Council has yet to receive the necessary funding for the full mitigation requirements for 2020/21 and 2021/22. Therefore, the Council would use other CIL money to cover the shortfall and funds are available for this.

25. In summary the Council would award the grant to Dorset Wildlife Trust from Poole CIL and Section 106 contributions as follows:

    - 2020/21: £2,047,500 for 105 hectares of offsetting;
    - 2021/22: £741,000 for 38 hectares of offsetting; and
    - Total for 2020/21 and 2021/22: £2,788,500 for 143 hectares of offsetting.

Summary of legal implications

26. The councils are responsible as Competent Authority under the Conservation of Habitats and Species Regulations 2017 (the 'Habitats Regulations') to ensure that when granting planning permission for housing and tourism development in the catchment of Poole Harbour that the development will not have an adverse effect on integrity of the Poole Harbour SPA and Ramsar site. The strategy as set out in the SPD is to ensure that new development is nitrogen neutral.

27. When granting planning permission, the Council must undertake a Habitats Regulations Assessment of each proposal and be certain that the proposed development will not have an adverse effect. To do this the Council must maintain a buffer of mitigation to enable the development to go ahead. Were the Council to fail to deliver mitigation and knowingly grant planning permission, this would be unlawful.

28. The grant award would be set out in a legal agreement with conditions to ensure it is maintained by Dorset Wildlife Trust as low nitrogen input land in perpetuity.

Summary of procurement implications

29. This proposal is out of scope of Public Contracts Regulations 2015.

30. This proposal is out of scope of Concession Contracts Regulations 2016.

31. Aside to the stated benefits to the Council, there would be commercial / revenue benefits to the grant beneficiary through marketing, membership recruitment and retention. The Council is satisfied that Dorset Wildlife Trust is preferred as beneficiary over potential other candidates, such as the RSPB or National Trust. Other conservation bodies have been engaged in this proposal but have dropped out, leaving Dorset Wildlife Trust as the only conservation body contributing to the funding of this project.

32. Timing is also crucial as it is not feasible to facilitate a procurement exercise and deliver the offsetting requirements during 2020/21. The councils are appointing a Nitrogen Project Co-Ordinator to work with landowners and land managers to identify and bring forward future projects.

Summary of human resources implications

33. Drawing up the legal papers will require officer time. It is expected that the Poole Harbour Nitrogen Coordinator will complete much of the liaison and grant award work going forward.

34. The proposal has no implications for BCP staff, other than to maintain Council services.

Summary of sustainability impact

35. The proposal would have significant environmental benefits through the change of use of land for nature conservation. The park would provide the opportunity for further grant awards for carbon offsetting and net gain in biodiversity, although the Dorset Nature Park will be located outside of the BCP Council boundary.

36. The protection of agricultural land is not currently considered of overriding national interest.

Summary of public health implications

37. The creation of the Park would enable BCP Council and Dorset Council residents' greater public access to the countryside for exercise, education and general health and wellbeing. There are also air pollution benefits of taking land out of intensive agricultural usage.

Summary of equality implications

38. The park must be located within the catchment of Poole Harbour, which falls within the Dorset Council area and therefore accessing the Dorset Nature Park may be difficult for some BCP Council residents. However, the Council can aim to ensure that the Dorset Nature Park is suitably located in South East Dorset to enhance accessibility.

Summary of risk assessment

39. Doing nothing risks considerable reputational damage to the Council if housebuilding is stalled with consequential economic and social damage to the BCP Council area. As an example, housing development in Hampshire has been stalled for over a year due to the lack of a nitrogen neutral development strategy. This issue is of national attention in the media and government. BCP Council though, unlike Hampshire, has an agreed strategy in place and can therefore resolve this issue quickly through the delivery of mitigation projects.

40. Implementing Grampian conditions on all housing development in the Poole Local Plan area would hinder developers at a crucial time for jobs and the economy during the recovery from the Covid pandemic. There would be social costs of housing delivery from lack of available housing. There could be damage to the economy and unemployment from a slowdown in construction. The Council would also miss out on Council tax, business rates and New Homes Bonus.

41. The Council would provide funding as a grant and would not own any land so has no liability. Dorset Wildlife Trust would enter a legal agreement to maintain the land as low nitrogen input in perpetuity, with no management costs from the Council.

Background papers

Poole Local Plan (2018) - Published works
Nitrogen Reduction in Poole Harbour Supplementary Planning Document (2017) - Published works
Dorset Nature Park Proposal – Exempt Information Category 3
Nitrogen Reduction in Poole Harbour: Monitoring, Projects and Implementation Plan – Draft document not yet published
Natural England letter of support (11/11/20)

Appendices

There are no appendices to this report.

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Cabinet

Report subject	**Housing Scheme at Wilkinson Drive, Bournemouth**
Meeting date	16/12/20
Status	Public
Executive summary	The BCP Council owned site comprises open space and a disused playpark which was identified as surplus to requirements in the Bournemouth Neighbourhood play and open space review of 2009. The current proposal presents a new build scheme of 4 x 3-bed houses and 9 x 2- bed flats with associated parking and landscaping. These homes will help towards Local Plan housing targets and will also contribute significantly to unmet housing need. All of the homes are to be for social rent and will be designed to high energy efficiency standards with ground source heat pumps and triple glazing.
Recommendations	Cabinet recommends that Council approves the proposed £2.771m housing development, including specifically: a. Approval to commence and completion of build subject to the conditions set out in the Financial Strategy and authorises the Corporate Director for Environment and Community to approve necessary contractual and legal agreements in consultation with the Monitoring Officer and Chief Finance Officer. b. Approve the proposed funding model for the scheme, with specific approval for the use of £1.2m new prudential borrowing to be repaid from the Housing Revenue Account (HRA) over 50 years. c. Approves the designation of the development as 'social rented' housing and acknowledges the financial impact of this decision as summarised in paragraphs 24, 25 & 48. d. Authorise the Section 151 Officer in consultation with the Portfolio Holder for Finance to determine the detailed funding arrangements.

Reason for recommendations	To enable the proposed housing scheme to progress with the agreed funding arrangements to construction and subsequent completion in order to deliver the wide range of benefits to the Council and local communities.
Portfolio Holder	Cllr Bob Lawton, Portfolio Holder for Homes
Corporate Director	Kate Ryan, Corporate Director of Environment and Community
Contributors	Lorraine Mealings, Director of Housing Jon Thornton, Housing Development Manager
Wards	Muscliff and Strouden Park
Classification	For Decision

Background

Housing Market Context

1. Levels of unmet housing demand in Bournemouth, Christchurch and Poole (BCP) are very high, with housing demand exceeding supply. Providing more housing is a key priority of the council.
2. The government has set out a new methodology for calculating Local Plan housing targets and as a result the BCP Council area may need to increase its housing delivery significantly to approximately 2,500 new homes to be built every year. This will need a step change from current delivery levels and is one of the key housing challenges locally, as well as nationally.
3. There is a need for additional homes across all tenures and in particular, the demand for 'affordable housing' at sub-market rates is very high. There are c4,300 households on the Housing Register for the Bournemouth area, c950 in Poole area and c400 in the Christchurch area waiting for 'affordable housing' in the form of either Council Housing or Housing Association properties.

Council's direct delivery of new homes

4. BCP Council now has a well-established Housing Development Team who are well placed to help deliver the future pipeline of in-house residential new-build developments.
5. Wilkinson Drive is a potential development scheme for affordable housing within the conurbation that could be developed by the Council for social rent, for those in housing need.

6. This new build scheme follows many which have successfully delivered over previous years and there is a pipeline of additional sites going forwards to help address our housing needs locally.

Site background information

7. The BCP Council owned site comprises open space and a disused playpark which was identified as surplus to requirements in the Bournemouth Neighbourhood Play and Open Space Review of 2009, the local plan and the SHLAA.

8. A planning application for the housing development scheme was submitted and validated on 24th June 2020.

Proposed scheme

9. The current proposal presents a new build scheme of 4 houses and 9 flats with associated parking and landscaping. Subject to consents the proposed commencement date is February 2021 with the scheme ideally due to be completed in February 2022.

10. It is recommended that the site is developed directly by the Council to provide a residential scheme comprising of the following:

    - Social Rent (13 Homes)

    Plans for the proposed scheme are included in Appendix 5.

11. This tenure mix has been developed after consideration of numerous factors including the need for financial viability and return, housing demands, site specifics and the need to ensure a sustainable community. The Council Housing team and the Strategic Housing Options team have been closely involved in the development of this scheme to help ensure that it adequately meets housing needs and is designed in such a way to be sustainable and to enable good quality housing management.

12. As noted earlier, the need for affordable and socially rented housing below market rates is high.

13. The scheme would provide 12 unallocated parking spaces in line with the existing parking policy as well as secure storage for 10 cycles (for the flats, the houses will have sheds to meet Secured by Design standards).

Environmental build standards

14. The building will be fully Building Regulation compliant whereby energy usage and insulation standards are higher than the historical Code for Sustainable Homes Level 3. The houses and flats will benefit from the addition of photovoltaic panels which will provide free electricity to the occupants of the houses and will reduce the service charge for those in flats. Triple glazing will provide sound and

heat insulation and additional cavity insulation will complement this to reduce the heating requirement which will be met by ground source heat pumps.

15. We will consider how best to deliver the emerging sustainability priorities of BCP Council in the future delivery programme, with reference to schemes such as those homes delivered to Passiv Haus Standard at Tedder Road, Bournemouth in 2018.

Summary of key benefits

16. The following summarises the key benefits of the proposed scheme:

- Maximise the Council's land assets to bring about financial gains, as well as delivering the Council's housing aspirations.
- Provide much needed additional homes to meet unmet housing demands and housing needs within the BCP area.
- Provision of 13 homes to help address the challenging Local Plan housing targets and help meet local housing demands.
- Provide 13 new homes for social rent to meet local housing need.
- Utilisation of £831k of Right to Buy receipts to help fund the scheme. If these are not spent within 3 years of receipt, they cannot be used locally and need to be returned to central government.
- Use of £200k section 106 monies and £540k of HRA New Build Reserves to help fund much needed affordable housing provision on the site.
- The scheme will bring improvements to the area with the provision of good quality and well managed homes.
- It will deliver high levels of sustainability in terms of design and will generate employment during the construction phase to help grow the local economy.

Development Feasibility Work already undertaken

17. During 2019, consultants and surveys have been appointed to develop a scheme design to planning submission stage.

    The financial commitment to date (including design, surveys and planning) is £59k and within that, the financial spend to date (including design, surveys and planning) is £37k.

18. A planning application for the housing development scheme was submitted and validated on 24/06/2020. A decision is imminent.

Financial overview

19. Capital outlay and funding for the scheme is as follows:

		Housing Revenue Account
	Homes	13
	Prudential Borrowing Period	50
		Social Rented £000s
Scheme Costs		
Works	Build rate at £2,338m2	2,210
	Landscaping	97
		2,307
	10% contingency	231
Fees	Oncost contingency £500/unit	7
	Design fees, surveys	58
Other costs	Development Team	65
	Contribution to Parks	78
Interest (during Build Phase)		26
	Total Scheme Cost	**2,771**
Scheme Funding		
Affordable Housing s106 Contributions		200
Housing Revenue Account		
- Capital Funding - 1 for 1 Right to Buy Receipts		831
- Capital Funding - Reserve allocation		540
Prudential Borrowing - additional borrowing		1,200
	Total Scheme Funding	**2,771**

20. The build cost of £2,338 per m^2 relates to the interior of the dwellings and excludes communal areas. If the communal areas were to be included, the m^2 rate would fall to £2180 m^2. This is based on a worst-case estimate from the Council's employer's agent (Quantity Surveyors). This cautious pre-tender estimate of cost is based on current local build rates. 10% contingency has been added for unforeseen spend. Capital outlay also includes a one-off contribution of £78k in 2020/21 towards the General Fund Parks & Open Spaces strategy. This income will be budgeted for within the General Fund's revenue budget.

21. The total scheme costs are therefore estimated to be up to £2.771m profiled over a 20-month period as the construction phase moves ahead. Interest on borrowing required during this phase of £26k is included within capital outlay above.

22. £831k of the capital outlay will be funded from Right to Buy (RTB) receipts. At 30%, this is the maximum level of RTB that can be applied as funding. Under the social-rented housing model, £200k of the capital outlay will be funded by S106 monies. £540k of the capital will be funded from HRA reserves. No third-party grant funding is proposed for this development. The remaining £1.2m capital

outlay is proposed to be funded from Prudential borrowing repaid through the HRA.

23. Estimated long term cash flows (under the social-rented housing model) presented in Appendix Two forecast net annual cash surplus from first year of completion. This is after provision has been made for both capital and interest repayments as well as management, maintenance and major repair costs, and an adjustment to the rental income to cover void costs. Any potential capital growth has been ignored for the purposes of this modelling. Over the 50 year scheme life, cumulative cash surpluses of £935k are forecast.

24. Appendix Three sets out the financial appraisal assumptions supporting the capital outlay and 50 year cashflow forecast. The Council is also in the process of completing a wider benchmarking exercise, with the assistance of comparable local authorities, to ensure ongoing relevance and appropriateness of core assumptions applied.

25. Members are asked to note that, were the properties designated as ‘affordable housing’ as opposed to ‘social rented housing’, prudential borrowing for the scheme could be increased from £1.2m to £1.94m, freeing up £540k HRA capital reserves and £200k s106 housing contributions for alternative developments. This is because the rental income from affordable rented properties (from which to repay greater prudential borrowing) is significantly higher than through social rented housing. Gross rent in year 1 in the social rented model is £68,450. This increases to £111,352 in the affordable housing model. Designating the development as affordable housing would potentially allow more homes to be built over the longer term.

26. The majority of HRA tenants, 70.55%, are in receipt of Housing Benefit or Universal Credit to assist with housing costs. However, tenants living in larger family accommodation can be subject to the benefit cap which is currently set at £20,000 per year. Assistance with housing costs can then be substantially reduced for those living in both affordable and social rented housing but those with an affordable rent will have a greater shortfall of rent to make up from existing benefits than those with a social rent. The greatest impact is on larger families who are solely reliant on benefits as the cap does not apply where a tenant is working and earning above a certain amount. Carers for someone with a disability can also be exempt from the cap. While the cap can have a significant impact, the number of existing tenants known to be subject to it within the Bournemouth neighbourhood stock is relatively low.

Financial Risks

27. It is proposed that the 13 new housing units will be designated as social rented housing, for which the Council has reasonable assurance over rental income streams for the next 50 years. Forecast cashflows assume modest annual increases in rental income of 3.5% in years 1 – 3 (in line with Government

guidance of RPI + 1%), reducing to 2.5% per annum from year 4 (inflationary RPI increase only). Additional provision is made for voids at 2% of gross residential rent per annum.

28. Ongoing operational spend (property letting and management, service costs and general repairs and maintenance spend) are allowed for within the model on a standard £/unit basis. The £/unit values used are based on historic financial data, and are therefore considered to be accurate. Annual inflation at 2.5% is applied to reflect increases in these costs over the 50 year period. In addition allowance is made for major repairs across the housing development. This is an annual allowance, from year 10 onwards, at 0.8% of housing development value (based on original capital outlay with annual inflationary increases).

29. Under s11(6) of the Local Government Act 2003, local authorities are required to spend retained Right to Buy (RTB) receipts within three years. This is limited, however, to no more than 30% of the cost of a replacement home (whether through acquisition or new build). Where a local authority is unable to spend receipts within three years they are to be returned to the Ministry of Housing, Communities and Local Government (MHCLG), together with interest of 4% above base rate. The financial risk to the Council of having to return unspent RTB receipts is reduced by applying £831k (30% of £2.771m capital outlay) of RTB receipts received as funding for this scheme.

Grants and 3rd party funding

30. In the social-rent model, a total of £200k Section 106 monies will be used to part fund construction of the 13 new homes.

Prudential Borrowing

31. The Council can borrow under the Prudential Code as long as it is affordable and can be repaid over the life of the asset. The proposed scheme is predicated on £1.2m of prudential borrowing over 50 years. The use of 50 years reflects the estimated useful economic life of the asset.

32. The financial modelling assumes the use of flexible short-term funding (at an interest rate of 3.5%) during the construction period before entering into a long-term arrangement (at an interest rate of 3.5%). The 3.5% interest rate has been used as a matter of prudence for the financial modelling. It has the benefit of creating additional risk premium to mitigate the risk of potential fluctuations in long term cashflow projections.

33. In March 2020, HM Treasury announced a new Public Works Loan Board (PWLB) HRA lending rate of 100 basis points below standard PWLB rate (1.64% at today's rate). The difference between 3.5% Invest to Save rate and 1.64% PWLB HRA rate is £0.8m risk premium allowance. Risk Premium that is budgeted but ultimately not required will increase availability of HRA Reserves used for future housing developments.

34. Ultimately the decision to borrow will be a treasury management decision based on the overall financial position of the Council.

35. Furthermore, any funding will only be drawn down when required and not in advance of need.

Taxation

36. A tax evaluation has not been undertaken as this is a newbuild housing scheme and will be zero rated.

State Aid

37. State Aid has been considered and assessed as a low risk, as we are not passing on funding to a third party.

Value for Money

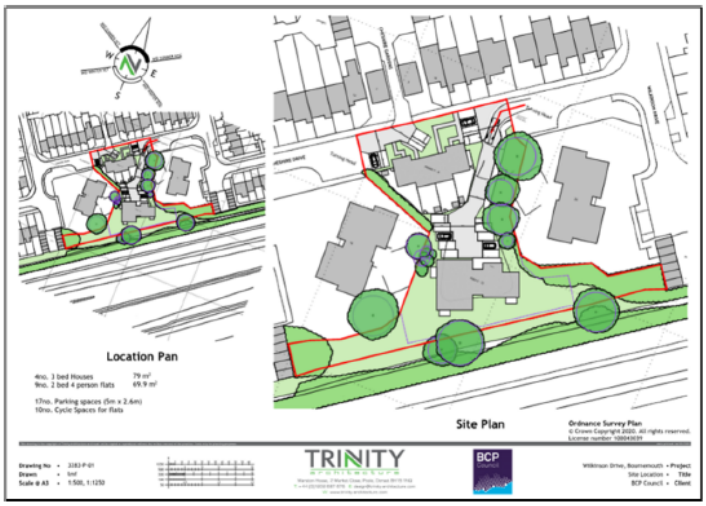
38. The total construction costs are estimated at £2.307m. The total scheme costs are estimated at £2.771m, which is lower than the Gross Development Value (GDV) which is estimated at £2.848m (being the total estimated value of the completed homes).

39. Carbon Saving statement: As shown below, 22.15 number of tonnes of CO2 will be saved per annum by building to the proposed standard compared to traditionally built Building Regulation compliant equivalent homes.

This note provides an estimation of the onsite carbon reduction for the 2 sites referenced below. The analysis has been undertaken with Heat Pumps & PV Array using the following parameters;

Exposed Floor (W/m^2K)	Exposed Roof (W/m^2K)	External Wall (W/m^2K)	Walls to Unheated Spaces (W/m^2K)	Walls to Heated Spaces	Air Permeability (m^3/hm^2 (@ 50Pa))
0.10	0.10	0.13	0.15	Fully filled cavities with sealed edges	1.00

Glazing (W/m^2K)	G-Value	Fraction Glazed	Frame Factor	Light Transmittance
0.80	0.50	90%	10%	65



Wilkinson Drive

4no. 3 bed Houses

9no. 2 bed 4 person flats

17no. Parking spaces (5m x 2.6m)

10no. Cycle Spaces for flats

Estimated Carbon Reduction:

99% better than Part L 2013 (SAP 10 Carbon Factors).

A reduction of 22.15 tonnes of CO_2

Source: Hoare Lea: BCP. Carbon Reduction Investigation (November 2020)

40. The financial appraisals set out in Appendix One, Two and Three show that the scheme is viable in the short, medium and long term for the Council. The construction costs are based on build rate of £2,338m^2 which have been provided by David Richards Partnership Ltd (DRP) as a budget build cost. The financial model includes a 10% contingency on the provided budget amount. They have confirmed that given the scope of works, the total construction costs (including a 10% contingency) represent value for money.

Consultation

41. Pre-application advice was sought through our Planning colleagues. A smaller scheme is now proposed than previously presented at Pre-application stage.

42. The Housing Development Team undertook consultation with housing teams and input was gained from the Housing Landlord, Enabling and Housing Options and Partnerships teams.

43. Consultation with the Portfolio Holder for Homes has been undertaken and Ward Councillors have been updated with scheme progress pre and post planning.

44. The scheme has been discussed at several Townsend Together Team meetings which is a local and very active community group. The group are supportive of the scheme and keen to see housing delivered generally because of the housing crisis.

45. Neighbours who are likely to be affected by the scheme have been written to and will be kept up to date. Concerns were raised about the scale of the previously proposed scheme and this has been addressed. Concern also raised about the parking and the loss of open space. Parking is likely to be an issue for every development. The loss of open space reflects the Parks strategy of having fewer, larger parks with better facilities and overlooking.

Alternative Options

The following options have been considered and discounted:

Option 1: Market disposal of site

46. One option would be to dispose of the site for development. The expected financial benefit would be approximately £270k. This option however would not deliver the wider corporate aims around housing need and homelessness.

47. The disposal of this site could take 12 months to complete. Finding a buyer would be difficult as the LPA are unlikely to consider a planning application for anything other than affordable / social rent to mitigate the loss of open space.

48. A decision to dispose of the land will incur abortive costs for the Council although some of the costs would be partially recouped through the sale price. Costs

incurred and committed so far total approximately £59k including professional costs and site surveys which has been funded through the HRA Housing development budget.

Option 2: Alternative tenure provision (using affordable rent rather than the proposed social rent)

49. If the 13 socially rented homes were delivered on affordable rent levels, this would provide significant financial benefits to the HRA. With 13 affordable rented homes, the scheme would require £740k less upfront HRA funding (£540k capital reserves and £200k s106 housing contributions) and would generate greater net surplus over 50 years. This is because of the significant difference in rental income forecast:

	Social rent	Affordable rent
Capital Outlay	**£000**	**£000**
Prudential Borrowing	1,190	1,930
Right to Buy Receipts	841	841
HRA Capital reserves	540	0
S106 housing contributions	200	0
	2,771	**2,771**
Revenue Implications	**£000**	**£000**
Gross rent in year 1	68.5	111.4
Net cash surplus in year 1	(1)	(9)
Net cash surplus over 50 years	(936)	(3,384)

50. Members are asked to note that figures quoted above assume prudential borrowing over 50 years at 3.5%. Clearly, given the scale of forecast 50 year surplus in this scenario, there is scope for borrowing to be repaid much earlier.
51. Work is currently underway to help shape the future housing delivery strategy for how the Council builds on its own land and factors such as tenure type, delivery model and sustainability standards will form part of these considerations.

Summary of financial implications

52. Provided within the body of the report.

Summary of legal implications

53. The site is currently accounted for within the Housing Revenue Account (HRA) in accordance with Schedule 4 of the Local Government and Housing Act 1989.

54. As the land is no longer required as a playpark it is surplus to requirements and Section 122 of the Local Government Act 1972 means that it can be put to another use provided that the Council have a power to acquire land for the same purpose.

55. Sections 9 and 19 of the Housing Act 1985, Part II, provide the power for the Council to acquire and therefore to appropriate land for the purpose of providing affordable housing and a corresponding power to build and provide affordable housing accounted for within the Housing Revenue Account (HRA).

56. The adopted Bournemouth Local Plan indicates that the land use designation for the area in which the property is located is Open Space. Therefore, the Council will need to advertise notice of the Council's intention to appropriate the site, specifying the land in question, to be advertised in two consecutive weeks in a newspaper circulating in the area in which the land is situated, and consider any objections to the proposed appropriation which may be made to them in accordance with section 122(2A) of LGA 1972.

57. Section 1 of the Local Government Act 2003 gives the Council power to borrow for any purpose relevant to its functions.

58. A planning application was submitted for the erection of 4 houses and a three storey block of 9 flats, formation of vehicular access and parking spaces and validated on 24th June 2020.

59. The Council will need to comply with all relevant procurement requirements, including the Public Contracts Regulations 2015 (if applicable) in undertaking the proposals contained within this Report and further legal advice should be sought in this regard.

60. Any grant funding terms will need to be reviewed. Further legal advice should be sought to confirm the proposed use of the funding will be compliant with State aid rules.

Summary of human resources implications

61. The existing Housing Development Team will oversee the delivery of this scheme alongside the other new build schemes in the pipeline. The construction works will be carried out by the Construction Works Team and other professionals have been procured e.g. architects to bring this scheme forward.

Summary of environmental impact

62. The development of new homes on the site will improve natural surveillance of the area, contributing to a safer environment. The site is within a sustainable location and the high-quality building on this site could make a positive contribution to the quality of the environment. The new homes will make use of Photovoltaic panels for renewable electricity, ground source heat pumps for cheaper sustainable heating. Triple glazing and enhanced insulation will make the homes extremely efficient.

63. A copy of the Environment Impact Assessment is included in Appendix Six.

Summary of public health implications

64. The housing scheme will create a sustainable good quality housing development and bring many benefits to the residents and the wider community. The proposed scheme considers surrounding issues such as trees and provides private amenity space to each home to help create an attractive area which improves the local community.

Summary of equality implications

65. The housing scheme will provide accommodation for those who are on the Housing Register and in housing need. As such, many households will have protected characteristics and have vulnerabilities. The existing Allocation Policy for the Bournemouth area will help manage allocations to the scheme for those most in need.

66. The Councils standing specification requires the architect to implement the requirements of Lifetime Homes where it is practical to do so.

67. Properties will be constructed to fully meet Building Control Approved Document Part M Volume 1 (Dwellings; M4; category 1; visitable dwellings).

68. The constrained nature of the site and the need for a high dwelling density so that the site is viable for development, prohibits achieving Lifetime Homes or any alternative Part M category. However, the Council actively considers the provision of Category 2 & 3 dwellings on other schemes in the conurbation.

69. A copy of the EINA is included in Appendix Four.

Summary of risk assessment

70. The following key risks have been identified alongside mitigating actions:

Overall Project Risk Rating		
Key Project Risks	**Gross Risk Rating**	**Mitigating Actions**
Rising construction costs render the project unaffordable	Low	Good project management will enable the close monitoring of progress and any issues that may arise to be dealt with promptly. The build cost budget is an inclusive Design & Build cost provided by The Construction Works Team and a 10% contingency for the build is included.
Scheme not gaining a satisfactory planning consent	N/A	Pre-planning advice has been taken and measures proposed by the planning team have been fully considered with regard to appropriateness for the client

Overall Project Risk Rating		
Key Project Risks	**Gross Risk Rating**	**Mitigating Actions**
		group and scheme feasibility. Where practical, they have been incorporated.
Fall in housing need for accommodation tenure provided caused by changes to the housing market or economy	Low	Monitor through construction period the requirement for affordable rent with the Strategic Housing Options team. If required, the Housing Development Team can appraise and suggest changes to tenure to suit need and financial viability as required.
Insufficient funding available, such as failure to secure funding from s106 Contributions or RTB receipts	Low	Monitor and review spend of such funding on other schemes within the development programme. Should insufficient funding be available, schemes will be prioritised and potentially some schemes put on hold until sufficient funding is available. Alternative tenures such as Shared Ownership may attract different funding, such as grant from Homes England, which could be used to ensure the scheme is brought forward.
Increased fire risk during construction phase	Low	Design and construction will be closely monitored by Housing Development Team, Employers Agent and the Construction Works team.

71. Property development activity involves inherent risks but a cautious approach has been adopted here to minimise these risks as much as possible. Financial contingencies have been included and significant consultation has been undertaken to date to help ensure a sustainable scheme.

Background papers

72. Refreshed Bournemouth Housing Strategy 2017 - 2020 - https://www.bournemouth.gov.uk/Housing/help-with-housing/Documents/bournemouth-refreshed-housing-strategy-2017-2020.pdf

73. Housing Strategy Refresh 2018-2020 Borough of Poole

https://www.poole.gov.uk/council-and-democracy/strategies-plans-and-policies/housing-strategy-refresh-2018-2020/

Appendices

Appendix One: Income and Expenditure Summary HRA

Appendix Two: Financial Appraisal Long-term Cash flow

Appendix Three: Summary of Funding Assumptions

Appendix Four: Equality Impact Needs Assessment (EINA)

Appendix Five: Development proposal plans

3283-P-01 Site Location
3283-P-02 Site Survey
3283-P-03 Houses Ground Floor Plans
3283-P-04 Houses First Floor Plans
3283-P-05 Houses Elevations
3283-P-06 Houses Elevations
3283-P-07 Flats Ground Floor Plans
3283-P-08 Flats First Floor Plans
3283-P-09 Flats Second Floor Plans
3283-P-10 Flats North West Elevation
3283-P-11 Flats South East Elevation
3283-P-12 Flats South West Elevation
3283-P-13 Flats North East Elevation

Appendix Six: Health and Safety Assessment Tool (HASAT)

Appendix Seven: Environmental Impact Assessment

Appendix Eight: Project Plan

Appendix 1 - Wilkinson Drive Housing Development: HRA Income and Expenditure

		Housing Revenue Account
	Homes	13
	Prudential Borrowing Period	50
		Social Rented £000s
Scheme Costs		
Works	Build rate at £2338m2	2,210
	Landscaping	97
		2,307
	10% contingency	231
Fees	Oncost contingency £500/unit	6
	Design fees, surveys	58
Other costs	Development Team	65
	Contribution to Parks	78
Interest (during Build Phase)		26
	Total Scheme Cost	2,771
Scheme Funding		
Affordable Housing s106 Contributions		200
- Capital Funding - 1 for 1 Right to Buy Receipts		831
- Capital Funding - Reserve allocation		540
Prudential Borrowing - additional borrowing		1,200
	Total Scheme Funding	2,771
	Net Cost	(0)

Appendix 2 - Wilkinson Drive Housing Development: Financial Appraisal Long-term Cash flow

Long-Term Cashflow	Year	1	2	3	4	5	6	7	8	9	10	11	12
Gross Residential Rent	3.5% inc YRS 1-3, 2.5% inc Yrs 4-25	(68,450)	(70,846)	(73,325)	(75,158)	(77,037)	(78,963)	(80,937)	(82,961)	(85,035)	(87,161)	(89,340)	(91,573)
Voids	2% of Gross residential rent	1,369	1,417	1,467	1,503	1,541	1,579	1,619	1,659	1,701	1,743	1,787	1,831
Gross Rent after allowance for Voids		**(67,081)**	**(69,429)**	**(71,859)**	**(73,655)**	**(75,497)**	**(77,384)**	**(79,319)**	**(81,302)**	**(83,334)**	**(85,418)**	**(87,553)**	**(89,742)**
RSL Management	2.5% CPI	6,201	6,356	6,515	6,678	6,845	7,016	7,191	7,371	7,555	7,744	7,938	8,136
Maintenance	2.5% CPI	10,179	10,433	10,694	10,962	11,236	11,517	11,805	12,100	12,402	12,712	13,030	13,356
Major Repairs	2.5% CPI	0	0	0	0	0	0	0	0	0	23,049	23,625	24,216
Annual operational spend		**16,380**	**16,790**	**17,209**	**17,639**	**18,080**	**18,532**	**18,996**	**19,471**	**19,957**	**43,505**	**44,593**	**45,708**
Net Income before debt repayment		(50,701)	(52,639)	(54,650)	(56,016)	(57,416)	(58,852)	(60,323)	(61,831)	(63,377)	(41,912)	(42,960)	(44,034)
Repayment of Borrowing (interest)		41,192	40,871	40,539	40,196	39,841	39,473	39,092	38,698	38,290	37,868	37,431	36,979
Repayment of Borrowing (principal)		9,159	9,480	9,812	10,155	10,510	10,878	11,259	11,653	12,061	12,483	12,920	13,372
Cash outflow / (inflow)		(350)	(2,288)	(4,298)	(5,665)	(7,065)	(8,501)	(9,972)	(11,480)	(13,026)	8,439	7,391	6,317
Cumulative cash outflow / (inflow)		(350)	(2,638)	(6,937)	(12,601)	(19,666)	(28,167)	(38,139)	(49,619)	(62,644)	(54,205)	(46,814)	(40,497)

Appendix 2 - Wilkinson Drive Housing Development: Financial Appraisal Long-term Cash flow

Long-Term Cashflow	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
Gross Residential Rent	(93,863)	(96,209)	(98,614)	(101,080)	(103,607)	(106,197)	(108,852)	(111,573)	(114,363)	(117,222)	(120,152)	(123,156)	(126,235)	(129,391)	(132,625)
Voids	1,877	1,924	1,972	2,022	2,072	2,124	2,177	2,231	2,287	2,344	2,403	2,463	2,525	2,588	2,653
Gross Rent after allowance for Voids	**(91,985)**	**(94,285)**	**(96,642)**	**(99,058)**	**(101,535)**	**(104,073)**	**(106,675)**	**(109,342)**	**(112,075)**	**(114,877)**	**(117,749)**	**(120,693)**	**(123,710)**	**(126,803)**	**(129,973)**
RSL Management	8,340	8,548	8,762	8,981	9,205	9,436	9,671	9,913	10,161	10,415	10,675	10,942	11,216	11,496	11,784
Maintenance	13,690	14,032	14,383	14,742	15,111	15,489	15,876	16,273	16,679	17,096	17,524	17,962	18,411	18,871	19,343
Major Repairs	24,821	25,442	26,078	26,730	27,398	28,083	28,785	29,505	30,242	30,998	31,773	32,568	33,382	34,216	35,072
Annual operational spend	**46,851**	**48,022**	**49,222**	**50,453**	**51,714**	**53,007**	**54,332**	**55,691**	**57,083**	**58,510**	**59,973**	**61,472**	**63,009**	**64,584**	**66,199**
Net Income before debt repayment	(45,135)	(46,263)	(47,420)	(48,605)	(49,820)	(51,066)	(52,343)	(53,651)	(54,992)	(56,367)	(57,776)	(59,221)	(60,701)	(62,219)	(63,774)
Repayment of Borrowing (interest)	36,511	36,026	35,525	35,006	34,469	33,913	33,338	32,742	32,126	31,488	30,828	30,145	29,438	28,706	27,948
Repayment of Borrowing (principal)	13,840	14,325	14,826	15,345	15,882	16,438	17,013	17,609	18,225	18,863	19,523	20,206	20,914	21,646	22,403
Cash outflow / (inflow)	5,216	4,088	2,931	1,746	531	(715)	(1,991)	(3,300)	(4,641)	(6,016)	(7,425)	(8,870)	(10,350)	(11,868)	(13,423)
Cumulative cash outflow / (inflow)	(35,281)	(31,193)	(28,262)	(26,516)	(25,985)	(26,700)	(28,691)	(31,991)	(36,633)	(42,649)	(50,074)	(58,944)	(69,294)	(81,162)	(94,585)

Appendix 2 - Wilkinson Drive Housing Development: Financial Appraisal Long-term Cash flow

Long-Term Cashflow	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42
Gross Residential Rent	(135,941)	(139,340)	(142,823)	(146,394)	(150,054)	(153,805)	(157,650)	(161,591)	(165,631)	(169,772)	(174,016)	(178,367)	(182,826)	(187,396)	(192,081)
Voids	2,719	2,787	2,856	2,928	3,001	3,076	3,153	3,232	3,313	3,395	3,480	3,567	3,657	3,748	3,842
Gross Rent after allowance for Voids	**(133,222)**	**(136,553)**	**(139,967)**	**(143,466)**	**(147,052)**	**(150,729)**	**(154,497)**	**(158,359)**	**(162,318)**	**(166,376)**	**(170,536)**	**(174,799)**	**(179,169)**	**(183,648)**	**(188,240)**
RSL Management	12,078	12,380	12,690	13,007	13,332	13,665	14,007	14,357	14,716	15,084	15,461	15,848	16,244	16,650	17,066
Maintenance	19,827	20,322	20,830	21,351	21,885	22,432	22,993	23,568	24,157	24,761	25,380	26,014	26,665	27,331	28,015
Major Repairs	35,949	36,847	37,768	38,713	39,680	40,673	41,689	42,732	43,800	44,895	46,017	47,168	48,347	49,556	50,794
Annual operational spend	**67,854**	**69,550**	**71,289**	**73,071**	**74,898**	**76,770**	**78,689**	**80,657**	**82,673**	**84,740**	**86,858**	**89,030**	**91,255**	**93,537**	**95,875**
Net Income before debt repayment	(65,369)	(67,003)	(68,678)	(70,395)	(72,155)	(73,959)	(75,808)	(77,703)	(79,645)	(81,637)	(83,678)	(85,769)	(87,914)	(90,112)	(92,364)
Repayment of Borrowing (interest)	27,164	26,352	25,512	24,643	23,743	22,812	21,848	20,850	19,818	18,749	17,643	16,498	15,314	14,087	12,818
Repayment of Borrowing (principal)	23,187	23,999	24,839	25,708	26,608	27,539	28,503	29,501	30,533	31,602	32,708	33,853	35,038	36,264	37,533
Cash outflow / (inflow)	(15,018)	(16,652)	(18,327)	(20,044)	(21,804)	(23,608)	(25,457)	(27,352)	(29,294)	(31,285)	(33,326)	(35,418)	(37,563)	(39,760)	(42,013)
Cumulative cash outflow / (inflow)	(109,603)	(126,255)	(144,581)	(164,625)	(186,429)	(210,037)	(235,493)	(262,845)	(292,139)	(323,425)	(356,751)	(392,169)	(429,732)	(469,492)	(511,506)

Appendix 2 - Wilkinson Drive Housing Development: Financial Appraisal Long-term Cash flow

Long-Term Cashflow	43	44	45	46	47	48	49	50	**Total**
Gross Residential Rent	(196,883)	(201,805)	(206,850)	(212,022)	(217,322)	(222,755)	(228,324)	(234,032)	
Voids	3,938	4,036	4,137	4,240	4,346	4,455	4,566	4,681	
Gross Rent after allowance for Voids	**(192,946)**	**(197,769)**	**(202,713)**	**(207,781)**	**(212,976)**	**(218,300)**	**(223,758)**	**(229,352)**	**(6,665,574)**
RSL Management	17,493	17,930	18,379	18,838	19,309	19,792	20,287	20,794	
Maintenance	28,715	29,433	30,169	30,923	31,696	32,488	33,300	34,133	
Major Repairs	52,064	53,366	54,700	56,068	57,469	58,906	60,379	61,888	
Annual operational spend	**98,272**	**100,729**	**103,247**	**105,828**	**108,474**	**111,186**	**113,966**	**116,815**	**3,212,243**
Net Income before debt repayment	(94,673)	(97,040)	(99,466)	(101,953)	(104,502)	(107,114)	(109,792)	(112,537)	
Repayment of Borrowing (interest)	11,504	10,145	8,737	7,281	5,774	4,213	2,598	927	**1,317,712**
Repayment of Borrowing (principal)	38,847	40,206	41,614	43,070	44,578	46,138	47,753	49,424	**1,199,845**
Cash outflow / (inflow)	(44,322)	(46,689)	(49,115)	(51,602)	(54,151)	(56,763)	(59,441)	(62,186)	**(935,775)**
Cumulative cash outflow / (inflow)	(555,828)	(602,517)	(651,632)	(703,234)	(757,385)	(814,148)	(873,589)	(935,775)	

Appendix 3 - Wilkinson Drive Housing Development Scheme

Accommodation Schedule

Flats			Houses		
Number of units	**Unit size m2**	**Unit type**	**Number of units**	**Unit size m2**	**Unit type**
9	70	2b4p	4	79	3b5p
9			4		

Rent Levels ***This scheme will be charged at Social Rent level:***

	LHA level for info	Affordable Rent for info	**Social Rent**
2BF	174.90 pw	156.38 pw	**92.15** pw
3BH	218.63 pw	173.39 pw	**115.54** pw

Market rent equivalent including service charge and parking spaces

2BF	195.48
3BH	216.74

	Affordable Rent
Service Charges	£2pw additional to Social rent
Build costs	£2,441m2
Contingency	10% additional build contingency (£231k); oncost contingency £500/unit (£6.5k)
Voids and bad debts	2%
Management	£477 per unit/pa Based on historic variable costs per unit
Maintenance	£783 per unit/pa Based on historic variable costs per unit
Major Repairs	0.8% of build cost deferred to Yr10 As agreed with Principal Surveying Manager
Loan interest rate %	3.5% Short term; 3.5% Long term
Loan term and type	50 year annuity

On costs/Fees element	**Amount**	
Acoustic Engineer	£	1,450
Arbo report	£	800
Architects fee (up to planning)	£	18,750
Asbestos, needles, clear	£	-
Bat survey	£	-
CIL and Heathland mitigation	£	4,397
Contribution to parks	£	78,000
Demolition inc notices	£	-
Design review panel, pre-app, Consultation	£	-
Development Team	£	65,000
Ecological survey and BMP	£	-
Elec Disconnection	£	-
Employers Agent fee	£	15,750
Fire consultant	£	-
Gas disconnection	£	-
Ground investigation	£	3,195
Heritage consultant	£	-
Highways consultant	£	-
Landscape consultant	£	-
Legal sales fee	£	-
M+E Engineer	£	-
Security	£	1,500
Principle Designer	£	2,500
Planning application fee	£	6,006
Structural Engineer and Drainage	£	-
Topographical	£	1,500
Tree protection and plan	£	-
Utilities and sustainability assessment	£	-
Valuation	£	1,250
Updated reports for planning	£	1,110
Total	**£**	**201,208**

Note: On costs/fees are split by number of units to each financial appraisal

Equality Impact Needs Assessment

The Diversity Promise - *Better for all*

1. Title of Policy/Service/Project	Development at Wilkinson Drive, Bournemouth
2. Service Unit	Housing (Development)
3. Lead Responsible Officer and Job Title	Mark Sheppard, Housing Development Project Manager
4. Members of the Assessment Team:	Jonathan Thornton, Housing Development Manager
5. Date assessment started: 6. Date assessment completed:	2nd September 2020 4th September 2020

About the Project:

7. What type of project is this? New build housing project
8. What are the aims/objectives of the policy/service/project? (please include here all expected outcomes) To provide additional sustainable affordable housing. The completed project will provide much needed additional social rented housing within the conurbation. The project will provide an increase in job opportunities within the construction sector during the construction phase. The scheme will generate a long-term surplus to the Housing Revenue Account and a capital receipt to the parks department
9. Are there any associated services, policies or procedures? No

10. List the main people, or groups of people, that this policy/service/project is designed to benefit and any other stakeholders involved?

    This project will benefit singles/couples/families which are either homeless or they may live in unsuitable or under/over occupied housing.

11. Will this policy/service/impact on any other organisation, statutory, voluntary or community and their clients/service users?
    No.

Consultation, Monitoring and Research

Where there is still insufficient information to properly assess the policy, appropriate and proportionate measures will be needed to fill the data gaps. Examples include one-off studies **or** surveys **or** holding informal consultation exercises to supplement the available statistical and qualitative data.

If there is insufficient time before the implementation of the policy to inform the EINA, specific action points will need to be clearly set out in the action plan. Steps must include monitoring arrangements which measure the actual impact and a date for a policy review.

Consultation:

12. What involvement/consultation has been done in relation to this (or a similar) policy/service/project and what are the results?

Consultation with the Housing Portfolio Holder on the strategic approach to new council owned affordable housing has been held: Ward Councillor and Portfolio Holder consultation on this individual scheme has been completed; and relevant council staff and have been briefed. Local residents have been consulted by letter prior to the planning application and also had opportunity during the planning process to comment.

13. If you have not carried out any consultation, or if you need to carry out further consultation, who will you be consulting with and by what methods?

N/A

Monitoring and Research:

14. What data, research and other evidence or information is available which is relevant to this EINA?

The unit type and mix has been informed from housing register statistics including the number of applicants on the housing register and the average waiting time. The completed units will be let and managed on the same basis as our existing housing stock and all EINA's and other policies which apply to our existing stock will apply to these new units.

15. Is there any service user/employee monitoring data available and relevant to this policy/service/project? What does it show in relation to equality groups?

Annual CORE data and resident surveys.

Admission for new residents to the scheme will be by objective eligibility criteria, which will be operated and monitored by Housing Solutions, who undertake property allocations for the Council to ensure that the properties are let to those in housing need.

16. If there is a lack of information, what further information do you need to carry out the assessment and how are you going to gather this?

N/A

Assessing the Impact

	Actual or potential positive benefit	Actual or potential negative outcome
17. Age	Admission for new residents to the scheme will be by objective eligibility criteria, which will be operated by Housing Solutions, who undertake property allocations for the Council to ensure that the properties are let to those in housing need.	The properties are designed for families, couples and single people. There will be no loss of existing provision for other client groups as a result of this project.
18. Disability	Properties will be constructed to fully meet Building Control Approved Document Part M Volume 1 (Dwellings; M4; category 1; visitable dwellings).	The constrained nature of the site and the need for a high dwelling density to make the site viable prevents the Council achieving Lifetime Homes or any alternative Part M category. The Council actively considers the provision of category 2 & 3 dwellings on other schemes in the conurbation. The Councils standing specification requires the architect to implement the requirements of Lifetime Homes where it is practical to do so.
19. Gender	Properties will be eligible for all eligible applicants on the housing register.	No issues regarding gender have been identified but this factor will be considered and monitored along with any service user identified needs.
20. Gender reassignment	Properties will be eligible for all eligible applicants on the housing register.	No issues regarding gender reassignment have been identified but this factor will be considered and monitored along with any service user identified needs.
21. Pregnancy and Maternity	Properties will be eligible for all eligible applicants on the housing register.	No issues regarding pregnancy and maternity have been identified but this factor will be considered and monitored along with any service user identified needs.
22. Marriage and Civil Partnership	Properties will be eligible for all eligible applicants on the housing register.	No issues regarding marriage and civil partnership have been identified but this factor will be considered and monitored along with any service user identified needs.

	Actual or potential positive benefit	Actual or potential negative outcome
23. Race	Properties will be eligible for all eligible applicants on the housing register.	No issues regarding race have been identified but this factor will be considered and monitored along with any service user identified needs.
24. Religion or Belief	Properties will be eligible for all eligible applicants on the housing register.	No issues regarding religion or belief have been identified but this factor will be considered and monitored along with any service user identified needs.
25. Sexual Orientation	Properties will be eligible for all eligible applicants on the housing register	No issues regarding sexual orientation have been identified but this factor will be considered and monitored along with any service user identified needs.
26. Any other factor/ groups e.g. socio-economic status/carers etc	Properties will be eligible for all eligible applicants on the housing register.	No other issues have been identified but these factors will be considered / monitored along with any service users identified needs.
27. Human Rights	Will facilitate Article 11 of the International Covenant on Economic, Social and Cultural Rights – the right of everyone to an adequate standard of living for themselves and their family, including adequate food, clothing and housing.	No human rights issues have been identified but these factors will be considered / monitored along with any service users identified needs.

Stop - Any policy which shows actual or potential unlawful discrimination must be stopped, removed or changed.

28. If impacts have been identified include in the action plan what will be done to reduce these impacts, this could include a range of options from making adjustments to the policy to stopping and removing the policy altogether. If no change is to be made, explain your decision:

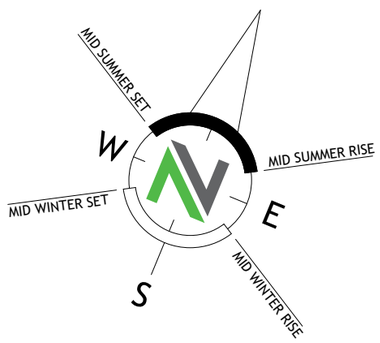
The Social rented properties will be available to all eligible applicants on the housing register.

Action Plan

Include:

- What has/will be done to reduce the negative impacts on groups as identified above.
- Detail of positive impacts and outcomes
- The arrangements for monitoring the actual impact of the policy/service/project

29. Issue identified	Action required to reduce impact	Timescale	Responsible officer	Which Business Plan does this action link to e.g. Service Equality Action Plan/Team Plan
The properties are designed for families, couples, single people – a mix of 2 bed flats and 3 bed houses.	Limited amount of single accommodation on this site. This can be offset by the delivery of housing for single people on other sites across the Conurbation. Three and two bed homes can be more suitable for those occupying smaller properties than they need. Subsequent upsizing will free up homes for single people. The identification of housing need for specific client groups within the neighbourhood will be monitored as part of the ongoing Housing Strategy process.	Ongoing	Affordable Housing & Resettlement Manager	Housing Strategy





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Location Pan

4no. 3 bed Houses	79 m^2
9no. 2 bed 4 person flats	69.9 m^2

17no. Parking spaces (5m x 2.6m)
10no. Cycle Spaces for flats



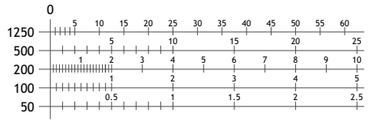
Site Plan

Ordnance Survey Plan
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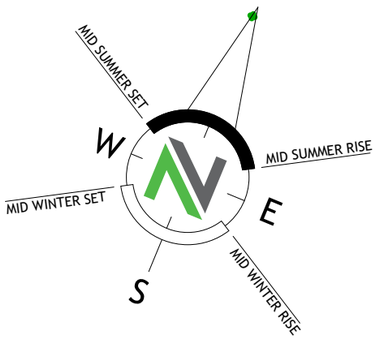
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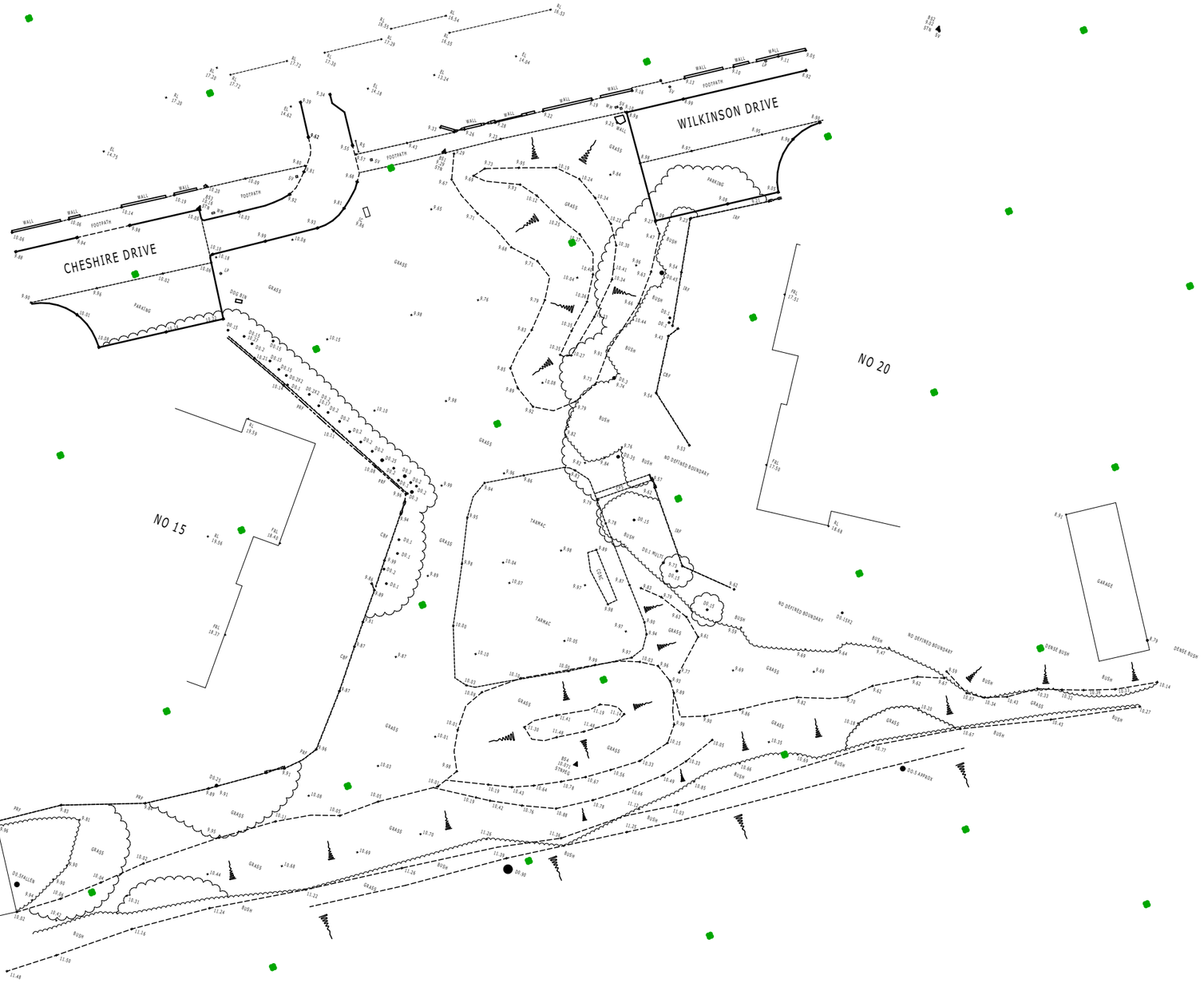
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Site Survey

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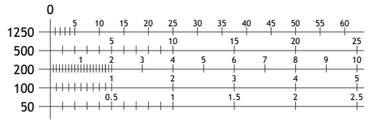
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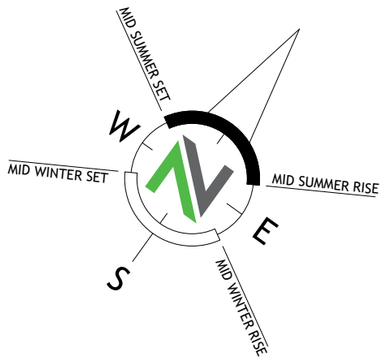
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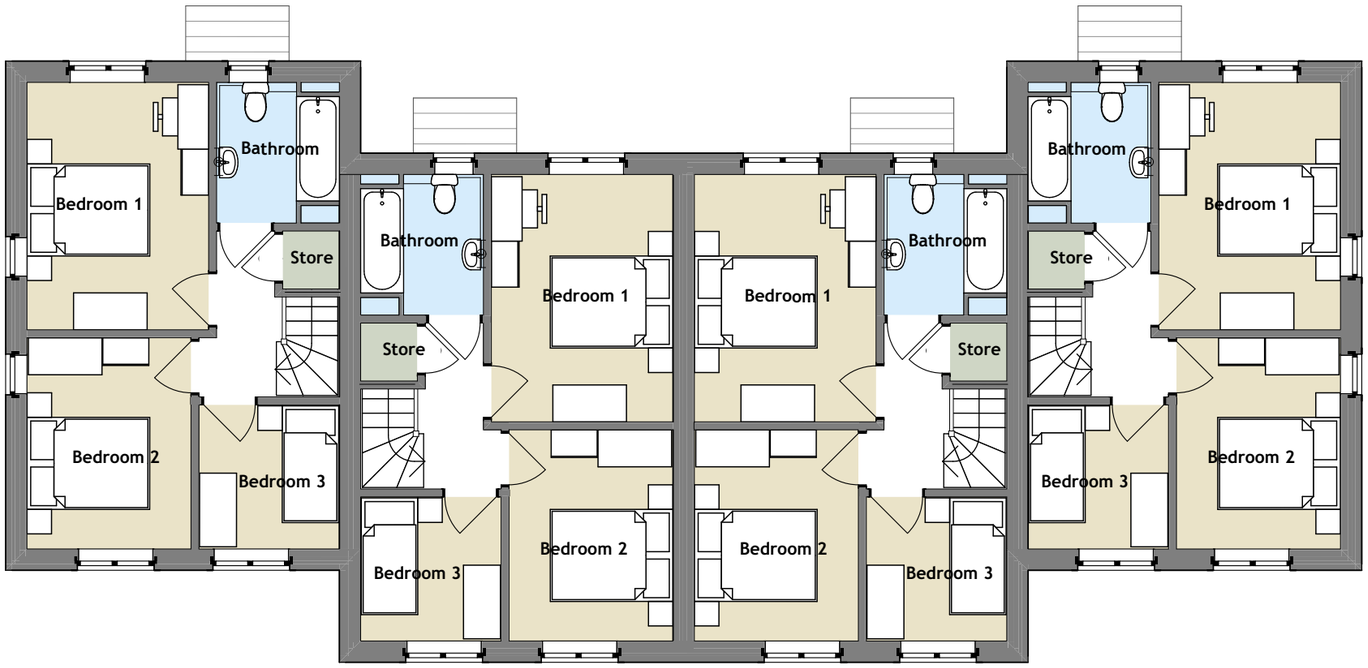
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Wilkinson Drive, Bournemouth • **Project**
Houses Ground Floor Plans • **Title**
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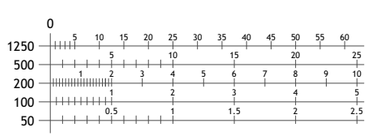




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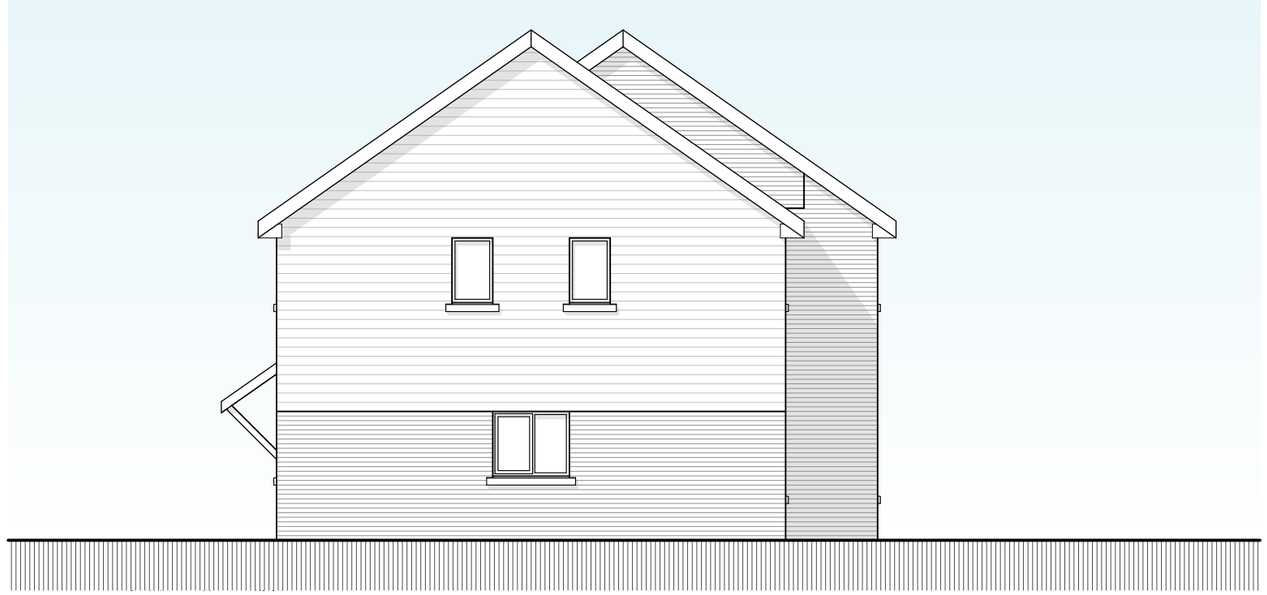
BCP Council

Wilkinson Drive, Bournemouth • **Project**
Houses First Floor Plans • **Title**
BCP Council • **Client**

1. White Render
2. Buff Brickwork
3. Weatherboarding
4. Grey roof tile
5. Grey Windows & Doors



North West Elevation

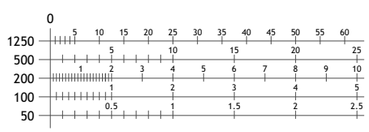


South West Elevation

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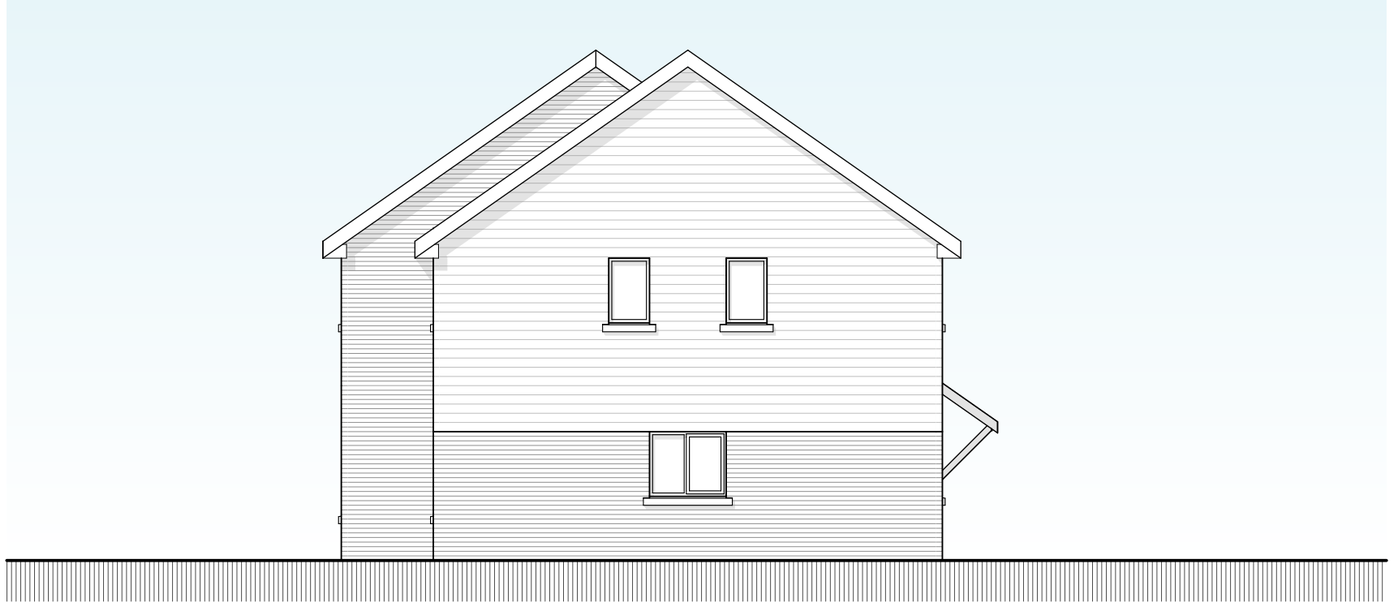
BCP Council

Wilkinson Drive, Bournemouth • **Project**
Houses Elevations • **Title**
BCP Council • **Client**

1 White Render
2 Buff Brickwork
3 Weatherboarding
4 Grey roof tile
5 Grey Windows & Doors



South East Elevation

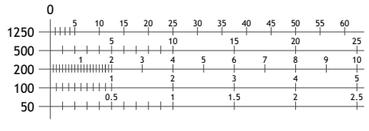


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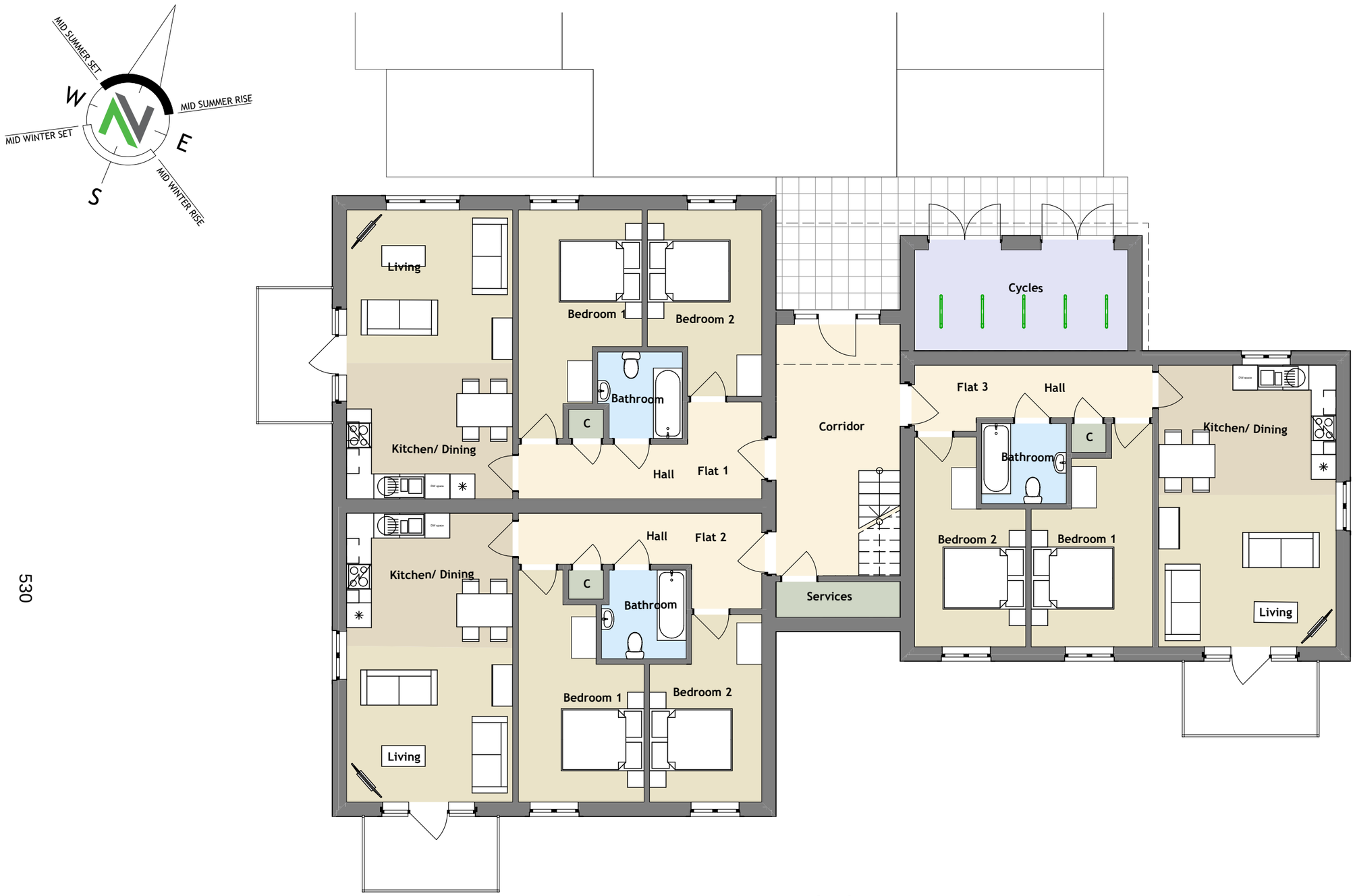


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BCP Council

Wilkinson Drive, Bournemouth • **Project**
Houses Elevations • **Title**
BCP Council • **Client**

29



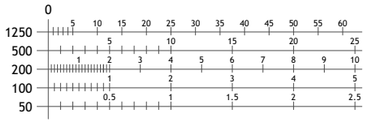
Ground Floor

530

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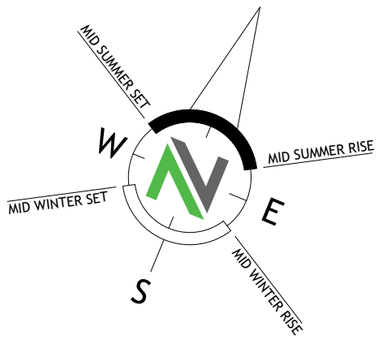
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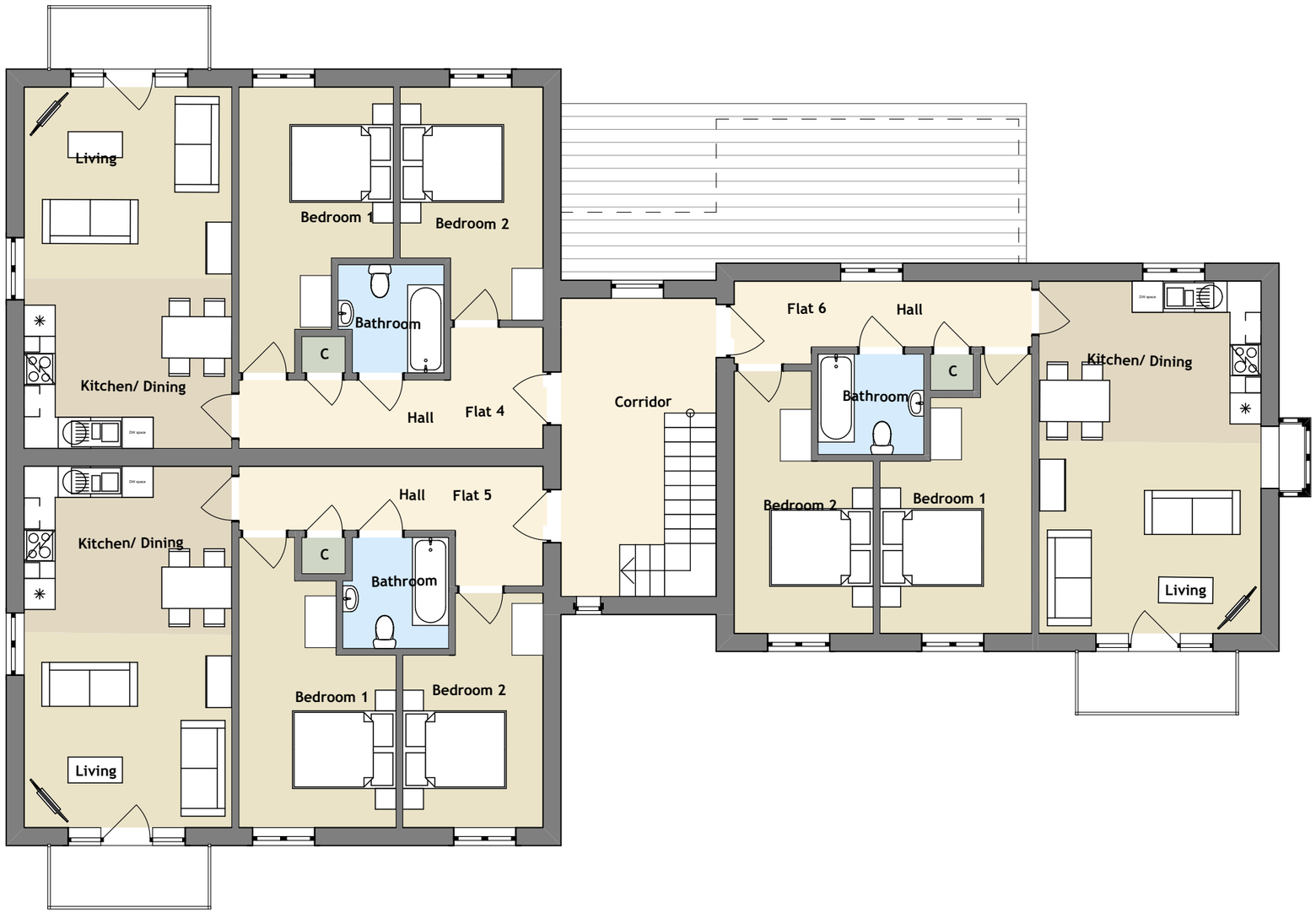


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BCP Council

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Flats Ground Floor Plans • **Title**
BCP Council • **Client**



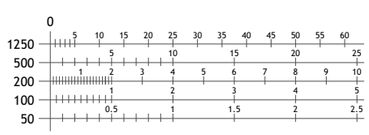


First Floor

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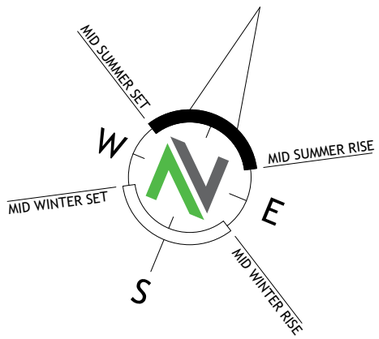


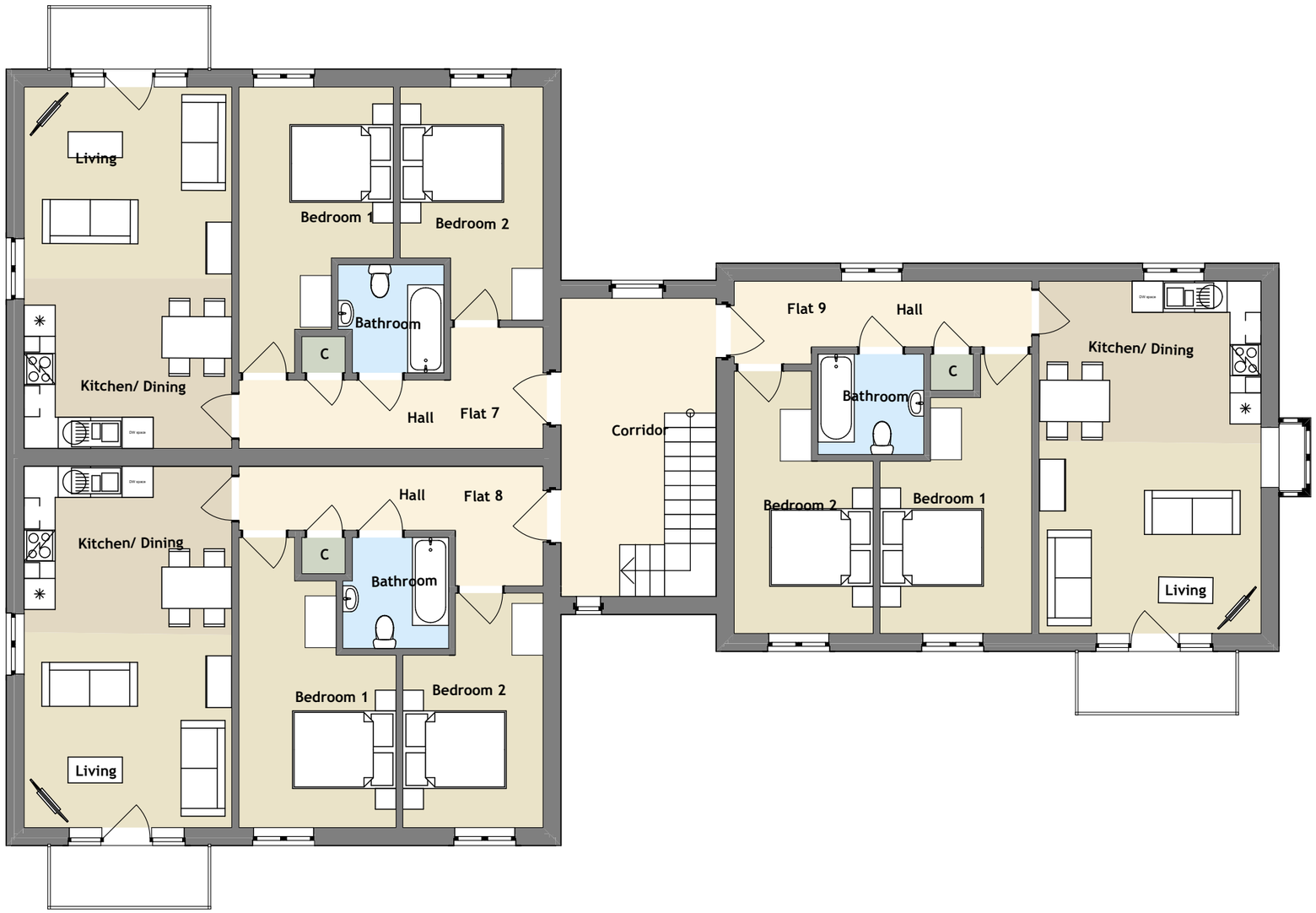
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BCP Council

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Flats First Floor Plans • **Title**
BCP Council • **Client**

531



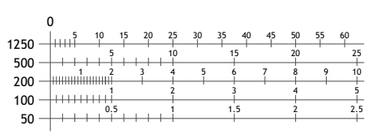


Second floor

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Flats Second Floor Plans • **Title**
BCP Council • **Client**

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2 Buff Brickwork
3 Weatherboarding
4 Grey roof tile
5 Grey Windows & Doors

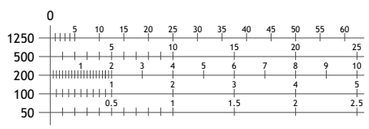


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Flats North West Elevation • **Title**
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5 Grey Windows & Doors

534

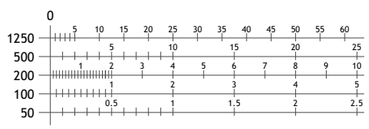


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BCP Council

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Flats South East Elevation • **Title**
BCP Council • **Client**

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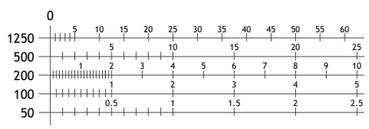


South West Elevation

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BCP Council

Wilkinson Drive, Bournemouth • **Project**
Flats South West Elevation • **Title**
BCP Council • **Client**

1 White Render
2 Buff Brickwork
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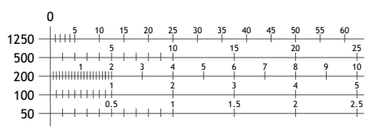


North East Elevation

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BCP Council

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Flats North East Elevation • **Title**
BCP Council • **Client**

Health & Safety Assessment Tool

Completed by

Name	Mark Sheppard
Business Unit	Housing Develoment
Date	03 September 2020

Please save this document to your computer and complete by entering your responses in the boxes provided. Information about the HASAT is available on BIZ within the Corporate H&S pages. When complete please email to **health.safety@bcpcouncil.gov.uk**

1	Name of Project
Wilkinson Drive, Bournemouth	

2	Project Number

6	Is this project notifiable under the CDM Regulations 2015
YES	

7	Aspects of the project Please see the HASAT guidance template on the 2nd tab of this document.

	ITEM	YES	NO	COMMENTS
1	Risk Assessment	YES		The tender will contain a designers risk assessment highlighting any project specific risks to the contractors tendering for the work. A Construction Phase Health and Safety Plan including risk assessments and method statements will be submitted before the commencement of the construction phase.
2	Contractors	YES		Evidence of competence of the Principal Contractor should be provided. This should include any sub contractors.
3	Manual Handling	YES		As part of their CDM duty the Designer will try where practicable to design the project in a manner that reduces the potential of this hazard. Before construction works commence the Principal Contractor will be obliged to submit an examples of manual handling risk assessments.
4	Fire Safety Impacts	YES		As part of their CDM duty the designer will try where practicable to design the project in a manner that reduces the potential of this hazard. Fire service will be a consultee to the planning process. Fire Risk Assessment to be completed at practical completion.

5	Working at Heights	YES		As part of their CDM duty the designer will try where practicable to design the project in a manner that reduces the potential of this hazard. Before construction works commence the the Contractor will be obliged to submit a Construction Phase Health and Safety Plan which will include a risk assessments and method statements to address this hazard.
6	Accident recording	YES		Before construction works commence the the Principal Contractor will submit their arragements for incident reporting.
7	CDM Notification to the HSE	YES		The Principal Contractor will notify the HSE of the project and forward evidence.
8	Requirement of continued monitoring	YES		Before construction works commence the the Contractor will be obliged to submit their arrangements for continued health monitoring.
9	Need for specialist equipment / tools	YES		As part of their CDM duty the designer will try where practicable to design the project in a manner that reduces the potential of this hazard. Please forward a list of any specialist equipment or tools needed for the construction including risk assessments and maintenace records.
10	Exposure to hazardous substances	YES		The Designer will where practicable, design the project in a manner that reduces the exposure to hazardous substances. Before construction works commence the Principal Contractor will be obliged to submit examples of COSHH assessments for substances that will be used in the construction.

8	Please provide a list of all persons, who have been consulted regarding H&S for this project
Employers Agent - David Richards Practice. Architect & Principle Designer - Trinity Architecture. Principal Contractor - TBC. Building Control - LABC	

CORPORATE HEALTH & SAFETY SECTION	
Is a 'Advanced Health & Safety Assessment' required.	
Comments from H&S Advisor	
No comments required	
SIGN OFF BY CORPORATE HEALTH & SAFETY	
ASSESSED BY ADVISOR	
DATE	

Appendix 7

Environment Impact Checklist for all Cabinet Reports

Issue:	Housing Development at **Wilkinson Drive, Bournemouth**
Meeting Date:	TBC.
Accountable Manager:	Jonathan Thornton, Housing Development Manager
Impact Assessor:	Mark Sheppard ☎ 01202 458 354 ✉ mark.sheppard@bcpcouncil.gov.uk

Key	
+	Balance of positive Impacts
?	Balanced or unclear impacts
-	Balance of negative impacts
n/a	Not applicable

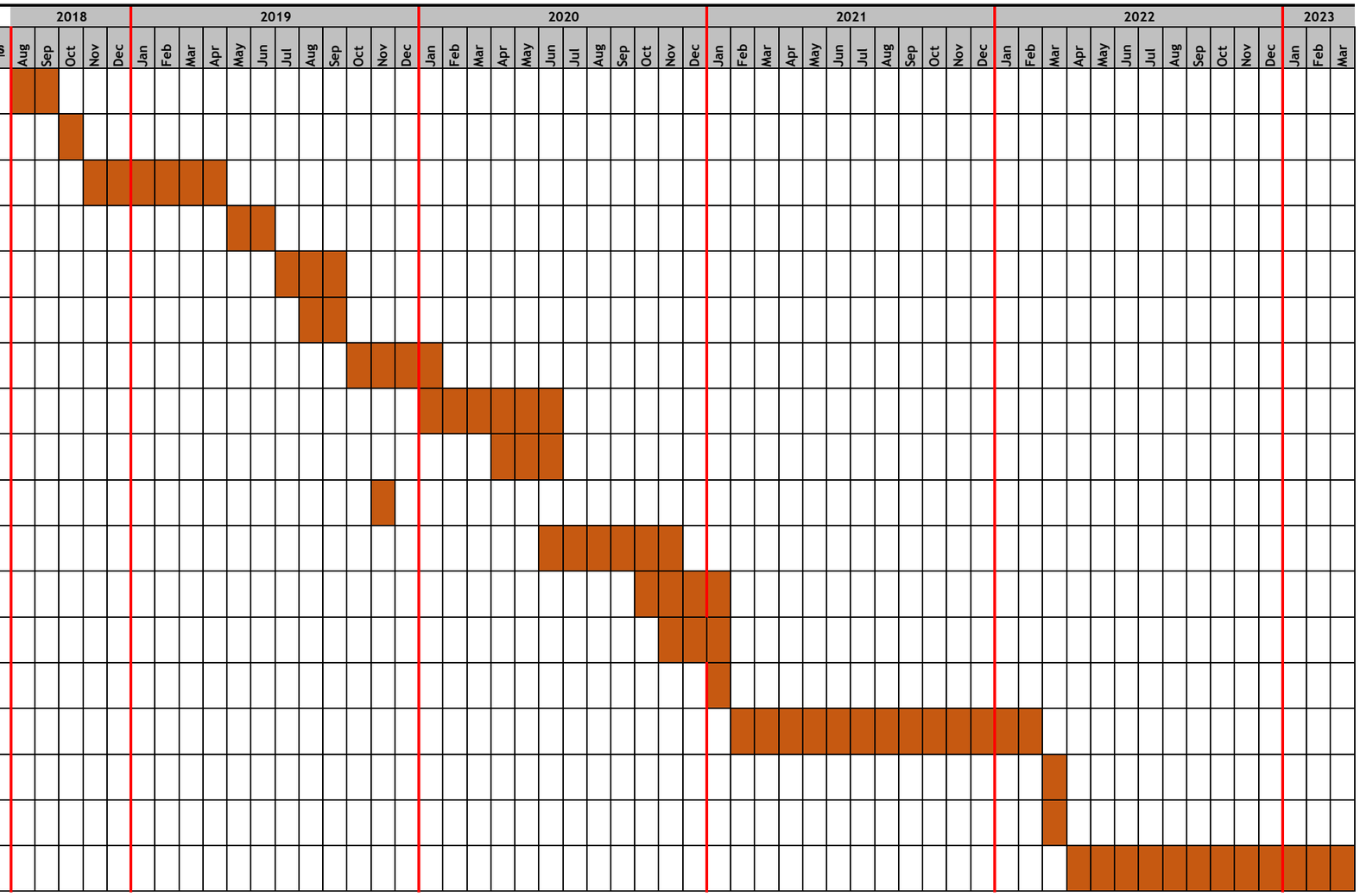
Impact Criteria	Impact	Comments
Natural resources impact on use of natural resources – for example energy, water, raw materials	?	The redevelopment of this site will have a negative effect on the use of natural resources. However, the tender documents will encourage the use of local labour and materials and generate economic benefit for the town.
Quality of environment contribution to safe and supportive environments for living, recreation and working	+	New, high quality buildings on this site could make a positive contribution to the quality of the environment. The development of new homes on the site will improve natural surveillance of the area, contributing to a safer environment. A number of trees are retained in the current scheme proposals, including a buffer of trees/landscaped areas between the proposed building and the Wessex Way and also to the retained homes adjacent. Outside space is limited in the proposed development, but balconies are provided where practical. Access to the remaining open space will be available. The site is well located with good transport links to the town centre of Bournemouth.
Bio-diversity protects and improves wildlife and habitats	?	The site is currently open space. Existing trees/landscaped areas on the perimeter of the site are being retained to ensure safety of wildlife and trees.

Waste and pollution effects on air, land and water from waste and emissions	-	This redevelopment will result in intensified use of the site (from zero homes to 13 homes), resulting in additional waste and emissions. However, the new buildings will be built to high energy efficiency standards with ground source heat pumps, photo-voltaic panels and triple glazing so as to minimise waste from energy generation.
Council Priority and Objectives for Improving our Environment: • Reduce traffic congestion • Improve streetscene • Improve recycling & energy management • Respond to climate change • Improve quality of existing space	?	There will be an expected increase in vehicular movements to and from the site compared to its previous use. But there will be cycle storage for all homes and the site has very good links to public transport and the like. The Street scene will be complemented by the redevelopment. The roof will be used to host Photovoltaic panels to generate electricity for the heating/hot water system and communal lighting.

Appendix 8 - Wilkinson Drive, Bournemouth - New Build Affordable Residential Development (9 apartments / 3 Houses) Project Plan

RAG rating	G

Task	Lead Officer	No Months
Architect Appointment initial design	Mark Sheppard	2
Scheme transfer to HRA lead scheme	Mark Sheppard	1
Architect Appointment and design development	Mark Sheppard	6
Valuations - land and property OMR and OMVs	Mark Sheppard	2
Ground Investigation tender, works and report	Mark Sheppard	3
Ecological/tree Surveys tender, works and report	Mark Sheppard	2
Pre planning application	Mark Sheppard	4
Legal report request and searches	Mark Sheppard	6
Public Consultation by letter and Ward Councillor Consultation	Mark Sheppard	3
Employers Agent appointment	Mark Sheppard	1
Planning application period	Mark Sheppard	6
Seek BCP approvals (Property Group, CMB, Cabinet, Council) for spend	Mark Sheppard	4
Main Contractor Procurement Tender exercise	Mark Sheppard	3
Mobilisation	Main Contractor	1
Construction Phase	Main Contractor	12
Snagging	Main Contractor	1
Handover & letting of completed units	Seamus Doran	1
Rectification Period	Main Contractor	12



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Cabinet

Report subject	**Housing Scheme at Duck Lane (Phase 2), Bournemouth**
Meeting date	16/12/2020
Status	Public
Executive summary	The BCP Council owned site comprises a disused plot within the grounds of three HRA flat blocks. The land is behind a block of garages and is a frequent location for fly tipping and other anti-social behaviour. The current proposal is for the provision of 12 x 2- bed flats for smaller families. There is to be associated parking and landscaping. These homes will help towards Local Plan housing targets and will also contribute significantly to unmet housing need. All of the homes are to be for affordable rent and will be designed to high energy efficiency standards with ground source heat pumps and triple glazing.
Recommendations	Cabinet recommends that Council approves the proposed £2.405m housing development, including specifically: a. Approval to commence and completion of build subject to the conditions set out in the Financial Strategy and authorises the Corporate Director for Environment and Community to approve necessary appropriations and contractual and legal agreements in consultation with the Monitoring Officer and Chief Finance Officer. b. Approve the proposed funding model for the scheme, with specific approval for the use of £1.684m of prudential borrowing to be repaid from the Housing Revenue Account (HRA) over 50 years. c. Authorise the Section 151 Officer in consultation with the Portfolio Holder for Finance to determine the detailed funding arrangements.
Reason for recommendations	To enable the proposed housing scheme to progress with the agreed funding arrangements to construction and subsequent

	completion in order to deliver the wide range of benefits to the Council and local communities.
Portfolio Holder	Cllr Bob Lawton, Portfolio Holder for Homes
Corporate Director	Kate Ryan, Corporate Director of Environment and Community
Contributors	Lorraine Mealings, Director of Housing Jon Thornton, Housing Development Manager
Wards	Kinson (Councillor Norman Decent: Councillor Duane Farr: Councillor Laurence Fear)
Classification	For Decision

Background

Housing Market Context

1. Levels of unmet housing demand in Bournemouth, Christchurch and Poole (BCP) are very high, with housing demand exceeding supply. Providing more housing is a key priority of the council.
2. The government has set out a new methodology for calculating Local Plan housing targets and as a result the BCP Council area may need to increase its housing delivery significantly to approximately 2,500 new homes to be built every year. This will need a step change from current delivery levels and is one of the key housing challenges locally, as well as nationally.
3. There is a need for additional homes across all tenures and in particular, the demand for 'affordable housing' at sub-market rates is very high. There are c4,300 households on the Housing Register for the Bournemouth area, c950 in Poole area and c400 in the Christchurch area waiting for 'affordable housing' in the form of either Council Housing or Housing Association properties.

Council's direct delivery of new homes

4. BCP Council now has a well-established Housing Development Team who are well placed to help deliver the future pipeline of in-house residential new-build developments.
5. Duck Lane (Phase 2) is a potential development scheme for affordable housing within the conurbation that could be developed by the Council for affordable rent, for those in housing need.

6. This proposed scheme will follow many others which have been successfully delivered over previous years and there is a pipeline of many additional sites going forwards to help address our housing needs locally.

Site background information

7. The BCP owned site comprises a disused plot within the grounds of three HRA flat blocks. The land is behind a block of garages and is a frequent location for fly tipping and other anti-social behaviour.
8. A planning application for the housing development scheme was submitted and validated on 02/09/2020.

Proposed scheme

9. The current proposal presents a new build scheme of 12 flats with associated parking and landscaping. Subject to consents the proposed commencement date is May 2021 with the scheme ideally due to be completed in May 2022.
10. It is recommended that the site is developed directly by the Council to provide a residential scheme comprising of the following:

    - Affordable Rent (12 Homes)

    Plans for the proposed scheme are included in Appendix 5.

11. This tenure mix has been developed after consideration of numerous factors including the need for financial viability and return, housing demands, site specifics and the need to ensure a sustainable community. The Council Housing team and the Housing Options and Partnerships team have been closely involved in the development of this scheme to help ensure that it adequately meets housing needs and is designed in such a way to be sustainable and to enable good quality housing management.

12. As noted earlier, the need for affordable and socially rented housing below market rates is high.

13. The scheme would provide 9 unallocated parking spaces in line with the existing parking policy as well as secure storage for 10 cycles.

14. As a part of the development and as an improvement to the neighbourhood, 17 existing garages will be demolished. These will be replaced by 14 replacement parking spaces. The existing garages are in poor repair. They create an area without overlooking which is prone to fly tipping and ASB. They are typically not large enough for modern cars and are alternatively rented and used for storage – only a couple of these are let to the residents of the flats.

Environmental build standards

15. The building will be fully Building Regulation compliant whereby energy usage and insulation standards are higher than the historical Code for Sustainable Homes Level 3. The block will benefit from the addition of photovoltaic panels which will provide free electricity to supplement that taken from the network. This will reduce the service charge payable by residents and reduce costs overall. Triple glazing will provide sound and heat insulation and additional cavity insulation will complement this to reduce the heating requirement which will be met by ground source heat pumps.
16. We are currently considering build standards and increased sustainability standards for the overall future programme of new build on our own land.
17. We will consider how best to deliver the emerging sustainability priorities of BCP Council in the future delivery programme, with reference to schemes such as those homes delivered to Passiv Haus Standard at Tedder Road, Bournemouth in 2018.
18. Though subject to competitive tender, there is a presumption in favour of modular construction. This can improve on build quality and air-tightness through the modular units having been produced in controlled conditions. It has been proposed that this scheme forms part of the South West Pilot for 'Prisoners Building Homes Local Communities' through West of England Combined Authority to Central Government. This scheme is expected to continue whether it is part of the pilot or not (as it is not dependant on the pilot status for funding).

Summary of key benefits

19. The following summarises the key benefits of the proposed scheme:

- Maximise the Council's land assets to bring about financial gains, as well as delivering the Council's housing aspirations.
- Provide much needed additional homes to meet unmet housing demands and housing needs within the BCP area.
- Provide 12 new homes for affordable rent to meet housing need which will also help address the challenging Local Plan housing targets and help meet local housing demands.
- Utilisation of £721k of Right to Buy receipts to help fund the scheme. If these monies are not spent within 3 years of receipt, they cannot be used locally and need to be returned to central government.
- The scheme will bring improvements to the wider area with the provision of good quality and well managed homes and wider environmental improvements.
- It will deliver high levels of sustainability in terms of design and will generate employment during the construction phase to help grow the local economy.

Development Feasibility Work already undertaken

20. During 2019, consultants and surveys have been appointed to develop a scheme design to planning submission stage.

    The financial commitment to date (including design, surveys and planning) is £33k and within that, the financial spend to date (including design, surveys and planning) is £25k.

21. A planning application for the housing development scheme was submitted and validated on 02/09/2020. A decision is likely to be made within 12 weeks.

Financial overview

22. Capital outlay and funding for the scheme is as follows:

23.

		Housing Revenue Account
	Homes	12
	Prudential Borrowing Period	50
		Affordable Rented £000s
Scheme Costs		
Works	Demolition	86
	Build Costs @ £2,338 m2	1,964
		2,050
	10% contingency	205
Fees & Other Costs	Development Team	60
	Other fees	52
	Oncost contingency £500/unit	6
Interest (during Build Phase)		32
	Total Scheme Cost	**2,405**
Scheme Funding		
Housing Revenue Account		
- Capital Funding - 1 for 1 Right to Buy Receipts		721
Prudential Borrowing - additional borrowing		1,684
	Total Scheme Funding	**2,405**

24. The build cost of £2,338 per m^2 relates to the interior of the dwellings and excludes communal areas. If the communal areas were to be included, the m^2 rate would fall to £2043 m^2. This is based on a worst-case estimate from the Council's employer's agent (Quantity Surveyors). This cautious pre-tender

estimate of cost is based on current local build rates. 10% contingency has been added for unforeseen spend.

25. The total scheme costs are therefore estimated to be up to £2.405m profiled over a 20-month period as the construction phase moves ahead. Interest on borrowing required during this phase of £32k is included within capital outlay above.

26. £721k of the capital outlay will be funded from Right to Buy (RTB) receipts. At 30%, this is the maximum level of RTB that can be applied as funding. No third-party grant funding is proposed for this development. The remaining £1.684m capital outlay is proposed to be funded from Prudential borrowing through the HRA.

27. Estimated long term cash flows presented in Appendix Two forecast net annual cash surplus from first year of completion. This is after provision has been made for both capital and interest repayments as well as management, maintenance and major repair costs, and an adjustment to the rental income to cover void costs. Any potential capital growth has been ignored for the purposes of this modelling. Over the 50 year scheme life, cumulative cash surpluses of £2.8m are forecast.

28. Appendix Three sets out the financial appraisal assumptions supporting the capital outlay and 50 year cashflow forecast. The Council is also in the process of completing a wider benchmarking exercise, with the assistance of comparable local authorities, to ensure ongoing relevance and appropriateness of core assumptions applied.

Financial Risks

29. The 12 new housing units will be designated as affordable housing. As there is ongoing demand for affordable housing, the Council has reasonable assurance over rental income streams for the next 50 years. Forecast cashflows assume modest annual increases in rental income of 3.5% in years 1 – 3 (in line with Government guidance of RPI + 1%), reducing to 2.5% per annum from year 4 (inflationary RPI increase only). Additional provision is made for voids at 2% of gross residential rent per annum.

30. Ongoing operational spend (property letting and management, service costs and general repairs and maintenance spend) are allowed for within the model on a standard £/unit basis. The £/unit values used are based on historic financial data, and are therefore considered to be accurate. Annual inflation at 2.5% is applied to reflect increases in these costs over the 50 year period. In addition allowance is made for major repairs across the housing development. This is an annual allowance, from year 10 onwards, at 0.8% of housing development value (based on original capital outlay with annual inflationary increases).

31. Under s11(6) of the Local Government Act 2003, local authorities are required to spend retained Right to Buy (RTB) receipts within three years. This is limited, however, to no more than 30% of the cost of a replacement home (whether

through acquisition or new build). Where a local authority is unable to spend receipts within three years they are to be returned to the Ministry of Housing, Communities and Local Government (MHCLG), together with interest of 4% above base rate. The financial risk to the Council of having to return unspent RTB receipts is reduced by applying £721k (30% of £2.4m capital outlay) of RTB receipts received as funding for this scheme.

Prudential Borrowing

32. The Council can borrow under the Prudential Code as long as it is affordable and can be repaid over the life of the asset. The proposed scheme is predicated on £1,684k of prudential borrowing over 50 years. The use of 50 years reflects the estimated useful economic life of the asset.

33. The financial modelling assumes the use of flexible short-term funding (at an interest rate of 3.5%) during the construction period before entering into a long-term arrangement (at an interest rate of 3.5%). The 3.5% interest rate has been used as a matter of prudence for the financial modelling. It has the benefit of creating additional risk premium to mitigate the risk of potential fluctuations in long term cashflow projections.

34. In March 2020, HM Treasury announced a new Public Works Loan Board (PWLB) HRA lending rate of 100 basis points below standard PWLB rate (1.64% at today's rate). The difference between 3.5% Invest to Save rate and 1.64% PWLB HRA rate is £1.1m risk premium allowance. Risk Premium that is budgeted but ultimately not required will increase availability of HRA Reserves used for future housing developments.

35. Ultimately the decision to borrow will be a treasury management decision based on the overall financial position of the Council.

36. Furthermore, any funding will only be drawn down when required and not in advance of need.

Taxation

37. A tax evaluation has not been undertaken as this is a newbuild housing scheme and will be zero rated.

State Aid

38. State Aid has been considered and assessed as a low risk, as we are not passing on funding to a third party.

Value for Money

39. The total construction costs are estimated at £2.050m. The total scheme costs are estimated at £2.405m which is higher than the Gross Development Value (GDV) which is estimated at £2.190m (being the total estimated value of the completed homes). This disparity in value arises because of the wider environmental improvements that are to be undertaken to the immediate

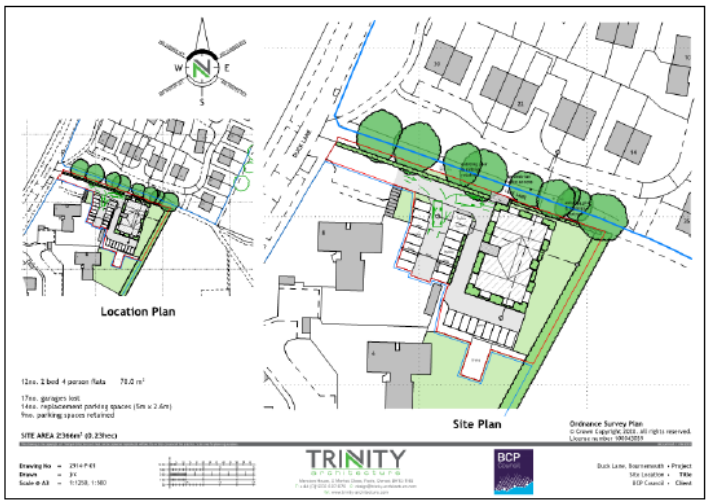
surroundings of the site to improve the realm for the existing housing as well as the environmental efficiency measures which will be incorporated into the scheme.

40. Carbon Saving statement: As shown below, 19.9 number of tonnes of CO2 will be saved per annum by building to the proposed standard compared to traditionally built Building Regulation compliant equivalent homes.

This note provides an estimation of the onsite carbon reduction for the 2 sites referenced below. The analysis has been undertaken with Heat Pumps & PV Array using the following parameters;

Exposed Floor (W/m^2K)	Exposed Roof (W/m^2K)	External Wall (W/m^2K)	Walls to Unheated Spaces (W/m^2K)	Walls to Heated Spaces	Air Permeability (m^3/hm^2 (@ 50Pa))
0.10	0.10	0.13	0.15	Fully filled cavities with sealed edges	1.00

Glazing (W/m^2K)	G-Value	Fraction Glazed	Frame Factor	Light Transmittance
0.80	0.50	90%	10%	65



Duck Lane

12no. 2 bed 4 person flats

17no garages lost

14no. replacement parking spaces (5m x 2.6m)

9no. Cycle Spaces retained

Estimated Carbon Reduction:

96% better than Part L 2013 (SAP 10 Carbon Factors).

A reduction of 19.90 tonnes of CO_2

Source: Hoare Lea: BCP. Carbon Reduction Investigation (November 2020)

41. The financial appraisals set out in Appendix One, Two and Three show that the scheme is viable in the short, medium and long term for the Council. The construction costs are based on an estimated build rate of £2338m^2 which have been provided by David Richards Partnership Ltd (DRP). They have confirmed that given the scope of works, the total construction costs (including a 10% contingency) represent value for money.

Consultation

42. Pre-application advice was sought through our Planning colleagues. A smaller scheme is now proposed than previously presented at pre-application stage. Additionally, the intention had been the provision of emergency family

accommodation (a hostel). This proposal has been modified to permanent family accommodation which is more palatable to the local neighbours.

43. The Housing Development Team undertook consultation with housing teams and input was gained from the Housing Landlord, Enabling and Housing Options and Partnerships teams.

44. Consultation with the Housing Portfolio Holder and Ward Councillors. These have been updated with scheme progress pre and post planning.

45. Neighbours who are likely to be affected by the scheme have been written to and will be kept up to date.

Alternative Options

46. The following options have been considered and discounted:

Option 1: Market disposal of site

47. One option would be to dispose of the site for development. The expected financial benefit would be approximately £400k. This option however would not deliver the wider corporate aims around housing need and homelessness.

48. The disposal of this site could take 12 months to complete.

49. A decision to dispose of the land will incur abortive costs for the Council although some of the costs would be partially recouped through the sale price. Costs incurred and committed so far total approximately £33k including professional costs and site surveys which has been funded through the HRA Housing development budget.

Option 2: Alternative tenure provision (using social rent rather than the planned affordable rent)

50. If the 12 affordable rented homes were delivered on social rent levels, this would add significant financial challenges to the delivery of the site. With 12 social rented homes, the scheme would require a further £796k subsidy which would need to be funded from s106 receipts or HRA reserve. Over 30 years, social rents would generate £611k less surplus reducing the ability of the HRA to carry on developing in the longer term.

51. To help mitigate the impact of affordable rent levels on tenants' ability to pay, rents will be capped at Local Housing Allowance (LHA) rates rather than the higher 80% of average private market rent levels. In fact, the current valuation puts the affordable rent at c£23pw less than the LHA level. The Housing

Development Team is currently delivering other sites with homes at Social Rent levels.

1.

52. Work is currently underway to help shape the future housing delivery strategy for how the Council builds on its own land and factors such as tenure type, delivery model and sustainability standards will form part of these considerations.

Summary of financial implications

53. Provided within the body of the report.

Summary of legal implications

54. The Housing Act 1985, Part II, empowers the Council to build and provide affordable housing accounted for within the Housing Revenue Account (HRA).

55. The Council also has the General Power of Competence pursuant to the Localism Act 2011, and therefore the power to borrow for the purposes set out within this Report.

56. The Council will need to comply with all relevant procurement requirements in undertaking the proposals contained within this Report and the Council will undertake the work in accordance with ongoing legal advice.

Summary of human resources implications

57. The existing Housing Development Team will oversee the delivery of this scheme alongside the other new build schemes in the pipeline. The construction works will be carried out by the Construction Works Team and other professionals have been procured e.g. architects to bring this scheme forward.

Summary of environmental impact

55. The development of new homes on the site will improve natural surveillance of the area, contributing to a safer environment. The site is within a sustainable location and the high-quality building on this site could make a positive contribution to the quality of the environment. The new homes will make use of Photovoltaic panels for renewable electricity, ground source heat pumps for cheaper sustainable heating. Triple glazing and enhanced insulation will make the homes extremely efficient.

56. A copy of the Environment Impact Assessment is included in Appendix Six.

Summary of public health implications

57. The housing scheme will create a sustainable good quality housing development and bring many benefits to the residents and the wider community. The proposed scheme considers surrounding issues such as trees and provides private amenity space to each home to help create an attractive area which improves the local community.

Summary of equality implications

58. The housing scheme will provide accommodation for those who are on the Housing Register and in housing need. As such, many households will have protected characteristics and have vulnerabilities. The existing Allocation Policy for the Bournemouth area will help manage allocations to the scheme for those most in need although a new BCP Allocations Policy is being developed which may be live at the point this scheme is completed.

59. The Councils standing specification requires the architect to implement the requirements of Lifetime Homes where it is practical to do so.

60. Properties will be constructed to fully meet Building Control Approved Document Part M Volume 1 (Dwellings; M4; category 1; visitable dwellings).

61. The constrained nature of the site and the intention to carry out a modular build prohibits achieving Lifetime Homes or any alternative Part M category. However, the Council actively considers the provision of Category 2 & 3 dwellings on other schemes in the conurbation.

62. A copy of the EINA is included in Appendix Four.

Summary of risk assessment

63. The following key risks have been identified alongside mitigating actions:

Overall Project Risk Rating		
Key Project Risks	**Gross Risk Rating**	**Mitigating Actions**
Rising construction costs render the project unaffordable	Low	Good project management will enable the close monitoring of progress and any issues that may arise to be dealt with promptly. The build cost budget is an inclusive Design & Build cost provided by The Construction Works Team and a 10% contingency for the build is included.
Scheme not gaining a satisfactory planning consent	N/A	Pre-planning advice has been taken and measures proposed by the planning team have been fully considered with regard to appropriateness for the client group and scheme feasibility. Where practical, they have been incorporated.
Fall in housing need for accommodation tenure provided caused by changes to the housing market or economy	Low	Monitor through construction period the requirement for affordable rent with the Strategic Housing Options team. If required, the Housing Development Team can appraise and suggest changes to tenure to suit need and financial viability as required.
Insufficient funding available, such as failure to secure funding from s106 Contributions or RTB receipts	Low	Monitor and review spend of such funding on other schemes within the development programme. Should insufficient funding be available, schemes will be prioritised and potentially some schemes put on hold until sufficient funding is available. Alternative tenures such as Shared Ownership may attract different funding, such as grant from Homes England, which could be used to ensure the scheme is brought forward.
Increased fire risk during construction phase	Low	Design and construction will be closely monitored by Housing Development Team, Employers Agent and the Construction Works team.

64. Property development activity involves inherent risks but a cautious approach has been adopted here to minimise these risks as much as possible. Financial contingencies have been included and significant consultation has been undertaken to date to help ensure a sustainable scheme.

Background papers

65. Refreshed Bournemouth Housing Strategy 2017 - 2020 - https://www.bournemouth.gov.uk/Housing/help-with-housing/Documents/bournemouth-refreshed-housing-strategy-2017-2020.pdf

66. Housing Strategy Refresh 2018-2020 Borough of Poole

https://www.poole.gov.uk/council-and-democracy/strategies-plans-and-policies/housing-strategy-refresh-2018-2020/

Appendices

Appendix One: Income and Expenditure Summary HRA

Appendix Two: Financial Appraisal Long-term Cash flow

Appendix Three: Summary of Funding Assumptions

Appendix Four: Equality Impact Needs Assessment (EINA)

Appendix Five: Development proposal plans

2914-P-01 Site Location
2914-P-02 Site Plan
2914-P-03 Floor Plans
2914-P-04 Floor Plans
2914-P-05 Elevations
2914-P-06 Sections

Appendix Six: Health and Safety Assessment Tool (HASAT)

Appendix Seven: Environmental Impact Assessment

Appendix Eight: Project Plan

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Appendix 1 - Duck Lane (Phase 2) Housing Development: HRA Income and Expenditure

		Housing Revenue Account
	Homes	12
	Prudential Borrowing Period	50
		Affordable Rented £000s
Scheme Costs		
Works	Demolition	£ 86
	£2338m2	1,964
		2,050
	10% Contingency	205
Fees and other costs	Development Team	60
	Other fees	52
	Oncost contingency £500/unit	6
Interest (during Build Phase)		32
	Total Scheme Cost	2,405
Scheme Funding		
- Capital Funding - 1 for 1 Right to Buy Receipts		721
Prudential Borrowing - additional borrowing		1,684
	Total Scheme Funding	2,405
	Net Cost	0

Appendix 2 - Duck Lane (Phase 2) Housing Development: Financial Appraisal Long-term Cash flow

Long-Term Cashflow	Year	1	2	3	4	5	6	7	8	9	10	11	12
Gross Residential Rent	3.5% inc YRS 1-3, 2.5% inc Yrs 4-25	(96,532)	(99,911)	(103,407)	(105,993)	(108,642)	(111,359)	(114,143)	(116,996)	(119,921)	(122,919)	(125,992)	(129,142)
Voids	2% of Gross residential rent	1,931	1,998	2,068	2,120	2,173	2,227	2,283	2,340	2,398	2,458	2,520	2,583
Gross Rent after allowance for Voids		**(94,601)**	**(97,912)**	**(101,339)**	**(103,873)**	**(106,470)**	**(109,131)**	**(111,860)**	**(114,656)**	**(117,523)**	**(120,461)**	**(123,472)**	**(126,559)**
RSL Management	2.5% CPI	5,724	5,867	6,014	6,164	6,318	6,476	6,638	6,804	6,974	7,148	7,327	7,510
Maintenance	2.5% CPI	9,396	9,631	9,872	10,118	10,371	10,631	10,896	11,169	11,448	11,734	12,028	12,328
Major Repairs	2.5% CPI	0	0	0	0	0	0	0	0	0	20,486	20,998	21,523
Service costs	2.5% CPI	1,248	1,279	1,311	1,344	1,378	1,412	1,447	1,483	1,521	1,559	1,598	1,637
Annual operational spend		**16,368**	**16,777**	**17,197**	**17,627**	**18,067**	**18,519**	**18,982**	**19,456**	**19,943**	**40,927**	**41,951**	**42,999**
Net Income before debt repayment		(78,233)	(81,135)	(84,143)	(86,246)	(88,402)	(90,612)	(92,878)	(95,200)	(97,580)	(79,533)	(81,522)	(83,560)
Repayment of Borrowing (interest)		57,819	57,369	56,903	56,421	55,922	55,406	54,871	54,318	53,746	53,153	52,540	51,905
Repayment of Borrowing (principal)		12,856	13,306	13,772	14,254	14,753	15,269	15,804	16,357	16,929	17,522	18,135	18,770
Cash outflow / (inflow)		(7,558)	(10,460)	(13,468)	(15,571)	(17,728)	(19,938)	(22,203)	(24,525)	(26,905)	(8,858)	(10,847)	(12,885)
Cumulative cash outflow / (inflow)		(7,558)	(18,019)	(31,487)	(47,058)	(64,786)	(84,723)	(106,926)	(131,451)	(158,356)	(167,214)	(178,061)	(190,946)

Appendix 2 - Duck Lane (Phase 2) Housing Development: Financial Appraisal Long-term Cash flow

Long-Term Cashflow	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
Gross Residential Rent	(132,370)	(135,680)	(139,072)	(142,548)	(146,112)	(149,765)	(153,509)	(157,347)	(161,280)	(165,312)	(169,445)	(173,681)	(178,023)	(182,474)	(187,036)
Voids	2,647	2,714	2,781	2,851	2,922	2,995	3,070	3,147	3,226	3,306	3,389	3,474	3,560	3,649	3,741
Gross Rent after allowance for Voids	**(129,723)**	**(132,966)**	**(136,290)**	**(139,697)**	**(143,190)**	**(146,770)**	**(150,439)**	**(154,200)**	**(158,055)**	**(162,006)**	**(166,056)**	**(170,208)**	**(174,463)**	**(178,824)**	**(183,295)**
RSL Management	7,698	7,891	8,088	8,290	8,497	8,710	8,927	9,151	9,379	9,614	9,854	10,101	10,353	10,612	10,877
Maintenance	12,637	12,952	13,276	13,608	13,948	14,297	14,655	15,021	15,396	15,781	16,176	16,580	16,995	17,420	17,855
Major Repairs	22,061	22,613	23,178	23,757	24,351	24,960	25,584	26,224	26,879	27,551	28,240	28,946	29,670	30,412	31,172
Service costs	1,678	1,720	1,763	1,807	1,853	1,899	1,946	1,995	2,045	2,096	2,149	2,202	2,257	2,314	2,372
Annual operational spend	**44,074**	**45,176**	**46,306**	**47,463**	**48,650**	**49,866**	**51,113**	**52,391**	**53,700**	**55,043**	**56,419**	**57,829**	**59,275**	**60,757**	**62,276**
Net Income before debt repayment	(85,649)	(87,790)	(89,985)	(92,234)	(94,540)	(96,904)	(99,326)	(101,809)	(104,355)	(106,963)	(109,637)	(112,378)	(115,188)	(118,068)	(121,019)
Repayment of Borrowing (interest)	51,248	50,568	49,864	49,136	48,382	47,602	46,794	45,959	45,094	44,198	43,271	42,312	41,320	40,292	39,229
Repayment of Borrowing (principal)	19,427	20,107	20,810	21,539	22,293	23,073	23,880	24,716	25,581	26,477	27,403	28,363	29,355	30,383	31,446
Cash outflow / (inflow)	(14,974)	(17,115)	(19,310)	(21,559)	(23,865)	(26,229)	(28,651)	(31,134)	(33,680)	(36,288)	(38,963)	(41,704)	(44,513)	(47,393)	(50,344)
Cumulative cash outflow / (inflow)	(205,919)	(223,034)	(242,344)	(263,903)	(287,768)	(313,997)	(342,648)	(373,783)	(407,462)	(443,751)	(482,713)	(524,417)	(568,930)	(616,323)	(666,667)

Appendix 2 - Duck Lane (Phase 2) Housing Development: Financial Appraisal Long-term Cash flow

Long-Term Cashflow	28	29	30	31	32	33	34	35	36	37	38	39	40	41
Gross Residential Rent	(191,712)	(196,505)	(201,417)	(206,453)	(211,614)	(216,904)	(222,327)	(227,885)	(233,582)	(239,422)	(245,407)	(251,542)	(257,831)	(264,277)
Voids	3,834	3,930	4,028	4,129	4,232	4,338	4,447	4,558	4,672	4,788	4,908	5,031	5,157	5,286
Gross Rent after allowance for Voids	**(187,877)**	**(192,574)**	**(197,389)**	**(202,323)**	**(207,382)**	**(212,566)**	**(217,880)**	**(223,327)**	**(228,910)**	**(234,633)**	**(240,499)**	**(246,512)**	**(252,674)**	**(258,991)**
RSL Management	11,149	11,428	11,714	12,006	12,307	12,614	12,930	13,253	13,584	13,924	14,272	14,629	14,994	15,369
Maintenance	18,302	18,759	19,228	19,709	20,201	20,707	21,224	21,755	22,299	22,856	23,428	24,013	24,614	25,229
Major Repairs	31,951	32,750	33,569	34,408	35,268	36,150	37,054	37,980	38,929	39,903	40,900	41,923	42,971	44,045
Service costs	2,431	2,492	2,554	2,618	2,683	2,750	2,819	2,890	2,962	3,036	3,112	3,189	3,269	3,351
Annual operational spend	**63,833**	**65,429**	**67,064**	**68,741**	**70,459**	**72,221**	**74,026**	**75,877**	**77,774**	**79,718**	**81,711**	**83,754**	**85,848**	**87,994**
Net Income before debt repayment	(124,045)	(127,146)	(130,324)	(133,583)	(136,922)	(140,345)	(143,854)	(147,450)	(151,136)	(154,915)	(158,788)	(162,757)	(166,826)	(170,997)
Repayment of Borrowing (interest)	38,128	36,989	35,810	34,590	33,327	32,020	30,667	29,266	27,817	26,317	24,765	23,158	21,495	19,773
Repayment of Borrowing (principal)	32,547	33,686	34,865	36,085	37,348	38,655	40,008	41,408	42,858	44,358	45,910	47,517	49,180	50,901
Cash outflow / (inflow)	(53,370)	(56,471)	(59,650)	(62,908)	(66,247)	(69,670)	(73,179)	(76,775)	(80,462)	(84,240)	(88,113)	(92,083)	(96,151)	(100,322)
Cumulative cash outflow / (inflow)	(720,037)	(776,508)	(836,157)	(899,065)	(965,312)	(1,034,983)	(1,108,162)	(1,184,937)	(1,265,398)	(1,349,638)	(1,437,751)	(1,529,834)	(1,625,985)	(1,726,307)

Appendix 2 - Duck Lane (Phase 2) Housing Development: Financial Appraisal Long-term Cash flow

Long-Term Cashflow	42	43	44	45	46	47	48	49	50	**Total**
Gross Residential Rent	(270,884)	(277,656)	(284,597)	(291,712)	(299,005)	(306,480)	(314,142)	(321,996)	(330,045)	
Voids	5,418	5,553	5,692	5,834	5,980	6,130	6,283	6,440	6,601	
Gross Rent after allowance for Voids	**(265,466)**	**(272,103)**	**(278,905)**	**(285,878)**	**(293,025)**	**(300,350)**	**(307,859)**	**(315,556)**	**(323,444)**	**(9,400,164)**
RSL Management	15,754	16,147	16,551	16,965	17,389	17,824	18,269	18,726	19,194	
Maintenance	25,860	26,506	27,169	27,848	28,544	29,258	29,989	30,739	31,507	
Major Repairs	45,146	46,275	47,432	48,617	49,833	51,079	52,356	53,665	55,006	
Service costs	3,435	3,521	3,609	3,699	3,791	3,886	3,983	4,083	4,185	
Annual operational spend	**90,194**	**92,449**	**94,760**	**97,129**	**99,557**	**102,046**	**104,597**	**107,212**	**109,893**	**3,031,439**
Net Income before debt repayment	**(175,272)**	**(179,654)**	**(184,145)**	**(188,749)**	**(193,467)**	**(198,304)**	**(203,262)**	**(208,343)**	**(213,552)**	
Repayment of Borrowing (interest)	17,992	16,148	14,239	12,264	10,220	8,104	5,914	3,647	1,301	**1,849,594**
Repayment of Borrowing (principal)	52,683	54,527	56,435	58,411	60,455	62,571	64,761	67,028	69,374	**1,684,150**
Cash outflow / (inflow)	**(104,597)**	**(108,979)**	**(113,470)**	**(118,074)**	**(122,793)**	**(127,629)**	**(132,587)**	**(137,668)**	**(142,877)**	**(2,834,981)**
Cumulative cash outflow / (inflow)	**(1,830,904)**	**(1,939,883)**	**(2,053,353)**	**(2,171,427)**	**(2,294,220)**	**(2,421,849)**	**(2,554,436)**	**(2,692,104)**	**(2,834,981)**	

Appendix 3 - Duck Lane (Phase 2) Housing Development Scheme

Accommodation Schedule

Flats		
Number of units	**Unit size m2**	**Unit type**
12	70	2b4p
12		

Rent Levels ***This scheme will be charged at Affordable Rent level:***

	LHA level for info	Social Rent for info	**Affordable Rent**
2BF	174.9 pw	90.38 pw	**151.78 pw**

Market rent equivalent including service charge and parking spaces

2BF	189.73

	Affordable Rent
Service Charges	£ -
Build costs	£2338m2
Contingency	10% additional build contingency (£205k); oncost contingency £500 /unit (£6k)
Voids and bad debts	2%
Management	£477 per unit/pa Based on historic variable costs per unit
Maintenance	£783 per unit/pa Based on historic variable costs per unit
Major Repairs	0.8% of build cost deferred to Yr10 As agreed with Principal Surveying Manager
Loan interest rate %	3.5% Short term; 3.5% Long term
Loan term and type	50 year annuity

On costs/Fees element	**Amount**	
Arbo report	£	1,080
Architects fee (up to planning)	£	9,000
Asbestos, needles, clear	£	-
Bat survey	£	-
CIL and Heathland mitigation	£	3,728
Disturbance cost to leaseholders	£	3,000
Demolition inc notices	£	-
Design review panel, pre-app, Consultation	£	-
Development Team	£	60,000
Ecological survey and BMP	£	-
Employers Agent fee	£	9,450
Fire consultant	£	-
Gas disconnection	£	-
Ground investigation	£	4,400
Heritage consultant	£	-
Highways consultant	£	-
Landscape consultant	£	-
Royalties to Magna Housing (If modular construction selected)	£	6,000
M+E Engineer	£	-
Security	£	1,500
Principle Designer	£	2,500
Planning application fee	£	5,544
Structural Engineer and Drainage	£	-
Topographical	£	3,490
Tree protection and plan	£	-
Utilities and sustainability assessment	£	-
Valuation	£	1,250

Appendix 3 - Duck Lane (Phase 2) Housing Development Scheme

Updated reports for planning	£	1,295
Total	**£**	**112,237**

Note: On costs/fees are split by number of units to each financial appraisal

Equality Impact Needs Assessment

The Diversity Promise - *Better for all*

1. Title of Policy/Service/Project	Development at Duck Lane (Phase2), Bournemouth
2. Service Unit	Housing (Development)
3. Lead Responsible Officer and Job Title	Mark Sheppard, Housing Development Project Manager
4. Members of the Assessment Team:	Jonathan Thornton, Housing Development Manager
5. Date assessment started: 6. Date assessment completed:	2nd September 2020 4th September 2020

About the Project:

7. What type of project is this? New build housing project
8. What are the aims/objectives of the policy/service/project? (please include here all expected outcomes) To provide additional sustainable affordable housing. The completed project will provide much needed additional social rented housing within the conurbation. The project will provide an increase in job opportunities within the construction sector during the construction phase. The scheme will generate a long-term surplus to the Housing Revenue Account.
9. Are there any associated services, policies or procedures? No

10. List the main people, or groups of people, that this policy/service/project is designed to benefit and any other stakeholders involved?

    This project will benefit singles/couples/families which are either homeless or they may live in unsuitable or under/over occupied housing.

11. Will this policy/service/impact on any other organisation, statutory, voluntary or community and their clients/service users?
    No.

Consultation, Monitoring and Research

Where there is still insufficient information to properly assess the policy, appropriate and proportionate measures will be needed to fill the data gaps. Examples include one-off studies **or** surveys **or** holding informal consultation exercises to supplement the available statistical and qualitative data.

If there is insufficient time before the implementation of the policy to inform the EINA, specific action points will need to be clearly set out in the action plan. Steps must include monitoring arrangements which measure the actual impact and a date for a policy review.

Consultation:

12. What involvement/consultation has been done in relation to this (or a similar) policy/service/project and what are the results?

Consultation with the Housing Portfolio Holder on the strategic approach to new council owned affordable housing has been held: Ward Councillor and Portfolio Holder consultation on this individual scheme has been completed; and relevant council staff and have been briefed. Local residents have been consulted by letter prior to the planning application and also had opportunity during the planning process to comment.

13. If you have not carried out any consultation, or if you need to carry out further consultation, who will you be consulting with and by what methods?

N/A

Monitoring and Research:

14. What data, research and other evidence or information is available which is relevant to this EINA?

The unit type and mix has been informed from housing register statistics including the number of applicants on the housing register and the average waiting time. The completed units will be let and managed on the same basis as our existing housing stock and all EINA's and other policies which apply to our existing stock will apply to these new units.

15. Is there any service user/employee monitoring data available and relevant to this policy/service/project? What does it show in relation to equality groups?

Annual CORE data and resident surveys.

Admission for new residents to the scheme will be by objective eligibility criteria, which will be operated and monitored by Housing Solutions, who undertake property allocations for the Council to ensure that the properties are let to those in housing need.

16. If there is a lack of information, what further information do you need to carry out the assessment and how are you going to gather this?

N/A

Assessing the Impact

	Actual or potential positive benefit	Actual or potential negative outcome
17. Age	Admission for new residents to the scheme will be by objective eligibility criteria, which will be operated by Housing Solutions, who undertake property allocations for the Council to ensure that the properties are let to those in housing need.	The properties are designed for smaller families. There will be no loss of existing provision for other client groups as a result of this project.
18. Disability	Properties will be constructed to fully meet Building Control Approved Document Part M Volume 1 (Dwellings; M4; category 1; visitable dwellings).	The constrained nature of the site and the intention to carry out a modular build prohibits achieving Lifetime Homes or any alternative Part M category. The Council actively considers the provision of category 2 & 3 dwellings on other schemes in the conurbation. The Councils standing specification requires the architect to implement the requirements of Lifetime Homes where it is practical to do so.
19. Gender	Properties will be eligible for all eligible applicants on the housing register.	No issues regarding gender have been identified but this factor will be considered and monitored along with any service user identified needs.
20. Gender reassignment	Properties will be eligible for all eligible applicants on the housing register.	No issues regarding gender reassignment have been identified but this factor will be considered and monitored along with any service user identified needs.
21. Pregnancy and Maternity	Properties will be eligible for all eligible applicants on the housing register.	No issues regarding pregnancy and maternity have been identified but this factor will be considered and monitored along with any service user identified needs.
22. Marriage and Civil Partnership	Properties will be eligible for all eligible applicants on the housing register.	No issues regarding marriage and civil partnership have been identified but this factor will be considered and monitored along with any service user identified needs.

	Actual or potential positive benefit	Actual or potential negative outcome
23. Race	Properties will be eligible for all eligible applicants on the housing register.	No issues regarding race have been identified but this factor will be considered and monitored along with any service user identified needs.
24. Religion or Belief	Properties will be eligible for all eligible applicants on the housing register.	No issues regarding religion or belief have been identified but this factor will be considered and monitored along with any service user identified needs.
25. Sexual Orientation	Properties will be eligible for all eligible applicants on the housing register	No issues regarding sexual orientation have been identified but this factor will be considered and monitored along with any service user identified needs.
26. Any other factor/ groups e.g. socio-economic status/carers etc	Properties will be eligible for all eligible applicants on the housing register.	No other issues have been identified but these factors will be considered / monitored along with any service users identified needs.
27. Human Rights	Will facilitate Article 11 of the International Covenant on Economic, Social and Cultural Rights – the right of everyone to an adequate standard of living for themselves and their family, including adequate food, clothing and housing.	No human rights issues have been identified but these factors will be considered / monitored along with any service users identified needs.

Stop - Any policy which shows actual or potential unlawful discrimination must be stopped, removed or changed.

28. If impacts have been identified include in the action plan what will be done to reduce these impacts, this could include a range of options from making adjustments to the policy to stopping and removing the policy altogether. If no change is to be made, explain your decision:

The affordable rented properties will be available to all eligible applicants on the housing register.

Action Plan

Include:

- What has/will be done to reduce the negative impacts on groups as identified above.
- Detail of positive impacts and outcomes
- The arrangements for monitoring the actual impact of the policy/service/project

29. Issue identified	Action required to reduce impact	Timescale	Responsible officer	Which Business Plan does this action link to e.g. Service Equality Action Plan/Team Plan
The properties are designed for smaller families.	Limited amount of single, couple and larger family accommodation on this site. This can be offset by the delivery of housing for single people, couples and larger families on other sites across the Conurbation. Two bed homes can be more suitable for those occupying smaller or larger properties than they need. Subsequent upsizing and downsizing will free up homes for single people. The identification of housing need for specific client groups within the neighbourhood will be monitored as part of the ongoing Housing Strategy process.	Ongoing	Affordable Housing & Resettlement Manager	Housing Strategy



Location Plan



Site Plan

12no. 2 bed 4 person flats 70.0 m²

17no. garages lost
14no. replacement parking spaces (5m x 2.6m)
9no. parking spaces retained

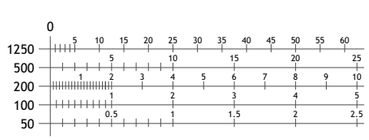
SITE AREA 2366m² (0.23hec)

Ordnance Survey Plan
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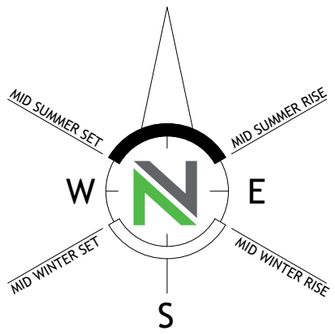
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BCP Council

Duck Lane, Bournemouth • **Project**
Site Location • **Title**
BCP Council • **Client**



572

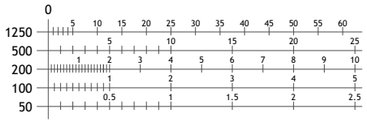


Site

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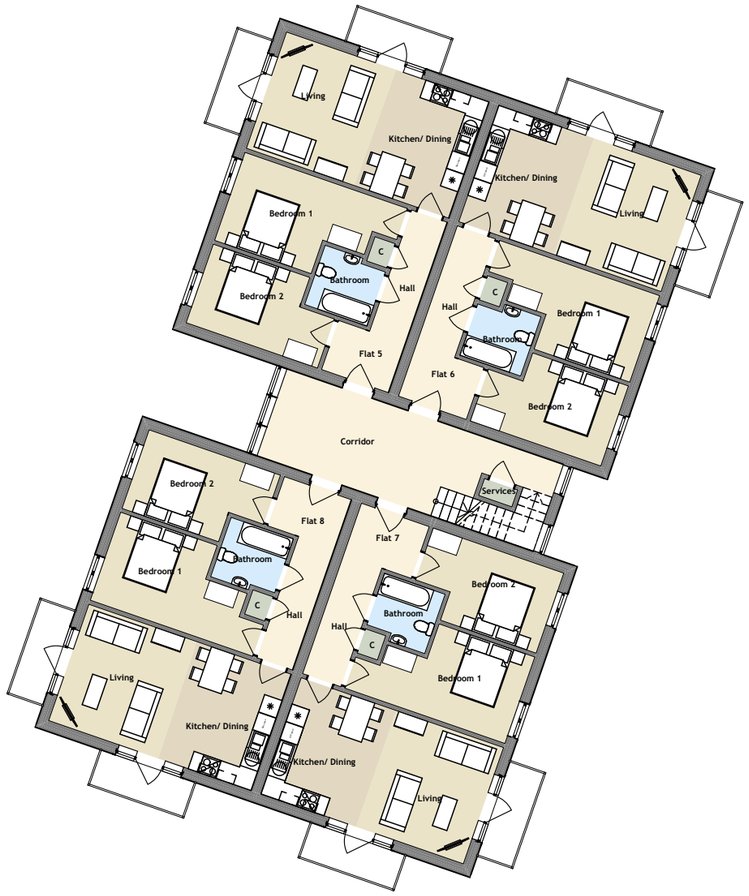
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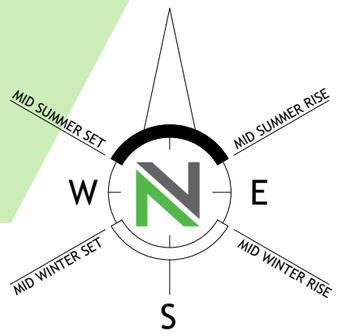
Duck Lane, Bournemouth • **Project**
Site Plan • **Title**
BCP Council • **Client**



Ground Floor



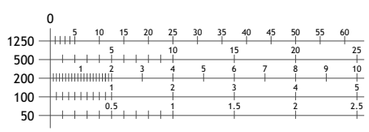
First Floor



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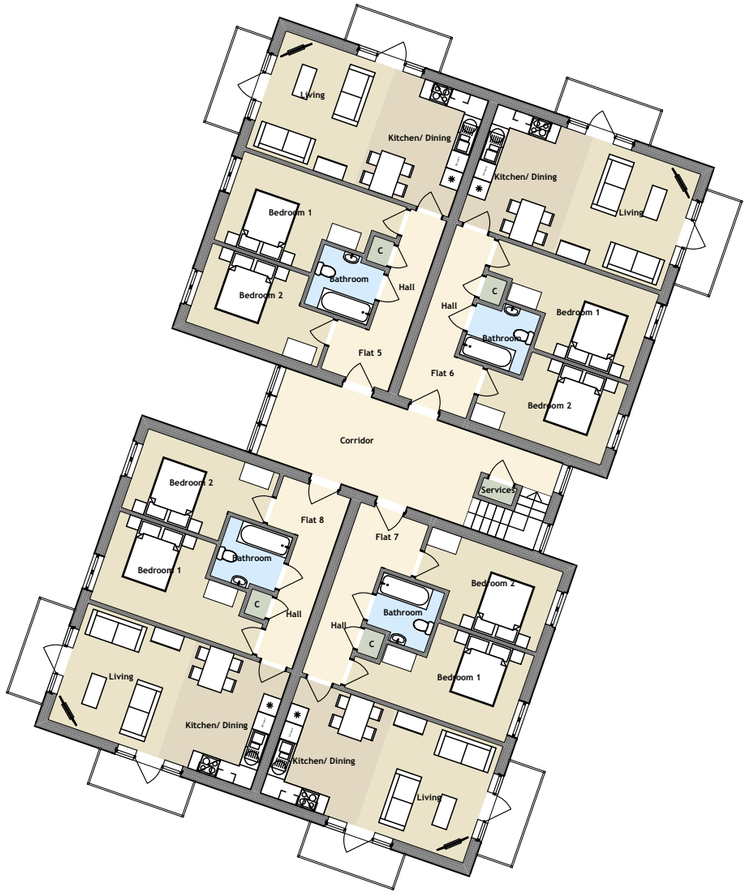
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Scale @ A3 • 1:200

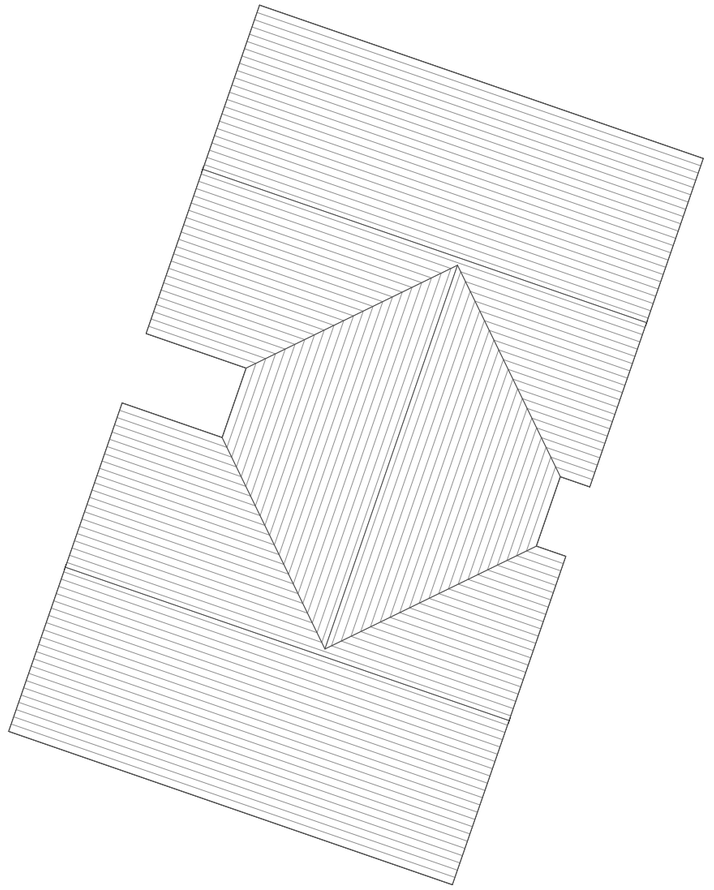


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Second Floor

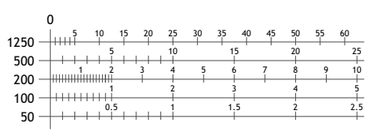
Roofscape



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North Elevation



South Elevation



East Elevation

1. Buff Brickwork
2. Weatherboarding
3. Grey roof tile
4. Grey Windows & Doors
5. Metal Balaustrade

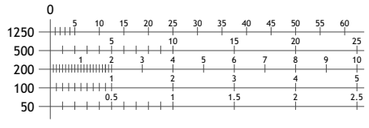


West Elevation

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Elevations • **Title**
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Section AA



Section BB

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Duck Lane, Bournemouth • **Project**
Sections • **Title**
BCP Council • **Client**

Health & Safety Assessment Tool

Completed by

Name	Mark Sheppard
Business Unit	Housing Development
Date	03 September 2020

Please save this document to your computer and complete by entering your responses in the boxes provided. Information about the HASAT is available on BIZ within the Corporate H&S pages. When complete please email to **health.safety@bcpcouncil.gov.uk**

1	Name of Project
Duck Lane (Phase 2), Bournemouth	

2	Project Number

6	Is this project notifiable under the CDM Regulations 2015
YES	

7	Aspects of the project Please see the HASAT guidance template on the 2nd tab of this document.			
	ITEM	**YES**	**NO**	**COMMENTS**
1	Risk Assessment	YES		The tender will contain a designers risk assessment highlighting any project specific risks to the contractors tendering for the work. A Construction Phase Health and Safety Plan including risk assessments and method statements will be submitted before the commencement of the construction phase.
2	Contractors	YES		Evidence of competence of the Principal Contractor should be provided. This should include any sub contractors.
3	Manual Handling	YES		As part of their CDM duty the Designer will try where practicable to design the project in a manner that reduces the potential of this hazard. Before construction works commence the Principal Contractor will be obliged to submit an examples of manual handling risk assessments.
4	Fire Safety Impacts	YES		As part of their CDM duty the designer will try where practicable to design the project in a manner that reduces the potential of this hazard. Fire service will be a consultee to the planning process. Fire Risk Assessment to be completed at practical completion.

5	Working at Heights	YES		As part of their CDM duty the designer will try where practicable to design the project in a manner that reduces the potential of this hazard. Before construction works commence the the Contractor will be obliged to submit a Construction Phase Health and Safety Plan which will include a risk assessments and method statements to address this hazard.
6	Accident recording	YES		Before construction works commence the the Principal Contractor will submit their arragements for incident reporting.
7	CDM Notification to the HSE	YES		The Principal Contractor will notify the HSE of the project and forward evidence.
8	Requirement of continued monitoring	YES		Before construction works commence the the Contractor will be obliged to submit their arrangements for continued health monitoring.
9	Need for specialist equipment / tools	YES		As part of their CDM duty the designer will try where practicable to design the project in a manner that reduces the potential of this hazard. Please forward a list of any specialist equipment or tools needed for the construction including risk assessments and maintenace records.
10	Exposure to hazardous substances	YES		The Designer will where practicable, design the project in a manner that reduces the exposure to hazardous substances. Before construction works commence the Principal Contractor will be obliged to submit examples of COSHH assessments for substances that will be used in the construction.

8	Please provide a list of all persons, who have been consulted regarding H&S for this project
Employers Agent - David Richards Practice. Architect & Principle Designer - Trinity Architecture. Principal Contractor - TBC. Building Control - LABC	

CORPORATE HEALTH & SAFETY SECTION	
Is a 'Advanced Health & Safety Assessment' required.	
Comments from H&S Advisor	
No comments required	
SIGN OFF BY CORPORATE HEALTH & SAFETY	
ASSESSED BY ADVISOR	
DATE	

Appendix 7

Environment Impact Checklist for all Cabinet Reports

Issue:	Housing Development at **Duck Lane (Phase 2), Bournemouth**
Meeting Date:	TBC.
Accountable Manager:	Jonathan Thornton, Housing Development Manager
Impact Assessor:	Mark Sheppard ☎ 01202 458 354 ✉ mark.sheppard@bcpcouncil.gov.uk

Key	
+	Balance of positive Impacts
?	Balanced or unclear impacts
-	Balance of negative impacts
n/a	Not applicable

Impact Criteria	Impact	Comments
Natural resources impact on use of natural resources – for example energy, water, raw materials	?	The redevelopment of this site will have a negative effect on the use of natural resources. However, the tender documents will encourage the use of local labour and materials and generate economic benefit for the town.
Quality of environment contribution to safe and supportive environments for living, recreation and working	+	New, high quality buildings on this site could make a positive contribution to the quality of the environment. The development of new homes on the site will improve natural surveillance of the area, contributing to a safer environment. Existing garages (too small for modern cars) will be demolished which will eliminate an enclosed area frequently used for fly tipping and subject to ASB. Outside space is plentiful. There will be access to existing grounds around the current flat blocks. There is a park in very close proximity and a skate park 500 yards away. The site is well located with good transport links to the town centres of Bournemouth and Poole.
Bio-diversity protects and improves wildlife and habitats	?	The site is currently scrubland subject to frequent fly tipping. Existing trees/landscaped areas on the perimeter of the site are being retained to ensure safety of wildlife and trees.

Waste and pollution effects on air, land and water from waste and emissions	-	This redevelopment will result in intensified use of the site (from zero homes to 12 homes), resulting in additional waste and emissions. However, the new building will be built to high energy efficiency standards with ground source heat pumps, photo-voltaic panels and triple glazing so as to minimise waste from energy generation.
Council Priority and Objectives for Improving our Environment: • Reduce traffic congestion • Improve streetscene • Improve recycling & energy management • Respond to climate change • Improve quality of existing space	?	There will be an expected increase in vehicular movements to and from the site compared to its previous use. But there will be cycle storage for all homes and the site has very good links to public transport and the like. The Street scene will be complemented by the redevelopment. The loss of garages and re-provision of parking spaces will have a positive impact on the existing residents. The roof will be used to host Photovoltaic panels to generate electricity for the heating/hot water system and communal lighting.

Appendix 8 - Duck Lane (Phase 2), Bournemouth - New Build Affordable Residential Development (12 flats) Project Plan

RAG rating	G

Task	Lead Officer	No Months
Architect Appointment initial design	Mark Sheppard	2
Scheme transfer to HRA lead scheme	Mark Sheppard	1
Architect Appointment and design development	Mark Sheppard	6
Valuations - land and property OMR and OMVs	Mark Sheppard	2
Ground Investigation tender, works and report	Mark Sheppard	3
Ecological/tree Surveys tender, works and report	Mark Sheppard	2
Pre planning application	Mark Sheppard	4
Legal report request and searches	Mark Sheppard	6
Public Consultation by letter and Ward Councillor Consultation	Mark Sheppard	3
Employers Agent appointment	Mark Sheppard	1
Planning application period	Mark Sheppard	6
Seek BCP approvals (Property Group, CMB, Cabinet, Council) for spend	Mark Sheppard	4
Main Contractor Procurement Tender exercise	Mark Sheppard	3
Mobilisation	Main Contractor	1
Construction Phase	Main Contractor	12
Snagging	Main Contractor	1
Handover & letting of completed units	Seamus Doran	1
Rectification Period	Main Contractor	12

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