

Notice of Overview and Scrutiny Board

Date: Monday, 7 December 2020 at 6.00 pm

Venue: Virtual Meeting – via Teams



Membership:

Chairman:

Cllr S Bartlett

Vice Chairman:

Cllr T O'Neill

Cllr M Cox
Cllr L Dedman
Cllr B Dion
Cllr M Earl
Cllr J Edwards

Cllr G Farquhar
Cllr D Farr
Cllr L Fear
Cllr P R A Hall
Cllr M Howell

Cllr D Kelsey
Cllr C Rigby
Cllr V Slade

All Members of the Overview and Scrutiny Board 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=4307>

If you would like any further information on the items to be considered at the meeting please contact: Claire Johnston or email claire.johnston@bcpCouncil.gov.uk

Press enquiries should be directed to the Press Office: Tel: 01202 454668 or email press.office@bcpCouncil.gov.uk

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

GRAHAM FARRANT
CHIEF EXECUTIVE

27 November 2020



Available online and
on the Mod.gov app



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 Members.

2. **Substitute Members**

To receive information on any changes in the membership of the Committee.

Note – When a member of a Committee is unable to attend a meeting of a Committee or Sub-Committee, the relevant Political Group Leader (or their nominated representative) may, by notice to the Monitoring Officer (or their nominated representative) prior to the meeting, appoint a substitute member from within the same Political Group. The contact details on the front of this agenda should be used for notifications.

3. **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.

4. **Public Speaking**

To receive any public questions, statements or petitions submitted in accordance with the Constitution. Further information on the requirements for submitting these is available to view at the following link:-

<https://democracy.bcpCouncil.gov.uk/documents/s2305/Public%20Items%20-%20Meeting%20Procedure%20Rules.pdf>

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

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

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

5. **Scrutiny of Regeneration, Economy and Strategic Planning Related Cabinet Reports**

7 - 276

To consider issues within the Regeneration, Economy and Strategic Planning Portfolio area, including the following report scheduled for Cabinet consideration on 16 December 2020:

- BCP Parking Standards Supplementary Planning Document

The O&S Board is asked to scrutinise the report and make recommendations to Cabinet as appropriate.

Cabinet member invited to attend for this item: Councillor Philip Broadhead, Deputy Leader of the Council and Portfolio Holder for Regeneration, Economy and Strategic Planning and Councillor Mike Greene, Portfolio Holder for Transport and Sustainability.

The Cabinet report is attached for consideration by the Overview and Scrutiny Board.

6. Scrutiny of Transport and Sustainability Related Cabinet Reports

277 - 326

To consider issues within the Transport and Sustainability Portfolio area, including the following report scheduled for Cabinet consideration on 16 December 2020:

- Climate Action Annual Report 2019/20

The O&S Board is asked to scrutinise the report and make recommendations to Cabinet as appropriate.

Cabinet member invited to attend for this item: Councillor Mike Greene, Portfolio Holder for Transport and Sustainability.

The Cabinet report is attached for consideration by the Overview and Scrutiny Board.

7. Scrutiny of Community Safety Related Cabinet Report

327 - 356

To consider issues within the Community Safety Portfolio area, including the following report scheduled for Cabinet consideration on 16 December 2020:

- Domestic Abuse Strategy

The O&S Board is asked to scrutinise the report and make recommendations to Cabinet as appropriate.

Cabinet member invited to attend for this item: Councillor May Haines, Portfolio Holder for Community Safety.

The Cabinet report is attached for consideration by the Overview and Scrutiny Board.

8. Exclusion of Press and Public

In relation to the appendix of the report below the Board may wish to consider making the following resolution should it wish to discuss matters contained within the appendix to the following report: -

‘That under Section 100(A)(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as

defined in Paragraph 3 in Part I of Schedule 12A of the Act and that the public interest in withholding the information outweighs such interest in disclosing the information.'

9. Scrutiny of Environment, Cleansing and Waste Related Cabinet Reports

357 - 436

To consider issues within the Environment Cleansing and Waste Portfolio area, including the following report scheduled for Cabinet consideration on 16 December 2020:

- Bereavement Services Business Plan Phase 1

The O&S Board is asked to scrutinise the report and make recommendations to Cabinet as appropriate.

Cabinet member invited to attend for this item: Councillor Mark Anderson, Portfolio Holder for Environment, Cleansing and Waste.

The Cabinet report is attached for consideration by the Overview and Scrutiny Board.

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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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	<p>It is RECOMMENDED that:</p> <ul style="list-style-type: none"> (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. 1,129 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 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 policies 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 longer 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

13

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 services¹.

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 BCP².

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 previously³. 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 users⁴, 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 CO₂ 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.

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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 assessable 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.

23 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).

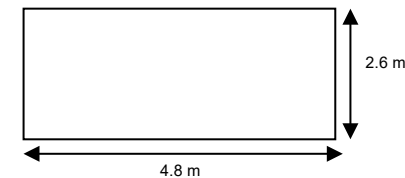


Figure 1 Standard parking space dimension

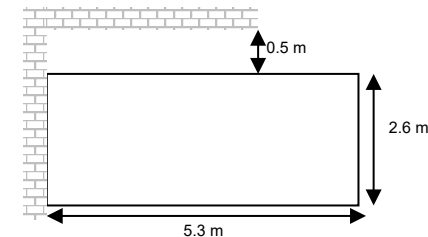


Figure 2 Parking space dimensions next to wall

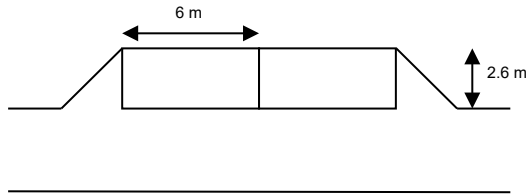


Figure 3 Parallel parking bay dimensions

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.

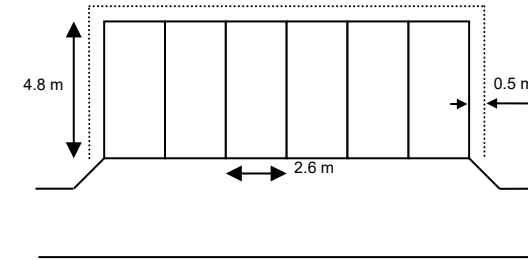


Figure 4 Perpendicular bays dimensions

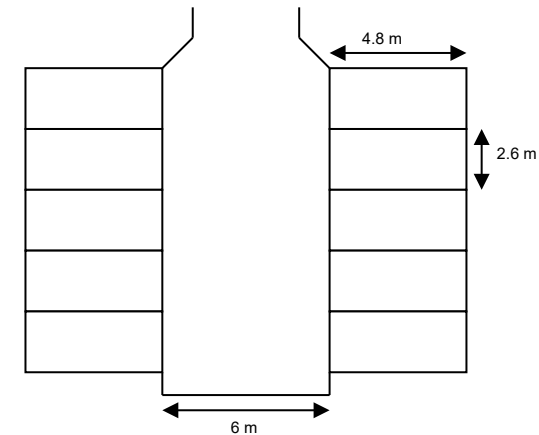


Figure 5 Minimum grouped parking bay dimensions

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 storage⁵. 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).

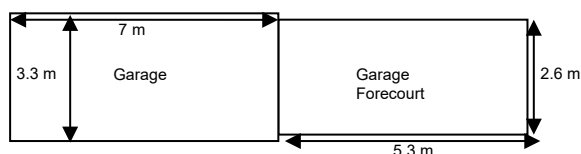


Figure 6 Garage dimensions

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).

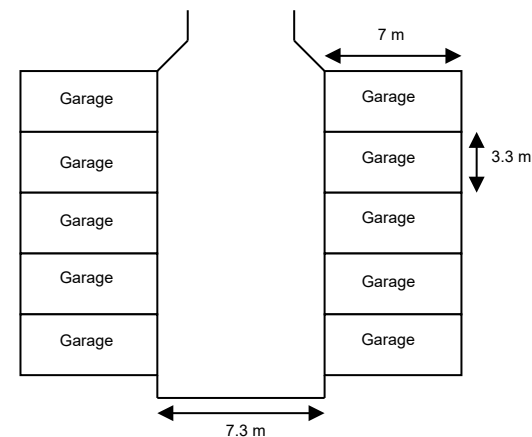


Figure 7 Minimum garage court dimensions

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

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.

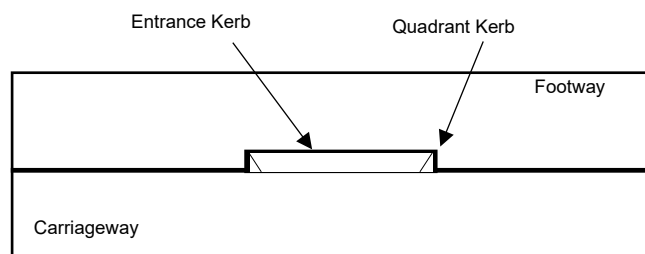


Figure 8 Entrance kerb system

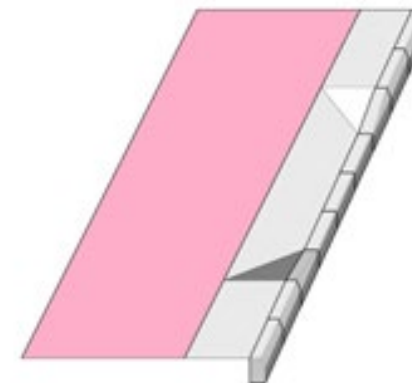


Figure 9⁶ Entrance kerb example

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 pressure⁷. 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 application⁸ 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 conversion 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 11⁹ 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 parking¹⁰. 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 long¹¹. 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.

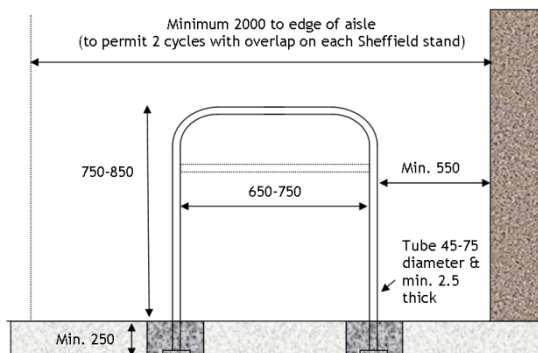
3.3.19 Other forms of stand (e.g. butterfly/wheel bender/bollard/wave) have been associated with well documented and unacceptable problems, such as bikes toppling over, poor security and damage to wheels.

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 1000mm minimum spacing in between rows of Sheffield type stands as per Figure 14.



31 Figure 12 Sheffield type stand dimensions

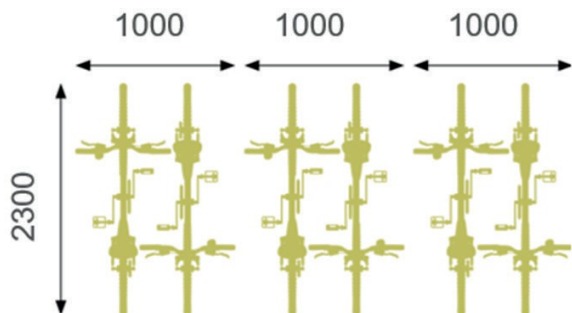


Figure 13 Footprint of parked CDVs

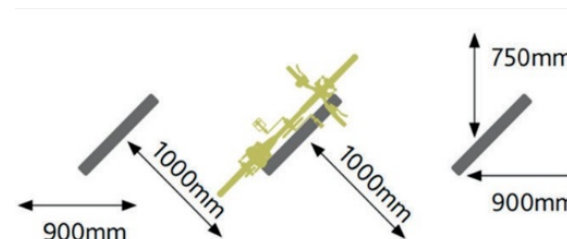


Figure 14 Stands at 45 degree angle to wall

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

3.3.26 Double deck stands require significantly greater aisle widths and therefore typically provide only 30% more capacity than standard Sheffield Stands¹². 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.

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

¹² LTN 1/20 Cycle Design Guidance (2020, DfT)

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.

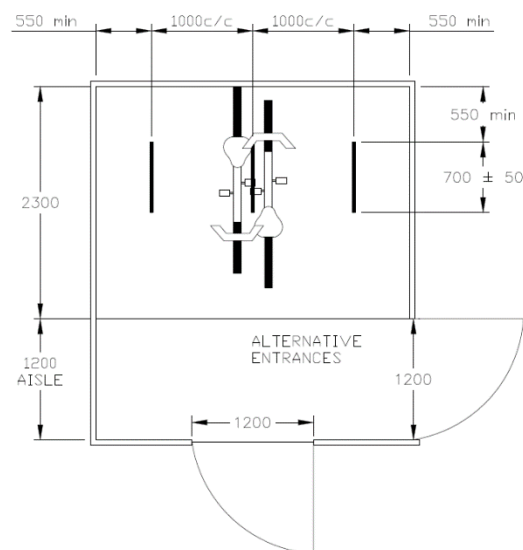


Figure 19 Option A Secure covered (inc. residential)

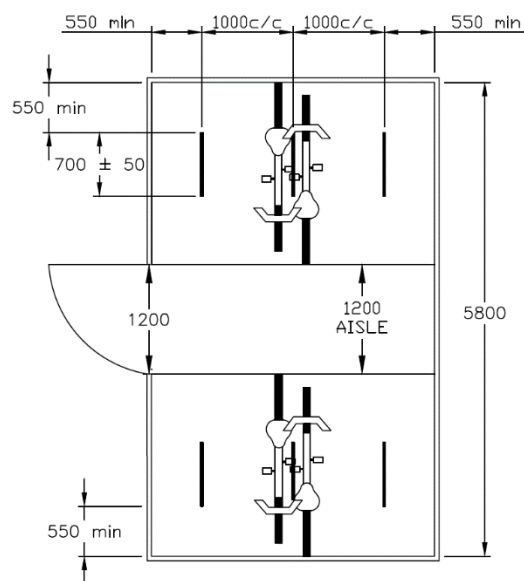


Figure 20 Option B Secure Covered (Inc. Residential)

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 21¹³ 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

37 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).

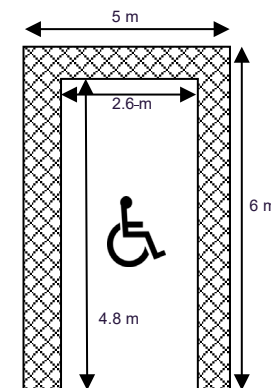


Figure 22 Disabled bay dimensions

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.

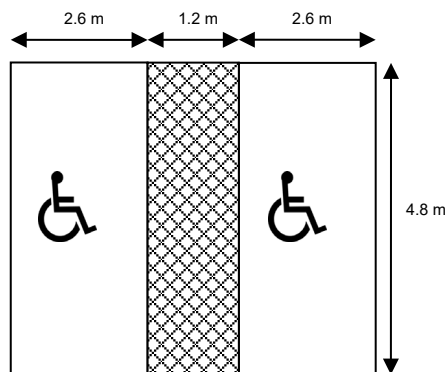


Figure 23 Alternative disabled bay arrangement

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.

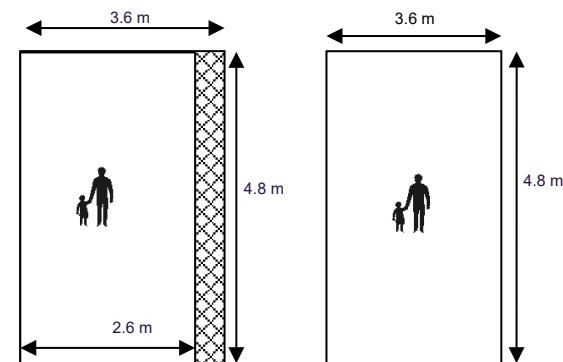


Figure 24 Parent and child bay dimensions

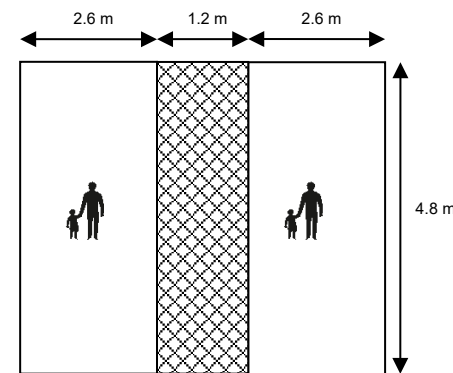


Figure 25 Alternative Parent and child bay dimensions

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 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 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.

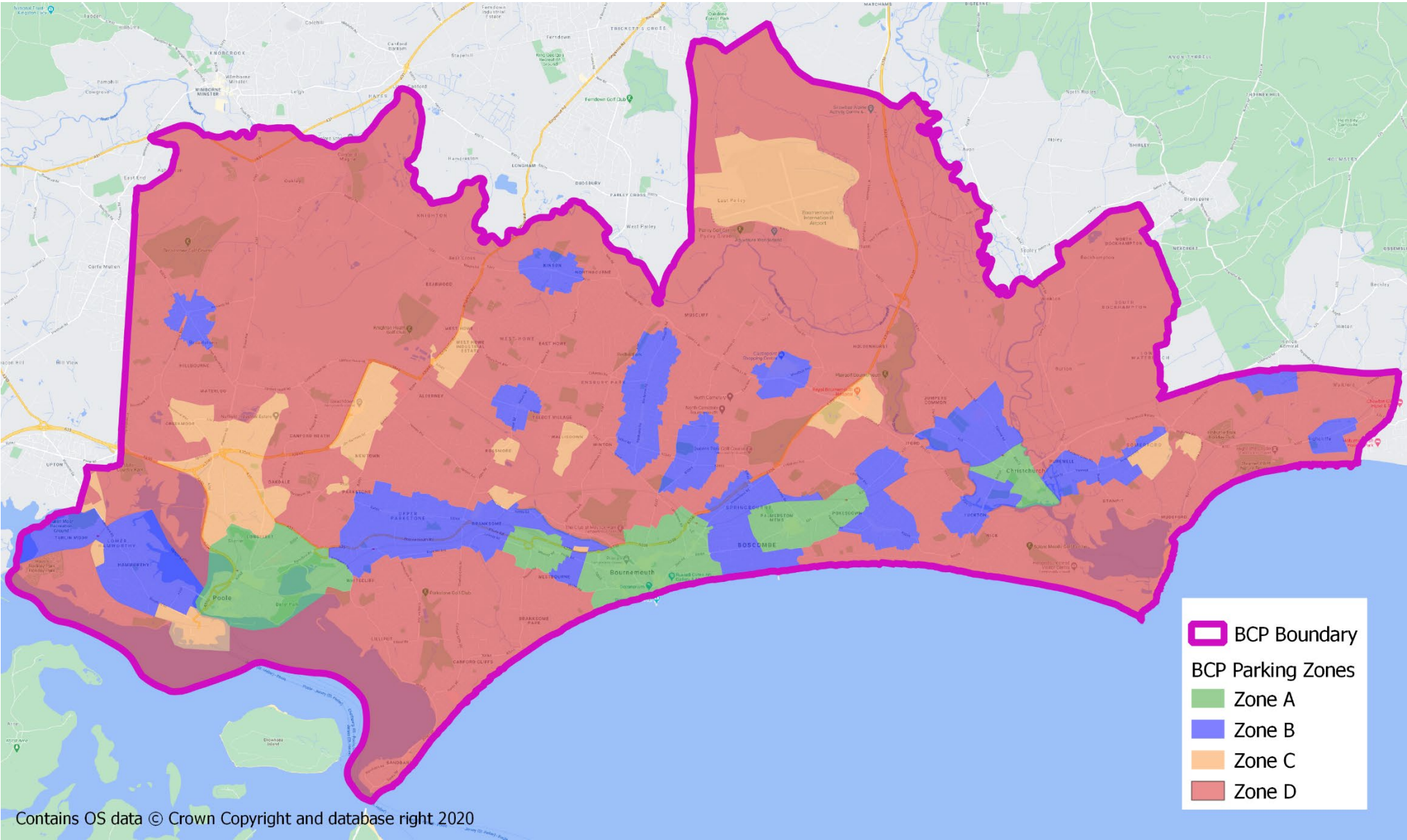
Zone D— Suburban/rural locations

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

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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 spaces¹⁶. 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.

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: Flats¹⁷

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				

47 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				

49 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				
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				
Zone D	2.5/100 m2	HGV: 1/500 m2 minimum of 1 space			

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) facilities¹⁸

	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				

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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.	To be agreed with LPA	1.5% of car spaces
Zone B	0.3 / Full Time Equivalent (FTE) staff		Secondary pupils: Secure covered: 0.25/student. Secondary staff: Secure covered: 0.15/FTE staff. Public (visitor): 0.05/FTE staff.		
Zone C	0.4 / Full Time Equivalent (FTE) staff		Crèches/Day Nurseries: Secure covered: covered: 0.15/FTE staff. Public (visitor): 0.05/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	To be agreed with LPA				
Zone D					

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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					HGV: 1/1000 m2 minimum of 1 space
Zone C	3/100 m2				
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				

55

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					To be agreed with LPA
Zone C	3/100 m2	1.5% of car spaces			
Zone D	4/100 m2				

57 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 bathrooms²⁰

	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				
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).

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, lessons²¹ 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 streets²².

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)

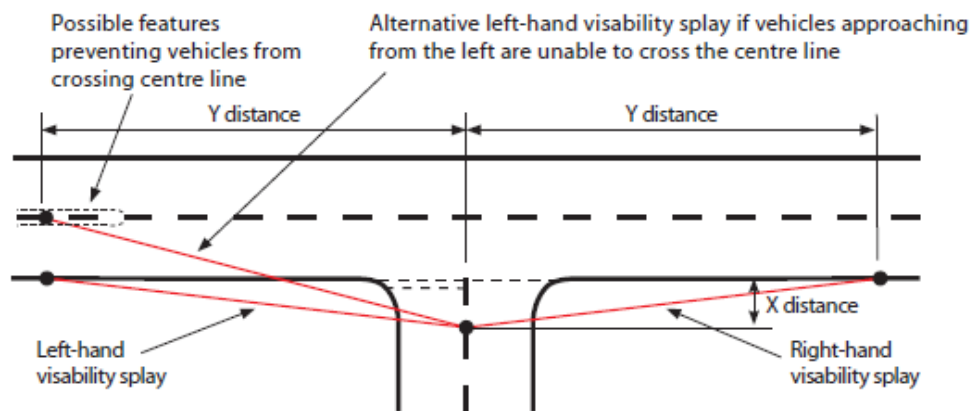


Figure 31 Junction visibility

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 junctions²³). 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.



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.

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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

Appendix A

Disabled Parking

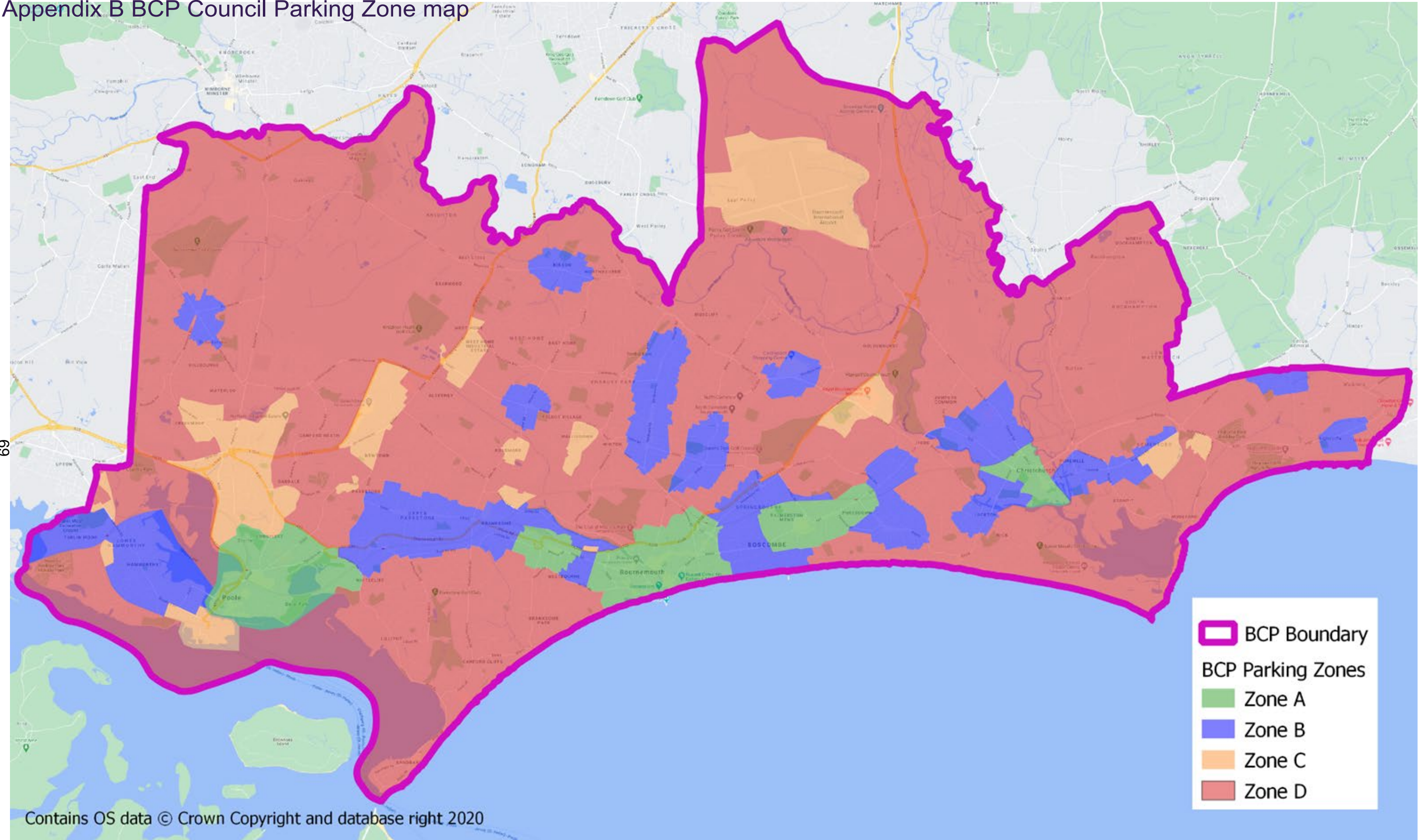
Disabled car and adapted cycle parking spaces should be located close to the main pedestrian entrance and clearly signed. Dropped kerbs should be provided to enable access from the bay to and from the footway/ pedestrian access way.

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.

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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



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

20 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 PERIOD BETWEEN 0600 - 0000*		OVERNIGHT PERIOD 2200 - 0600*
BUSIEST WEEKEND DAY*	*delete as appropriate		*delete as appropriate
Day/date of survey	Time of survey	Beat 1/2/3* *delete as appropriate	Name of surveyor

74	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.

75 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:

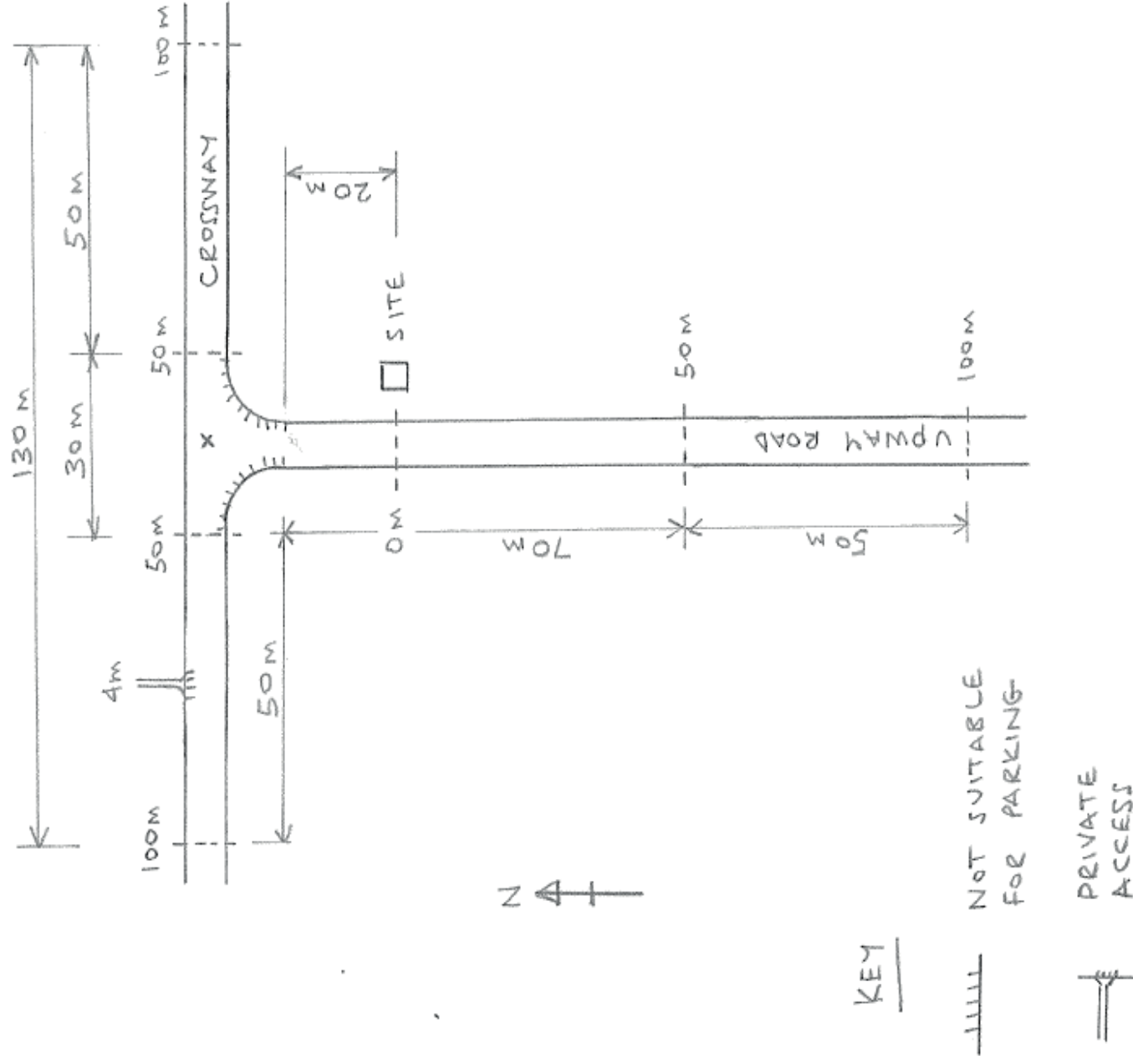
Wednesday	3pm – 4pm
Saturday	midday – 1pm
Wednesday	4am – 5am

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

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 CO₂ 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 entirety 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 these 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 health, 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 its 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.

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Comment ID	Full comment	Officer Comment/Action
PSSPD1	<p>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</p> <p>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 supply 11-22kW 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.</p>	<p>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.</p>

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Comment ID	Full comment	Officer Comment/Action
95	<p>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 too 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 the new Petrol v Diesel key strategic debate as we look forward to the growth in charging?</p> <p>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.</p> <p>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....</p>	
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

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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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Comment ID	Full comment	Officer Comment/Action
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 assessed 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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Comment ID	Full comment	Officer Comment/Action
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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Comment ID	Full comment	Officer Comment/Action
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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Comment ID	Full comment	Officer Comment/Action
		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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Comment ID	Full comment	Officer Comment/Action
PSSPD27	<p>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.</p>	Noted. Action None.
PSSPD28	No	Noted. Action None.
PSSPD29	<p>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.</p>	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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Comment ID	Full comment	Officer Comment/Action
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: <ul style="list-style-type: none"> • 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	<p>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. If 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?</p>	<p>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.</p>

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PSSPD46	<p>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 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</p>	Noted Action: Make changes as suggested in conjunction with other representations.

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108	<p>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</p>	

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	<p>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.</p>	

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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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Comment ID	Full comment	Officer Comment/Action
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 ongoing 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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Comment ID	Full comment	Officer Comment/Action
		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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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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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 will 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 entirety 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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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

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		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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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	<p>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?</p>	<p>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</p>

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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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Comment ID	Full comment	Officer Comment/Action
PSSPD127	<p>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 from 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</p>	<p>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.</p>

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	<p>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 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 it 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.</p>	

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Comment ID	Full comment	Officer Comment/Action
PSSPD128	<p>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.</p>	<p>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</p>
PSSPD129	<p>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.</p>	<p>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</p>

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Comment ID	Full comment	Officer Comment/Action
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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Comment ID	Full comment	Officer Comment/Action
PSSPD136	Why are so many homes being built without the proper infrastructure in place - and why are they targeting people who aren't 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 its original 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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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

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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 plasterers, 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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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 chicanes 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

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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

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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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Comment ID	Full comment	Officer Comment/Action
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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Comment ID	Full comment	Officer Comment/Action
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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Comment ID	Full comment	Officer Comment/Action
PSSPD182	<p>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</p>	<p>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.</p>

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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

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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
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	<p>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.</p>	<p>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</p>
PSSPD196	<p>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</p>	<p>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</p>

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	<p>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.</p>	<p>the future will improve when the Covid 19 pandemic is over. Action: None.</p>

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PSSPD197	<p>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 will 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 an 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 accountcar 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</p>	<p>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.</p>

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	<p>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 the impact 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</p>	
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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Comment ID	Full comment	Officer Comment/Action
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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Comment ID	Full comment	Officer Comment/Action
PSSPD201	<p>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.</p>	<p>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.</p>

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Comment ID	Full comment	Officer Comment/Action
PSSPD202	<p>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</p>	<p>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.</p>

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Comment ID	Full comment	Officer Comment/Action
	visitor car parking spaces for sources of support and family connection, particularly the elderly and young families?	

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Comment ID	Full comment	Officer Comment/Action
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 lose 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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Comment ID	Full comment	Officer Comment/Action
		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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Comment ID	Full comment	Officer Comment/Action
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 workers, 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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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	<p>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 facility 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.</p>	<p>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</p>

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PSSPD217	<p>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?</p>	<p>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</p>
PSSPD218	<p>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.</p>	<p>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</p>

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PSSPD219	<p>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</p>	<p>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.</p>

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	<p>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.</p>	

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Comment ID	Full comment	Officer Comment/Action
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	<p>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 undoubtedly 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,</p>	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	<p>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.</p>	<p>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.</p>

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Comment ID	Full comment	Officer Comment/Action
PSSPD227	<p>I object and seek changes to the SPD in relation to Poole Old Town and Hamworthy East for the following reasons;</p> <ul style="list-style-type: none"> • 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 be 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?? 	<p>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.</p>
PSSPD228	<p>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.</p>	<p>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</p>

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Comment ID	Full comment	Officer Comment/Action
PSSPD229	<p>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:</p> <ul style="list-style-type: none"> • 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 	<p>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.</p> <p>Action: None.</p>

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	<p>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.</p>	

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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	<p>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</p>	<p>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.</p>

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	<p>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 commercial enterprises?</p>	

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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	<p>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</p>	<p>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.</p>

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Comment ID	Full comment	Officer Comment/Action
	<p>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</p>	

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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 undercroft 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	<p>Parking Standards - Supplementary Planning Document Draft for consultation September 2020 Comments submitted by East Dorset Friends of the Earth</p> <p>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).</p> <p>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.</p> <p>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</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>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</p>

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	<p>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.</p>	

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PSSPD241	<p>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</p>	<p>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.</p>

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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	<p>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</p>	<p>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.</p>

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	<p>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.</p>	

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PSSPD245	<p>This is a joint representation made by Churchill Retirement Living and McCarthy and Stone Retirement Lifestyles Ltd, both of which are locally based and together are the largest 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</p>	<p>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.</p>

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	<p>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</p>	

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PSSPD246	<p>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.</p> <p>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."</p> <p>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.</p>	<p>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)</p>

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Comment ID	Full comment	Officer Comment/Action
PSSPD247	<p>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 despite 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 appropriate to incorporate it within the more sustainable areas with lower parking requirements. The Penn Hill local centre is therefore highly sustainably located. It currently incorporates 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 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. 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.</p>	Noted. Action: Redefine all of Penn Hill Local Centre into Zone B.

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Comment ID	Full comment	Officer Comment/Action
PSSPD248	<p>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.</p>	Noted. Action: None

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PSSPD249	<p>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.</p> <p>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.</p> <p>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%.</p>	<p>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.</p>

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	<p>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.</p>	

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PSSPD250	<p>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</p>	<p>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,</p>

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	<p>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.</p>	

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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

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Comment ID	Full comment	Officer Comment/Action
PSSPD253	<p>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</p>	<p>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 to 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.</p>

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Comment ID	Full comment	Officer Comment/Action
	<p>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.</p> <p>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.</p>	

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Comment ID	Full comment	Officer Comment/Action
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 some way 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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Comment ID	Full comment	Officer Comment/Action
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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Comment ID	Full comment	Officer Comment/Action
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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Comment ID	Full comment	Officer Comment/Action
PSSPD262	<p>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</p>	<p>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</p>

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Comment ID	Full comment	Officer Comment/Action
	<p>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 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</p>	

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	<p>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 than 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.</p>	

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	<p>“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</p>	

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	<p>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.</p>	
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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Comment ID	Full comment	Officer Comment/Action
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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Comment ID	Full comment	Officer Comment/Action
PSSPD265	<p>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 about 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</p>	<p>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.</p>

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Comment ID	Full comment	Officer Comment/Action
	<p>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</p>	

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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	<p>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</p>	<p>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</p>

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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.	<p>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.</p> <p>Action: Consider adding a short paragraph to Section 4 Variation from standards</p> <p>'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.'</p>
PSSPD269	Thank you for providing details of the above the content of which is noted and upon which South West Water has no comment.	<p>Noted.</p> <p>Action: None.</p>
PSSPD270	<p>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.</p> <p>Just get on and do what your officers are hopefully trained in and make simple, rational decisions that are available to the public.</p> <p>This document needs be no longer than FIVE pages at most.</p>	<p>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.</p> <p>Action: None.</p>
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?	<p>Noted. Use class is unchanged. Adoption is scheduled for January 2021. Action: None</p>

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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 cars 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 very 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 endeavor 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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PSSPD278	<p>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</p> <p>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</p>	<p>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.</p>

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	<p>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.</p>	

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PSSPD279	<p>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</p> <p>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</p>	<p>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.</p>

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235	<p>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 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</p>	

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	<p>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.</p>	
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	<p>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</p>	<p>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.</p>

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	<p>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 journeysWhile 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.</p>	

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PSSPD282	<p>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.</p> <p>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.'</p> <p>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</p>	<p>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</p>

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	<p>'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.</p>	

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PSSPD283	<p>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;</p>	<p>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.</p>

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	<p>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.</p>	

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PSSPD284	<p>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</p>	<p>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</p>

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	<p>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.</p>	<p>adequate provision of spaces for charging plug in and ultra-low emission vehicles. Action: None</p>

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Comment ID	Full comment	Officer Comment/Action
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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Comment ID	Full comment	Officer Comment/Action
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	<p>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!!!</p>	<p>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</p>
PSSPD291	<p>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.</p>	<p>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</p>

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PSSPD292	<p>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</p>	<p>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.</p>

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PSSPD293	<p>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.</p>	<p>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.</p>

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PSSPD294	<p>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.</p> <p>Detailed comments:</p> <p>1.0 INTRODUCTION</p> <p>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.</p> <p>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.</p> <p>2.0 POLICY CONTEXT</p> <p>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.</p> <p>2.2 The Local Development Plan No comment.</p> <p>3.0 LAYOUT AND DESIGN GUIDANCE</p> <p>3.1 Introduction No comment.</p> <p>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</p>	<p>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</p>

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252	<p>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</p>	<p>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.</p>

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	<p>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. We are 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?</p> <p>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</p>	

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254	<p>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 disproportionately 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.</p>	

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	<p>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.</p>	

Appendix 1 –Table of comments and responses

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.

Appendix 1 –Table of comments and responses

Comment ID	Full comment	Officer Comment/Action
PSSPD296	<p>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</p>	<p>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.</p>

Appendix 1 –Table of comments and responses

Comment ID	Full comment	Officer Comment/Action
258	<p>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</p>	

Appendix 1 –Table of comments and responses

Comment ID	Full comment	Officer Comment/Action
	<p>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.</p>	

Appendix 1 –Table of comments and responses

Comment ID	Full comment	Officer Comment/Action
PSSPD297	<p>Our principle comments are:-</p> <ul style="list-style-type: none"> · 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 these corridors. <p>Accordingly, a Zone E which reflects these public transport corridors though be added;</p> <ul style="list-style-type: none"> · 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. <p>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.</p> <p>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</p>	<p>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.</p>

Appendix 1 –Table of comments and responses

Comment ID	Full comment	Officer Comment/Action
	<p>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.</p>	

Appendix 1 –Table of comments and responses

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 disproportionately.	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

BCP Equality Impact Assessment Screening Tool – Parking SPD

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 be 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. Age¹
2. Disability²
3. Sex
4. Gender reassignment³
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 etc⁴
12. Human Rights

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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



[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

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

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 <i>Details of impacts including evidence and knowledge gaps</i>	Mitigation and monitoring actions <i>details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc)</i>
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	Climate Action Annual Report 2019 20
Meeting date	16 December 2020
Status	Public Report
Executive summary	<p>BCP Council declared a Climate and Ecological Emergency on 16 July 2019 and followed this by considering and approving for consultation a draft Action Plan at its meeting on 16 December 2019. This was a logical extension of the excellent work undertaken by its predecessor councils before the formation of BCP. This report sets out the work the Council has carried out in the first year towards achieving our targets to:</p> <ul style="list-style-type: none"> • Make BCP Council and its operations carbon neutral by 2030 • Work with the wider community to make the region carbon neutral before the UK target of 2050 <p>This period has seen the Covid-19 pandemic trigger a national lockdown, which has impacted on some of our planned activity and had a direct effect on environmental quality. During this time, the Council has been working to establish the full extent of the challenge by calculating the amount of carbon emissions from Council operations that will need to be avoided or offset in order to meet this target – over 40,000 tCO₂e. These efforts have led to BCP Council being named one of five UK towns and cities praised as global climate leaders by carbon disclosure charity CDP on their 'Cities A-List'. Actions in the period July 2019 - July 2020 included:</p> <ul style="list-style-type: none"> • Incorporating the United Nations Sustainable Development Goals – including no.13: 'Climate Action' into our Corporate Strategy • Purchasing green electricity from renewable sources for all our buildings and a proportion of streetlights • Incorporating Sustainable Procurement in the Council's

	<p>new Financial Regulations</p> <ul style="list-style-type: none"> • Allowing key workers free use of sustainable transport during the pandemic, with 1000 essential journeys made on Beryl Bikes • Helping 691 eligible households referred into the Local Energy Advice Partnership (LEAP) save £770,000 in energy bill reductions and financial benefits, whilst generating carbon savings • Undertaking works at bus facilities in response to COVID-19 measures ensuring that buses can be used safely • Developing a Decision Impact Assessment tool ensuring that all projects, decisions and policies can be assessed against climate change and other sustainability criteria • Installing Electric Vehicle charging points at council depots and an Electric Refuse Collection Vehicle and road sweepers are to be trialled • Forming a Coastal Engineering Partnership with Dorset Council to help protect communities from coastal flooding and erosion.
Recommendations	<p>It is RECOMMENDED that:</p> <ul style="list-style-type: none"> (a) Cabinet approves launch of the 2050 Climate Action Plan public consultation survey (b) Cabinet supports the creation of a Climate Action Leadership Board (c) Cabinet endorses and recommends that Council endorses this report as an update on activities taken to address the Climate and Ecological Emergency during 2019/20 (d) Cabinet endorses and recommends that Council acknowledges that the total measurable GHG emissions from BCP Council activities for 2019/20 is 41,809 tonnes CO₂e; and endorses the use of this figure as a baseline against which to measure emissions reductions up to 2030 (e) Cabinet endorses and recommends that Council supports the development of: <ul style="list-style-type: none"> (i) 2030 BCP Council Climate Action Plan (ii) Delivery plan and funding proposal to undertake

	<p>activities identified in the 2030 BCP Council Climate Action Plan</p> <p>(f) Cabinet endorses and recommends that Council acknowledges that the total measurable GHG emissions from BCP Area activities for 2017 (reported in 2019/20) is 1,841,600 tonnes CO₂e; and endorses the use of this figure as a baseline against which to measure emissions reductions up to 2050</p> <p>(g) Cabinet endorses and recommends that Council supports the development of:</p> <p>(i) 2050 BCP Area Climate Action Plan following completion of public engagement during 2020/21</p> <p>(iii) Delivery plan and funding proposal to undertake activities identified in the 2050 BCP Area Climate Action Plan, including consideration of a Community Climate Bond scheme</p>
Reason for recommendations	<p>To allow the Council to meet its commitments under the Climate and Ecological Emergency Declaration and help global efforts to keep climate warming below 1.5°C to avoid further environmental damage, population displacement, biodiversity loss and risk to life.</p>

Portfolio Holder(s):	Councillor Mike Greene, Transport & Sustainability
Corporate Director	Kate Ryan, Corporate Director Community & Environment
Report Authors	Roxanne King, Strategic Lead – Climate, Resource & Sustainability Neil Short, Sustainability Manager – Energy & Green Economy Becky Beaumont, Sustainability Officer
Wards	Council-wide
Classification	For Update

Background

1. On 16 July 2019, BCP Council declared a Climate and Ecological Emergency. The headline commitments of this were to make BCP Council and its operations carbon neutral by 2030, and to work with partners to set a target date for when the Bournemouth, Christchurch and Poole region can be made carbon neutral, ahead of the UK target of 2050. An annual report is required to update on progress towards achieving these targets.
2. Within this reporting period, largely due to the onset of the Covid-19 pandemic, Council funding, resources and the delivery of services has been put under extreme pressure. Climate action plans have been disrupted and activities halted, delaying projects to achieve our carbon-neutral targets. The Council was unable to engage the public on climate action, as had been intended, due to the Covid-19 restrictions and the Council-approved public consultation on the draft Action Plan was postponed and is now launched alongside publication of this report.
3. Early 2020 also saw the largest ever recorded global reduction in atmospheric CO₂. The Covid-19 measures imposed in the UK and abroad limited the use of cars, vans and other polluting vehicles significantly. Large public events were cancelled, international travel cancelled, and manufacturing of non-essential items suspended. Business travel, commuting and personal trips were reduced, giving people time to enjoy nature, grow food and improve local habitats. The 6% global CO₂ reduction during this time is significant due to the extreme measures put in place and the personal behaviour change of whole populations – but to meet global climate objectives of limiting global warming to below 2°C, this level of carbon reduction must be exceeded year on year.

Carbon Neutral BCP Council 2030 update 2019/20

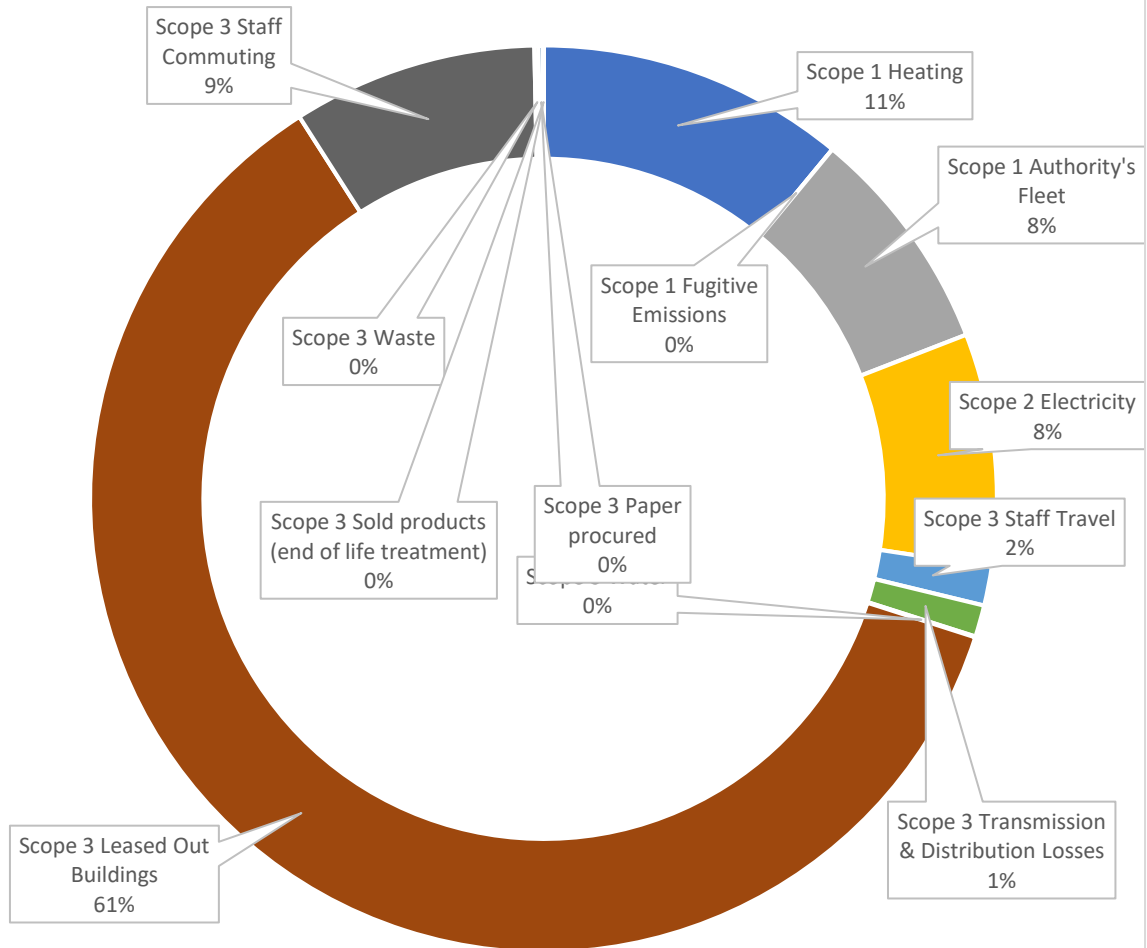
4. The report at Appendix 1 details the most complete and up to date data available and highlights some key projects which took place within BCP Council in 2019/20 to address the emergency.
5. The total measurable GHG emissions from BCP Council activities for 2019/20 is **41,567 tonnes CO₂e** (views 1 and 2). This figure includes as many areas of BCP activities as possible, but it is important to note that the actual GHG emissions are more than this. Inclusions, exclusions and assumptions relating to each Scope 3 category are explained in the Technical Appendix.

BCP Council CO₂e Emissions Inventory 2019/20			
Scope	Emissions Type	Emissions (tCO₂e) with full Scope 2 based on kwh of electricity used	Emissions (tCO₂e) with reduced Scope 2 from green electricity procurement
Scope 1	Heating	4,569.96	4,569.96
	Fugitive Emissions	Not known	Not known
	Authority's Fleet	3,372.34	3,372.34
Scope 2	Electricity	5,523.48	3,447.03
Scope 3	Staff Travel	576.35	576.35
	Transmission & Distribution Losses	468.93	468.93
	Water	12.23	12.23
	Leased Out Buildings	25,358	25,358
	Staff Commuting	3,628	3,628
	Waste	62	62
	Paper procured	72	72
	Sold products (end of life treatment)	0.2	0.2
	Investments	Not known	Not known
	All procured products and services	Not known	Not known
Total Known Emissions		43,643	41,567

6. By including all known Scope 3 data BCP Council is being as transparent as possible in reporting our carbon emissions. Despite being the hardest scope to measure and therefore open to more inaccuracies and assumptions, analysis of this scope still provides us with valuable insight into all our activities as an organisation.

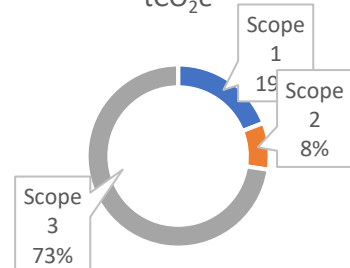
NB. The scale of Scope 3 data will change over time as more data is gathered, and the accuracy of the data improved.

View 1: BCP Council emissions inventory
2019/20 (including green electricity) total =
41,567 tCO₂e



NB. Figures showing as 0% refer to categories where the proportion of the total emissions is less than 1% - these are labelled on the inside of the doughnut chart

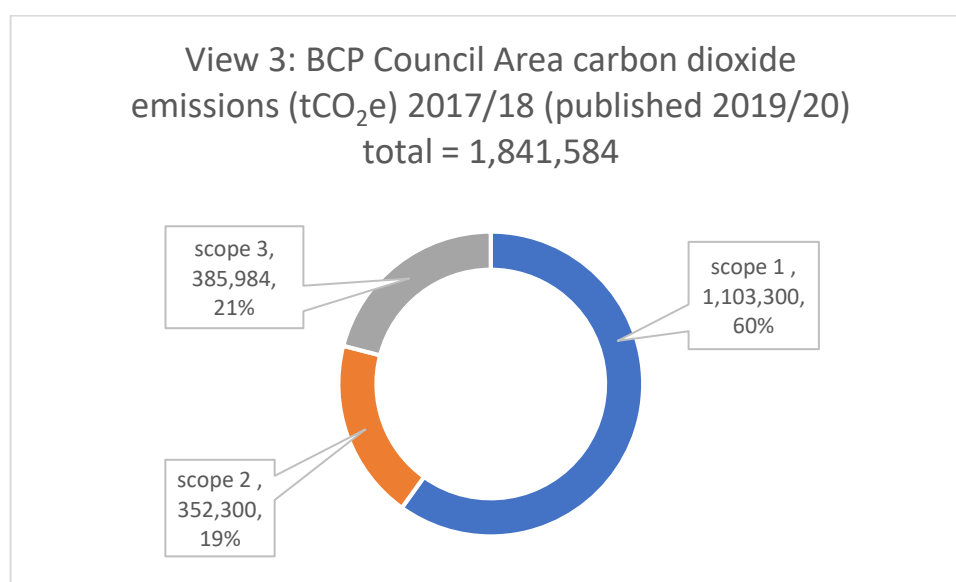
View 2: BCP Council CO₂e emissions 2019/20 Scope 1, 2 and 3 - total = 41,567 tCO₂e



Carbon Neutral BCP Council Area 2050 update 2019/20

7. The Climate and Ecological Emergency Declaration committed BCP Council to work with the wider community to make the region carbon neutral before the UK target of 2050. The report at Appendix 1 details the most complete and up to date data available and highlights some key projects which took place in the year from July 2019 to address the emergency.
8. The most up to date data has been compiled on area-wide emissions to enable progress to be benchmarked, see table below and View 3. It should be noted that Scope 1 and 2 figures shown are derived from 2018 data made available by Government in 2020 and the Scope 3 figure provided by the Government-funded SCATTER project in 2019, using 2017 data.

BCP Council Area Emissions Inventory for 2019/20				
Emission Scope	Scope 1 2018 data, published 2020 (BEIS)	Scope 2 2018 data, published 2020 (BEIS)	Scope 3 2017 data, published 2019 (SCATTER)	Area total 1,841,584
Primary Sources	Gas use, road transport fuel	Electricity use	Purchased products, waste, water, aviation	
Total (tonnes CO ₂ e)	1,103,300	352,300	385,984	



Climate Action – Next Steps

9. The next steps identified in the report at Appendix 1 provide an indication of the types of projects which could be feasible to implement in the year from July 2020. These are subject to consultation and approval.
10. BCP Council will consider climate adaptation and mitigation activities for delivery in 2020/21 around waste, staff engagement, travel, buildings, planning and land use, working together, governance and scope 3 emissions.
11. BCP Council is in the process of establishing a Climate Action Leadership Board to engage community partners, local organisations and large employers such as Bournemouth University, Poole Port and NHS in climate action. Following completion of public engagement on the Draft Climate Action Plan, BCP Council and the Climate Action Leadership Board (once established) will consider activities for delivery in 2020/21 and beyond around home energy, working together, nature, travel and climate action financing.

Summary of financial implications

12. National policy reforms such as the Government's 'Green Industrial Revolution' and the Environment Bill are encouraging a move towards zero-carbon through renewable energy, sustainable transport and green finance, in line with international pledges. Although there are currently no formal requirements on local authorities, there are indications that in the near future it is possible legally binding carbon reduction targets and reporting requirements might well be put in place.
13. Meeting these targets at a local level will require the support of businesses, communities and partner organisations, many of which we hope to engage through the formation of a Climate Action Leadership Board. It will also require significant investment to enable the implementation of low-carbon measures. Competitive grant funding and other financing models are being made available through government departments and external bodies, but additional local funds may also be required.
14. Failure to meet carbon targets may result in financial consequences. The scale of any financial impacts will depend on the reduction targets mandated by Government and can be reduced according to the ambition of local interventions, such as making changes to the fuel used in our vehicles, how waste is treated, the amount of natural carbon storage and the carbon in our supply chains. Based on 2019/20 council emissions (calculated using government conversion factors) and the projected costs of offsetting per tonne CO₂e (according to London School of Economics), the current estimated cost to offset BCP Council emissions in 2030 if we do not take measures to address them would be £3,117,525.
15. Long-term financial impacts can be reduced by investing in carbon reduction activities now. Many schemes will take time to implement due to planning, funding and resource implications (such as large-scale renewable energy generation or modal shift to sustainable transport), so it's imperative to prioritise and deliver climate action at the earliest opportunity. Reducing our energy bills, fuel costs and waste production will generate immediate financial savings which can be used to support further climate action within the organisation and help us reach our climate and ecological targets.

Summary of legal implications

16. There are many legal implications in delivery of projects within the Climate Action Plan that will be considered on a case-by-case basis.
17. BCP Council is obliged to sufficiently take account of the Climate and Ecological Emergency in the development of the new Local Plan, or risk legal challenge.

Summary of human resources implications

18. Considering the scale of the proposed actions and possible projects, if the BCP Climate & Ecological Emergency is to be meaningfully addressed it will require additional human resources. Some actions may require external expertise to deliver individual projects (e.g. Citizens Assembly) whilst others would last the duration of the project and so would require new Council posts (e.g. Climate Action Project Officer). We will continue to explore re-focusing of roles within the Environment Directorate and wider Council to minimise costs and use resources efficiently.

Summary of sustainability impact

19. Decision Impact Assessment (DIA) ID: 22. DIA Report found at Appendix 2.

Decision Impact Assessment

DIA Proposal ID: 22

Welcome Roxanne King

Proposal Title: Climate Action Annual Report

Home Page

Category	Status	Indicator
Review registration	Complete	Green circle
Climate Change & Energy	Complete	Green circle
Communities & Culture	Complete	Green circle
Waste & Resource Use	Complete	Green circle
Economy	Complete	Green circle
Health & Wellbeing	Complete	Green circle
Learning & Skills	Complete	Green circle
Natural Environment	Complete	Green circle
Sustainable Procurement	Complete	Grey circle
Transport & Accessibility	Complete	Green circle

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

Summary of public health implications

20. Climate change will result in heatwaves, extreme weather events, floods, disease and increased cancer risk. The measures to reduce it will limit the dangers and those activities can also have direct positive health effects (e.g. increased fitness from cycling and better air quality from reducing car journeys).

Summary of equality implications

21. There are no negative impacts identified on the protected characteristics groups of the Equalities Act 2010 from the recommendations in this report. However, an

Equalities Impact Assessment will be undertaken, as necessary, for individual projects in the draft Action Plan before commencement to ensure this.

Summary of risk assessment

22. We are uncertain of the full extent that the effects of climate change will have on our area but know it will be more severe if we do not act now. Non-achievement of our declaration commitments will contribute to a further degraded and hostile global environment – with local consequences, lack of energy supply resilience for the area and legal challenge from environmental organisations. However, acting positively and rapidly, many of the actions that are proposed will help to make our society thrive. Having declared a Climate and Ecological Emergency, a risk identified is that of non-achievement of targets, which will result in reputational damage from negative publicity (locally, nationally and internationally). As we move to implementation and projects develop, business cases will consider further associated risks and benefits.

Background papers

Published works:

BEIS (Department for Business, Energy and Industrial Strategy) and DEFRA (Department for Environment, Food and Rural Affairs) [UK Government GHG Conversion Factors for Company Reporting, Conversion Factors 2019: Full set \(for advanced users\)](#).

SCATTER <https://scattercities.com/>

Appendices

1. BCP Council Climate Action Annual Report 2019/20
2. Decision Impact Assessment (DIA) Report ID: 22



BCP COUNCIL CLIMATE ACTION ANNUAL REPORT 2019/20

Environment Climate, Resource & Sustainability

Report on BCP Council actions from July 2019 to July 2020
to address the Climate & Ecological Emergency

Authors: Roxanne King, Neil Short, Becky Beaumont

Version: V0.5

Date: 24 November 2020

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Executive Summary

1. BCP Council declared a Climate and Ecological Emergency on 16 July 2019 and followed this by considering and approving for consultation a draft Action Plan at its meeting on 16 December 2019. This was a logical extension of the excellent work undertaken by its predecessor councils before the formation of BCP.

2. This report sets out the work the Council has carried out in the first year towards achieving our targets to:

- Make BCP Council and its operations carbon neutral by 2030
- Work with the wider community to make the region carbon neutral before the UK target of 2050

3. This period has seen the Covid-19 pandemic trigger a national lockdown, which has impacted on some of our planned activity and had a direct effect on environmental quality. During this time, the Council has been working to establish the full extent of the challenge by calculating the amount of carbon emissions from Council operations that will need to be avoided or offset – over 40,000 tCO₂e. These efforts have led to BCP Council being named one of five UK towns and cities praised as global climate leaders by carbon disclosure charity CDP on their 'Cities A-List'. Actions in the period July 2019 - July 2020 included:

- Incorporating the United Nations Sustainable Development Goals – including no.13: 'Climate Action' into our Corporate Strategy
- Securing £312k Government Emergency Active Travel grant
- Purchasing green electricity from renewable sources for all our buildings and a proportion of streetlights
- Incorporating Sustainable Procurement in the Council's new Financial Regulations
- Allowing key workers free use of sustainable transport during the pandemic, with 1000 essential journeys made on Beryl Bikes
- Helping 691 eligible households referred into the Local Energy Advice Partnership (LEAP) save £770,000 in energy bill reductions and financial benefits, whilst generating carbon savings
- Undertaking works at bus facilities in response to COVID-19 measures ensuring that buses can be used safely
- Developing a Decision Impact Assessment tool ensuring that all projects, decisions and policies can be assessed against climate change and other sustainability criteria
- Installing Electric Vehicle charging points at council depots and an Electric Refuse Collection Vehicle and road sweepers are to be trialled
- Forming a Coastal Engineering Partnership with Dorset Council to help protect communities from coastal flooding and erosion.

Introduction

4. 16 July 2020 marked the one-year anniversary of BCP Council's Climate and Ecological Emergency declaration, but instead of bringing staff and the community together to mark the completion of year 1 activities and launching our plan for year 2, we were instead working remotely under the extreme conditions of COVID-19 lockdown. The sad illness and terrible loss of life has been devastating for families and communities. The pandemic has also had other catastrophic social, environmental and economic impacts. Council funding, resources and the delivery of other services has been put under extreme pressure. Our climate action plans have been disrupted and activities halted, delaying projects to achieve our carbon-neutral targets. The Council was unable to engage the public on climate action, as had been intended, due to the Covid-19 restrictions. The Council-approved public consultation on the draft Action Plan was postponed and re-scheduled for Autumn 2020.

5. It should also be noted however, that July 2020 brought unforeseen positive consequences of lockdown measures, such as the largest ever recorded global reduction in atmospheric CO₂. The measures imposed in the UK and abroad limited the use of cars, vans and other polluting vehicles significantly. Large public events were banned, international travel cancelled, and manufacturing of non-essential items suspended. Business travel, commuting and personal trips were reduced, giving people time to enjoy nature, grow food and improve local habitats. The 6% global CO₂ reduction during this time is significant due to the extreme measures put in place and the personal behaviour change of whole populations – but to meet global climate objectives of limiting global warming to below 2°C, this level of carbon reduction must be exceeded year on year. Given the speed at which people returned to normal life after the first lockdown restrictions were lifted (vehicle use in BCP is estimated to have surpassed 80% of pre-COVID levels by the time the second lockdown started), and with few sizable carbon reduction projects in the pipeline, it will be extremely challenging for the world to meet its climate targets unless adequate funding and resources are provided.

6. Health, financial, political and other uncertainties continue to disrupt activities, making it difficult to predict our progress over the coming 12 months. BCP Council will continue to engage with the public, work with partners, bid for external funding and make climate improvements whenever possible.

Background to the Declaration – why it is an emergency

7. The UK government, global advisory bodies, academics and scientific community at large agree that our planet is on target for a 3 to 4°C rise by 2100ⁱ. If this happens, it is estimated that crop yields will decrease by an average of 18%, with the harvest of some staple foods reducing by as much as 30%ⁱⁱ. The anticipated arctic thawing, acidification of the oceans and the devastating loss of species and ecosystems will dramatically alter the quality of life for current and future generations.

8. Taking actions sooner rather than later means more carbon will be saved and at a lower economic, environmental and health cost^{iii,xiii}. The Council wants to lead by example and embed climate and ecological mitigation and resilience into our ways of working and seek to enable those living and working in the area to do the same. Tackling climate change and ecological destruction (the loss of habitats, plants, animals and other species) go hand in hand; the impacts of a rise in global temperatures take a toll on the survival of wildlife whereas protecting and rebuilding natural habitats helps reduce the negative impacts of climate change.

9. Since declaring a Climate and Ecological Emergency^{iv} in July 2019, BCP Council and its partners have been working to establish a path which will lead the organisation and the three-town area to become carbon neutral by 2030 and 2050, respectively. Along with over 300 local authorities in the UK and thousands globally, BCP Council is working to reduce its ecological impact and make our businesses, communities and habitats more resilient to the impacts of extreme weather and climate change. In declaring the Emergency, the Council acknowledged that the *'consequences of global temperature rising above 1.5°C are so severe that preventing this from happening must be humanity's number one priority'*. To ensure that sustainable development remains a council priority, the United Nations Sustainable Development Goals^v have been integrated into the corporate strategy and a robust action plan is being developed and delivered to ensure we protect and enhance our natural environment (and the ecosystem services it provides), recognising also that *'bold climate action can deliver economic benefits in terms of new jobs, economic savings and market opportunities (as well as improved well-being for people worldwide)'*^{vi}.

10. The BCP Council Area is well placed to make a significant contribution to tackling the challenge of the Climate and Ecological Emergency. Climate action by cities with populations over 100,000 could deliver 40% of global emissions reductions needed to limit warming to 1.5°C.^{vii} By focusing actions on energy, buildings, transport and waste, cities could achieve 90% of emissions reductions needed to stay in line with the Paris Agreement goals.^{viii} Taking action to reduce climate change has co-benefits, such as cleaner air, job creation, health benefits and biodiversity improvements.^{ix}

The Local and Global Effects of Climate Change

11. 195 nations signed up to the Paris Agreement in 2015 to keep global temperature rise this century to less than 2°C above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5°C. The planet is, however, currently on track for a temperature rise of between 3°C and 4°C by 2100^x.

12. If left unchallenged climate change could lead to:

- Much of Poole and Christchurch being underwater by 2050^{xi}
- Increase in intensity and frequency of extreme weather events (fluvial and surface water flooding, coastal erosion, landslips and heathland fires are particular issues for BCP Council Area)^{xii}
- Increased risks to health, livelihoods, food security and economic growth^{xii,xiii}
- The disappearance of coral reefs by 2050^{xiv}
- The irreversible loss of many marine and coastal ecosystems
- An increase in food insecurity worldwide as oceans become more acidic and land becomes more inhospitable
- A decrease in global crop yields by an average of 18.2% if 4°C of warming reached
- The continued thawing of the Arctic permafrost which has begun 70 years earlier than predicted
- Ice-free Arctic summers in 15 years' time; a non-reversible tipping point leading to rising sea levels and an accelerated rate of warming
- Increase in intensity and frequency of extreme weather events (flooding, coastal erosion, landslips and heathland fires are particular issues for BCP Council Area)^{xv}
- Increased risks to health, livelihoods, food security and economic growth^{xvi}

13. The subsequent impact on the natural world is/will be:

- Species loss is likely to be twice to three times greater at 2°C than 1.5°C.
- In the UK 41% of wildlife species are in decline and 15% are at risk of national extinction.^{xvii}
- The Big Butterfly Count saw the lowest numbers of butterflies counted in 11 years, despite record numbers of people taking part.^{xviii}
- In the last 25 years, the number of starlings and swifts in the country have decreased by 96%.^{xvii}
- Populations of insectivorous birds are in rapid decline; between 1967 and 2016 flycatcher numbers fell by 93%, nightingales by 93%, grey partridge by 92% and cuckoos by 77%.^{xix} This indicates insects are in rapid decline.
- Fewer insects will have a direct effect on the many birds, bats, small mammals, reptiles and amphibians dependent on them for their food.
- It will also hugely impact crop plants, three quarters of which depend on insects for pollination.^{xx}

Potential financial consequences of not meeting our climate targets

14. National policy reforms such as the Government's 'Green Industrial Revolution' and the Environment Bill are encouraging a move towards zero-carbon through renewable energy, sustainable transport and green finance, in line with international pledges. Although there are currently no formal requirements on local authorities, there are indications that in the near future it is possible legally binding carbon reduction targets and reporting requirements might well be put in place.

15. Meeting these targets at a local level will require the support of businesses, communities and partner organisations, many of which we hope to engage through the formation of a Climate Action Leadership Board. It will also require significant investment to enable the implementation of low-carbon measures. Competitive grant funding and other financing models are being made available through government departments and external bodies, but additional local funds may also be required.

16. Failure to meet carbon targets may result in financial consequences. The scale of any financial impacts will depend on the reduction targets mandated by Government and can be reduced according to the ambition of local interventions, such as making changes to the fuel used in our vehicles, how waste is treated, the amount of natural carbon storage and the carbon in our supply chains. Based on 2019/20 council emissions (calculated using government conversion factors) and the projected costs of offsetting per tonne CO₂e (according to London School of Economics), the current estimated cost to offset BCP Council emissions in 2030 if we do not take measures to address them would be £3,117,525.

17. Long-term financial impacts can be reduced by investing in carbon reduction activities now. Many schemes will take time to implement due to planning, funding and resource implications (such as large-scale renewable energy generation or modal shift to sustainable transport), so it's imperative to prioritise and deliver climate action at the earliest opportunity. Reducing our energy bills, fuel costs and waste production will generate immediate financial savings which can be used to support further climate action within the organisation and help us reach our climate and ecological targets.

Carbon Neutral BCP Council 2030 update 2019/20

18. The Climate and Ecological Emergency Declaration committed BCP Council to becoming carbon neutral (or net-zero carbon) by 2030, including all Scope 1, 2 and 3 emissions (as described below). This report details the most complete and up to date data available and highlights some key projects which took place in July 2019 to July 2020 to address the emergency.

Emissions Inventory

19. An emissions inventory contains the amount of greenhouse gases (GHG) emitted by various sources managed by an organisation or contained within a geographical area over a specified period. Emissions are expressed as tonnes of carbon dioxide equivalent (meaning that other greenhouse gases produced alongside carbon dioxide are included and quantified according to their global warming potential). The BCP Council Climate and Ecological Emergency targets aim to address emissions from sources termed Scopes 1, 2 and 3.

20. Council Scope 1 emissions are from the direct burning of fuel (to heat buildings and operate vehicles), Scope 2 emissions are classed as indirect, from the generation of the electricity we buy, and Scope 3 emissions are caused outside our boundary but by our activities (including use of drinking water, waste disposal and items we procure).

Accounting Tools and Standards

21. The BCP Council Emissions Inventory for 2019/20 is built upon the LGA/Local Partnerships Carbon Accounting Tool that utilises Government published conversion factors. This includes full Scope 1 and 2 emission sources but only a limited number of Scope 3 activities that Local Partnerships are working to expand in future. In order to give Council the most complete appraisal of the potential size of the Council's Scope 3, officers have worked to the Greenhouse Gas Protocol Standard in order to present initial calculations of Scope 3 emissions. This has demonstrated that Scope 3 emissions represent the largest proportion of BCP Council emissions with further sources yet to be determined.

BCP Council CO₂e Emissions Inventory 2019/20			
Scope	Emissions Type	Emissions (tCO₂e) with full Scope 2 based on kwh of electricity used	Emissions (tCO₂e) with reduced Scope 2 from green electricity procurement
Scope 1	Heating	4,569.96	4,569.96
	Fugitive Emissions	Not known	Not known
	Authority's Fleet	3,372.34	3,372.34
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	Transmission & Distribution Losses	468.93	468.93
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	Staff Commuting	3,628	3,628
	Waste	62	62
	Paper procured	72	72
	Sold products (end of life treatment)	0.2	0.2
	Investments	Not known	Not known
	All procured products and services	Not known	Not known
Total Known Emissions		43,643	41,567

22. Two columns of emissions are shown with differing Scope 2 data. The first of these includes the emissions figure associated with the amount of kWh electricity used by the Council. The second includes a reduced figure resulting from the procurement of 'green' electricity, generated from renewable resources in the UK (details below). This dual reporting of data is in accordance with HM Government Environmental Reporting Guidelines (March 2019).

23. The total measurable GHG emissions from BCP Council activities for 2019/20 is **41,567 tonnes CO₂e** (views 1 and 2). This figure includes as many areas of BCP activities as possible, but it is important to note that the actual GHG emissions are more than this. Inclusions, exclusions and assumptions relating to each Scope 3 category are explained in the Technical Appendix. Scope 1 and 2 fuel and electricity use data is set out below.

Scope	Source	Amount	Unit	tCO₂e
scope 1	Stationary Gas (Buildings)	24,856,991	kwh	4,569
	Fleet fuel	1,300,000	litres	3,372
scope 2	Stationary Electricity (Buildings)	12,490,079	kwh	3,192
	Streetlights	9,119,764	kwh	2,329

BCP Council Scope 3 Emissions

24. BCP Council Scope 3 emissions for 2019/20 have been calculated at **30,178 tCO₂e**. Scope 3 emissions are defined as 'other indirect emissions', meaning all indirect emissions apart from purchased electricity (Scope 2). Scope 3 emissions are a consequence of the activities of an organisation but occur from sources not owned or controlled by the organisation. Despite not owning or directly controlling the sources of these emissions an organisation can still influence the levels of these emissions through its policies and choices.

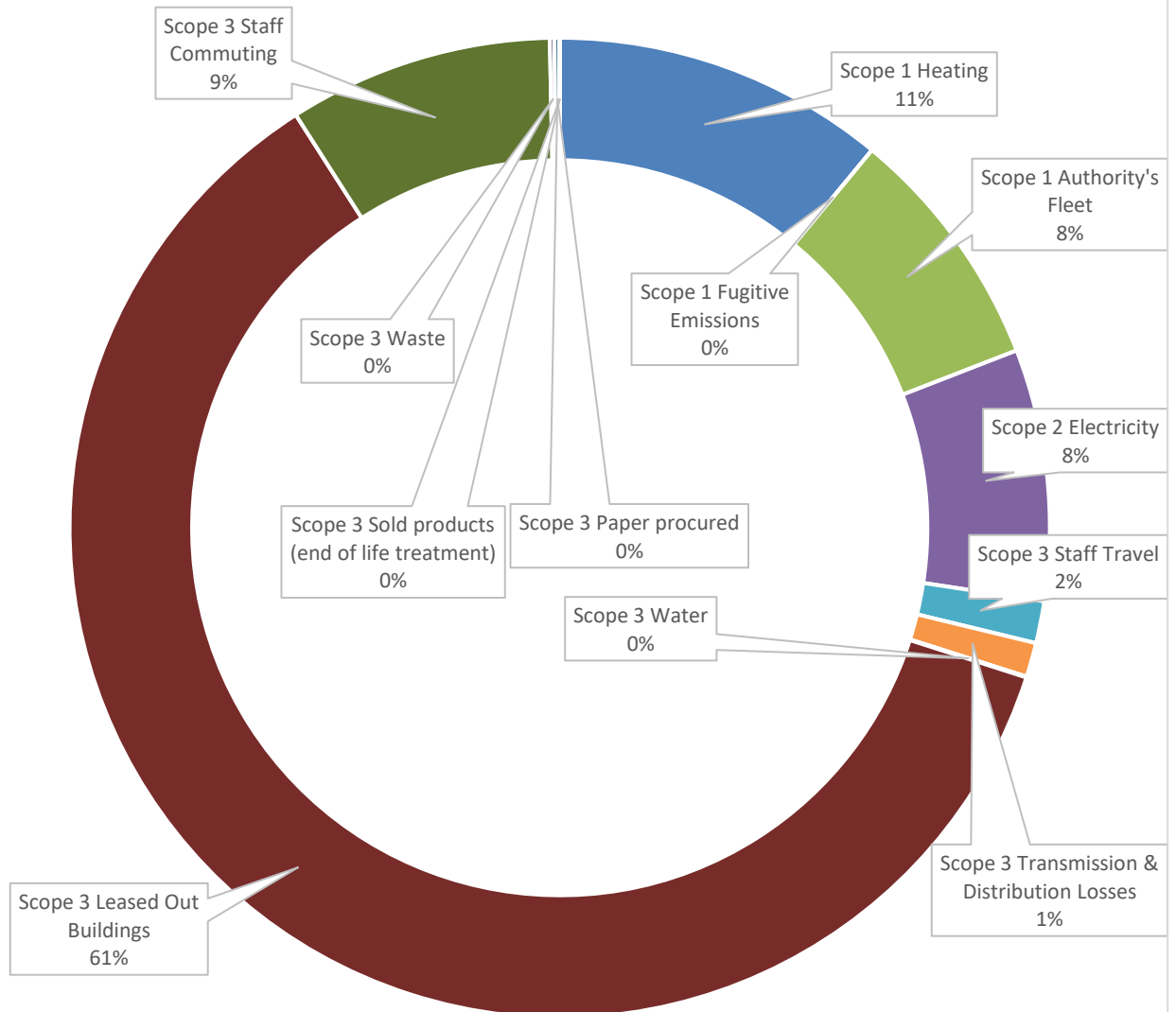
25. Scope 3 includes:

- Goods and services bought by the council (water and paper only in 2019/20)
- Energy lost transporting electricity (Transmission and Distribution)
- Waste generated by council operations only (not including household or street litter bin collections)
- Business travel (staff using modes of transport not owned by the council)
- Staff commuting
- End-of-life treatment of products sold in council run catering venues
- Leased out buildings (including council housing and properties used by business tenants)
- Investments

26. By including all known Scope 3 data BCP Council is being as transparent as possible in reporting our carbon emissions. Despite being the hardest scope to measure and therefore open to more inaccuracies and assumptions, analysis of this scope still provides us with valuable insight into all our activities as an organisation.

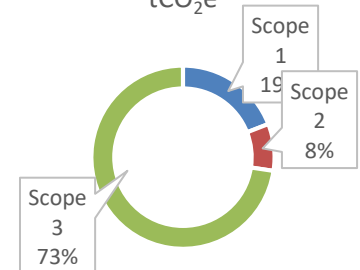
NB. The scale of Scope 3 data will change over time as more data is gathered, and the accuracy of the data improved.

View 1: BCP Council emissions inventory 2019/20 (including green electricity) total = 41,567 tCO₂e



NB. Figures showing as 0% refer to categories where the proportion of the total emissions is less than 1% - these are labelled on the inside of the doughnut chart

View 2: BCP Council CO₂e emissions 2019/20 Scope 1, 2 and 3 - total = 41,567 tCO₂e



Council Target (2030) Progress Update

27. The following sections of the report highlights key activities undertaken to reduce the Council's carbon footprint and respond to the Climate and Ecological Emergency. These projects were delivered between July 2019 and July 2020.

Power

28. The Council made the decision to procure electricity from UK renewable sources in order to send the message that it was actively supporting green energy production and to enable a reduction in Scope 2 reported emissions. This was the swiftest way to make a change within existing contracts. Green electricity for all BCP Council buildings and some streetlights (Bournemouth only) was procured from 1 October 2019, for the remaining six months of 2019/20. As supplies come into line following Local Government Reorganisation, the supply to Poole streetlights changed to green on 1 April 2020, so does not contribute to the reduction in the period reported here. Christchurch streetlights remain under a Dorset Council PFI agreement until 2032, but the emissions have been included in the BCP Council inventory to present as complete a picture as possible. The Npower Energy product procured by BCP Council is a Renewable Energy Guarantees Origin (REGO) -backed product that meets stringent carbon reporting requirements – as set by the World Resource Institute in the Greenhouse Gas Protocol Scope 2 Guidance 2015. It has been independently verified that the supply is backed by a sufficient amount of REGOs from UK generation only, and so is reportable as zero carbon emissions.

Buildings

29. BCP Council's Corporate Property Group is now established and is chaired by Chief Executive, Graham Farrant. Part of the remit of this group is an assessment of building energy efficiency to inform the accommodation review. Energy saving measures and renewable energy generating equipment can then be installed in the retained Council buildings. Work has also begun on a Sustainable Construction Policy for corporate buildings, including Council housing. Addressing the illegal mis-selling of energy products and supplies is crucial to build consumer confidence in energy-saving measures and this is planned to be part of a Trading Standards South West initiative, beginning in 2020.

Planning and Land Use

30. The BCP Local Plan Regulation 18 Issues Consultation took place in late 2019, inviting stakeholder comment over a 6-week period. This was the first formal stage in the local plan review, it is anticipated the next stage of BCP Local Plan, namely Issues and Options consultation will take place in the spring of 2021, with the local plan being adopted in 2022. The initial regulation 18 consultation generated a significant response. Comments were invited on the issues that need to be addressed in the local plan, in addition the consultation included a call for development sites. Specific issues identified were related to the Councils Priorities,

including in respect of a 'Sustainable Environment'. This highlighted the issue of the need to 'tackle the challenges posed by climate change', this priority generated the largest response with 35% of comments received being in respect of a sustainable environment. Comments received and a summary of those comments can be viewed at: <https://www.bournemouth.gov.uk/planningbuilding/PlanningPolicy/bcp-local-plan/bcp-local-plan-docs/bcp-local-plan-reg-18-summary-of-issues.pdf>

31. Following this consultation, a multi-disciplinary workshop was held in January 2020, bringing together councillors and subject matter experts from across the council to discuss and develop measures to address climate change mitigation and adaptation through the new Local Plan. A local Strategic Car Parking Review was also expected to deliver climate benefits during 2019/20 but has been delayed due to uncertainties with baseline evidence on car park usage due to Covid restrictions.

32. A new draft Supplementary Planning Document has been issued reducing car parking requirements for all new residential developments in various parts of BCP. This will reduce car dependency and encourage the demand for sustainable transport, producing a virtuous circle. Where car parking is to be provided, the SPD will require the provision of Electric Vehicle charging points.

33. The national Environment Bill has also been delayed, but once in place will provide new requirements for the promotion of biodiversity net gain through the planning process. Funding of measures through the use of CIL contributions, grant funding opportunities and income generation are being considered.

34. Investigations also began into the suitability of brown field sites for temporary/short term uses such as SUDS and carbon capture; and for longer term uses such as large-scale renewable generation, tree planting schemes, natural burial sites and other mitigation measures.

Travel

35. Adult Bikeability courses were run for staff during the summer 2019 to help less confident cyclists feel able to ride a bike for commuting and business travel. This is further facilitated through the council's work around Safer Routes to School.

A contract was established to improve the council's electric vehicle (EV) charger network, with further capacity to be installed in future years. The Council's 'New ways of Working', accommodation changes and new technology will mean staff travel less and use fewer consumables. Estates and Accommodation work was progressed to provide interim spaces to offer hot desking, video-conferencing facilities to limit need for staff and visitors to attend site and increasing use of digital tools. Electric Vehicle charging points have been installed at council depots and an Electric Refuse Collection Vehicle and road sweepers are to be trialled.

Nature

36. Chris Blandford Associates have been appointed to develop a Green Infrastructure Strategy (GIS) with the Council. A new GIS Officer has also been funded through the Future Parks Accelerator programme to develop open space mapping and work with the consultants. Parks staff are auditing all sites across the conurbation throughout November 2020. A prospectus for the GIS will be developed by the end of 2020 for public consultation in 2021. The Council has been funded through the Urban Tree Challenge Fund to plant native trees in several locations across the area, which will involve community groups. A draft Natural Capital Account has been produced by Vivid Economics to better understand the value of parks and open space for carbon sequestration. Work with Environmental Finance to encourage investment in nature is on hold due to the Pandemic, however an expression of interest has been submitted to the Environment Agency Investment Readiness Fund to further develop this work. A pilot parks programme is being rolled out in 2021 to begin work, with communities, on naturalising three parks (Winton, Watermans and Alexandra). A bid has been submitted by the Parks Foundation to the Government's Green Recovery Challenge Fund to develop information and incentives with partners to encourage better biodiversity practice within private spaces and gardens.

Adaptation

37. The Council worked with the Dorset Local Nature Partnership, Local Enterprise Partnership, Environment Agency and other bodies to hold a Climate Change Adaptation Workshop on 18 June 2019. This engaged stakeholders from a wide range of sectors to discuss climate change risks for the area and raise the profile of the need for collaborative climate change adaptation working. Leading on from the event, further work continues, including the creation of a Charter for Climate Change Adaptation for adoption by organisations.

38. The Council secured national funding and has developed updated modelling and mapping of surface water flood risks across the BCP Council Area. Along with new flood modelling and mapping undertaken by the Environment Agency around Poole Harbour, Christchurch Harbour and along the river Stour and Avon, this will provide up-to-date evidence to inform sustainable land use planning and flood risk management decisions in the coming years.

Waste

39. The Council has sought to minimise or cease the sale of single use plastics and encourage alternative materials throughout our retail operations, including only compostable drinking cups sold by seafront and park cafes. Printing contracts are under review to reduce use of printers and MFD's as part of the new Office Accommodation. Work continues to design the Environmental Innovation Hub which will inform Seafront waste reduction. The Council's commercial waste team provided disposal services to businesses across Bournemouth, Christchurch and Poole,

providing a high-quality, reliable service to its customers, and generating an income for BCP Council.

Doing things differently

40. The Council has put in place a Climate Action Governance Framework. The Council has introduced a 'New Ways of Working' behaviour change programme, in conjunction with accommodation changes and technology to encourage less staff travel and promoted a Climate Action Workplace Charter to remind teams of simple ways to cut carbon in everyday workplace scenarios. The 'Our Climate Action' SharePoint site was launched for staff, giving climate change information, news and advice to help achieve the 2030 target. Climate change presentations have been given to staff and councillors by the global Climate Reality Project.

41. Adult Social Care has launched their own 'ASC and Commissioning Climate Action Group' to champion climate activities throughout the service. The group has committed to meeting regularly, using the new green team charter and team newsletter to help raise awareness of climate issues, such as the environmental impact of PPE use and disposal. All 17 of The United Nations Sustainable Development Goals – including no.13: 'Climate Action' – have been incorporated into the Council's Corporate Strategy.

42. A Decision Impact Assessment tool enabling all projects, decisions and policies to be assessed against climate change and other sustainability criteria has been created and is being developed further. This will ensure that climate change consequences are considered whenever a decision is being made. Staff have been surveyed on their pandemic homeworking experiences to aid introduction of 'New Ways of Working' and so decrease commuting and work travel. The Council has incorporated Sustainable Procurement into the new Financial Regulations to enable sustainable procurement - including practices to reduce carbon in the supply chain, local sourcing, full-life costing and assessment of suppliers to encourage energy and waste reduction. Transformation Board have agreed a central approach to stationery, with pooled stocks and budgets from all services and new procurement arrangements to limit the use and spend on these items. BCP Pensions are managed by the Dorset County Pension Fund and the investments the pension fund make may have associated GHG emissions. In the period covered by this report, Dorset County Pension Fund was considering changes which could reduce the GHG emissions associated with their investments.

Implementation

43. The production of this Climate and Ecological Emergency Annual Report to monitor and communicate progress was committed to in the draft Action Plan. Another action was to prioritise those measures that would have the most impact on our 2030 target. Information Technology (IT) was to feature significantly in these measures to move staff towards working in new ways. However, the response to

Covid-19 has meant that IT developments were needed faster than anticipated to keep the Council functioning.

44. The 'IT Technical Strategy and Standards' underpins delivery of the BCP Council Organisational Development Plan. The Plan aims for the Council to become a 21st century 'technology enabled' organisation. A commitment to assist the Council objective of becoming Carbon Neutral by 2030 is explicitly stated within this strategy. The core element of the technical strategy is the use of cloud or virtualised IT services. In its most simplistic form, shifting IT services into the cloud (public or private), or virtualised, reduces the carbon footprint of the Council by reducing the power and cooling demands of its own 're-purposed' datacentres. BCP Council has already committed to a large footprint in Microsoft Azure and M365 IT services, which has resulted in a huge decrease in on-premise infrastructure in the Poole datacentre. Further work to rationalise the legacy datacentres at Poole and Christchurch into one location in Bournemouth Civic Centre is currently underway; this will further enable IT to offer up additional carbon savings through a large reduction in the power and cooling carbon consumption at these sites today.

45. When tendering for new IT solutions all new providers are asked to provide evidence of how their services will meet the requirements of our corporate sustainability targets and those of the IT Strategy throughout the life of the contract. They do this by demonstrating how their solution contributes to Council metrics on carbon consumption, for example by reducing the need for travel through deployment of agile device and collaboration and meeting tool-sets, as well as state their compliance with any applicable recognised green standards, such as ISO14001 (i.e. how they manage their own purpose built datacentres in a green way).

46. We challenge behaviours that may negatively impact on sustainability targets; such as printing, mobile phone and data usage. Significant effort has been made to identify where we can make efficient use of this technology to enable cost savings and support us with operating optimal contracts and services. Our strategic intent with contracts such as these is to reduce where we can; supported by digital ways of working. Most recently the Council has implemented Microsoft Teams as its core communication and collaboration platform. Teams telephony is a sustainable solution; it is cloud based omitting the need to operate on-premise telephony hardware or file servers in the data centre. We can further improve our carbon footprint by using other Teams features - reducing unnecessary travel and associated costs and physical document storage, in turn enabling us all to work more efficiently. It has contributed to our ability to work away from the office resulting in associated office energy reductions. Teams has changed the way we interact with customers, suppliers, regulators and others. Decision making processes can be quicker and more efficient; we are able to meet with suppliers, attend conferences and training sessions in secure online, dynamic meeting spaces, without the need for travel.

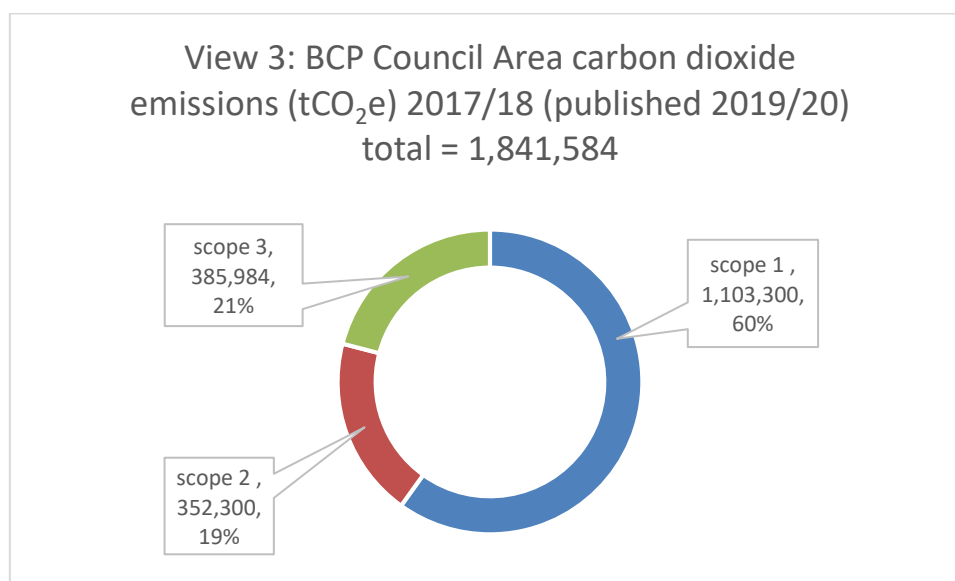
Carbon Neutral BCP Council Area 2050 update 2019/20

47. The Climate and Ecological Emergency Declaration committed BCP Council to work with the wider community to make the region carbon neutral before the UK target of 2050. This report details the most complete and up to date data available and highlights some key projects which took place between July 2019 and July 2020 to address the emergency.

BCP Council Area Emissions Inventory

48. The most up to date data has been compiled on area-wide emissions to enable progress to be benchmarked, see table below and View 3. It should be noted that Scope 1 and 2 figures shown are derived from 2018 data made available by Government in 2020 and the Scope 3 figure provided by the Government-funded SCATTER^{xxi} project in 2019, using 2017 data.

BCP Council Area Emissions Inventory for 2019/20				
Emission Scope	Scope 1 2018 data, published 2020 (BEIS)	Scope 2 2018 data, published 2020 (BEIS)	Scope 3 2017 data, published 2019 (SCATTER)	Area total 1,841,584
Primary Sources	Gas use, road transport fuel	Electricity use	Purchased products, waste, water, aviation	
Total (tonnes CO ₂ e)	1,103,300	352,300	385,984	



Area Target (2050) Progress Update

49. The following sections of the report detail actions which were taken under each of the themes identified within the Draft Climate Action Plan, as approved by Council for consultation in December 2019.

Power

50. To help residents save energy at home, 691 eligible households were referred into the Local Energy Advice Partnership (LEAP), generating carbon savings and over £770,000 in energy bill reductions and additional financial benefits for those residents. The home advice visits that LEAP provides could not continue during the Covid-19 lockdown period, but the service re-started later in 2020 replacing home visits with telephone advice calls. Other elements of the service also continue, including free energy-saving equipment, energy-efficient white goods and grants for insulation and heating improvements. As the pandemic continues and people spend more time at home the assistance LEAP provides to stay warm and keep bills low is vital for low-income and vulnerable residents. Everyone should [check their eligibility](#) and phone 01202 862717 if they think LEAP may be available for them. The Council also promotes low carbon grants and support to businesses when available, such as those from Low Carbon Dorset, which offers free technical support and grant funding for energy efficiency and renewable energy projects. Funded by the European Regional Development Fund (ERDF), the scheme helps businesses and community organisations in Dorset, Bournemouth, Christchurch and Poole.

Buildings

51. The multi-agency Affordable Warmth Partnership has been extended across the BCP Council Area. This partnership exists to tackle fuel poverty, reduce carbon emissions from energy use, improve homes and keep residents safe and warm at home. Along with Council officers, the partnership now includes representatives from Citizens Advice, Age UK, Bournemouth Water, Ridgewater Energy, Dorset Community Foundation, and is chaired by Dorset and Wiltshire Fire and Rescue Service. Members work to ensure that BCP Council residents receive the help and advice they need and that multiple needs are addressed by referring clients for services provided by other partnership members. The Council has used the Government ECO-Flexible eligibility initiative to facilitate energy saving grants to fuel poor residents who would otherwise be ineligible for funding under existing grant schemes. Between April 2019 and March 2020, the Council issued 173 Declarations allowing grants to be given to households in our area for heating and insulation improvements, in addition to the many other grants provided to residents through national schemes. Energy improvements have been promoted to businesses through regular engagement and facilitating opportunities for sectors to understand the opportunities (e.g. via the Bournemouth Property Association; Dorset Engineering & Manufacturing Cluster; and through the R3 Taskforce Re-imagining work).

Travel

52. During the Covid-19 pandemic, the Council successfully bid for £312k Government Emergency Active Travel grant. The Beryl Bikes scheme allowed key workers free use of sustainable transport during the pandemic, with 1000 essential journeys made, and work was undertaken at bus facilities to ensure that buses can be used safely. A strategic meeting with the Rigby Group is being set up to explore reducing emissions from flights and passenger travel at Bournemouth Airport.

Nature

53. The Council has investigated agricultural land purchase prices in order to gauge the potential for a large-scale tree planting programme to offset emissions. On 18 February 2020, the Council agreed to ban the release of all sky lanterns and helium balloons on its land due to the harmful impact on nature. The 'landscape scale' wildlife conservation project at Stour Valley Park has been funded to the point of developing a masterplan for the corridor. Preparations have been made for the creation of a Green Infrastructure Strategy, which will encourage the development of a Supplementary Planning Document in building for nature. This will seek to encourage developers to include habitat measures within residential and commercial developments. The strategy will also allow for investigation of natural flood defence and coastal protection opportunities through habitat creation.

Adaptation

54. The Council worked with the Dorset Local Nature Partnership, Local Enterprise Partnership, Environment Agency and other bodies to hold a Climate Change Adaptation Workshop on 18 June 2019. This engaged stakeholders from a wide range of sectors to discuss climate change risks for the area and raise the profile of the need for collaborative climate change adaptation working. Leading on from the event, further work continues, including the creation of a Charter for Climate Change Adaptation for adoption by organisations.

55. BCP Council is progressing development of a business case to seek funding to undertake a pilot saltmarsh restoration project in Holes Bay, Poole Harbour, making use of sediment derived from the regular maintenance dredging of marinas in Holes Bay. The aim is to increase the extent of saltmarsh that has been reducing over decades due to natural processes and land reclamation (e.g. for the Holes Bay Road). If successful, this will create valuable habitat which also has carbon sequestration potential and can reduce exposure of coastal defences along the shoreline and the mainline railway to wave action.

56. The current round of beach replenishment along the Sandbanks to Hengistbury Head frontage (the Poole Bay Beach Management Scheme) has secured funding for the next ten years. Alongside this we have evolved the SMP-wide beach management study into the Durlston to Hurst Sediment Resource Management Programme which is looking at how we can make better use of sediments in Poole

and Christchurch Bays to provide coastal protection along the shorelines, so reducing the carbon footprint of future beach replenishment campaigns.

Waste

57. BCP Council has continued to work with partners such as Dorset Coast Forum and WRAP on public waste campaigns like 'Litter Free Coast and Sea'. The 'Leave Only Footprints' branding and campaign was expanded to cover the whole BCP seafront and all parks within the conurbation, further encouraging the public to reduce and recycle their litter. Collection points in libraries and community centres charities and community interest companies to collect and repurpose waste that would otherwise have gone to landfill. New bins were installed in Bournemouth by the Town Centre BID, working in partnership with BCP Council.

Doing things differently

58. Delayed by Covid-19, the Council will launch a consultation on the actions proposed in the draft Climate and Ecological Emergency Action Plan alongside publication of this report. This will be largely web-based and allow respondents to tell us which changes they want to see us make first. We hope this approach will enable us to join the community on the journey towards carbon neutrality and help us all towards a green recovery.

59. BCP Council Smart Place is creating digital solutions to help improve the lives of residents, the vibrancy of communities and the prospects of local businesses. These innovative solutions use digital technology, interconnected information and the latest high-speed connectivity to support new ways of moving around, better health outcomes and the efficient delivery of community services. Through a place-based approach to these solutions, we can help drive sustainable regeneration and economic development across the Bournemouth, Christchurch and Poole community.

Working together

60. The Covid-19 pandemic delayed our plans to form a Climate Action Leadership Board consisting of institutions, major employers and stakeholders to develop and agree a science-based emission reduction pathway for the BCP Council Area. Our Communities Team have supported the Voluntary & Community sector to reduce emissions and this will continue. The Council formed a Coastal Engineering Partnership with Dorset Council to help protect communities from coastal flooding and erosion. To help expand the successful Leave Only Footprints environmental awareness campaign, school pupils created artwork that will be displayed to encourage care of the environment by visitors. The Council continued to participate in networks of similar organisations addressing climate change, submitting annual emissions data to carbon disclosure charity CDP for the Global Covenant of Mayors initiative. As a result, we were praised as global climate leaders by CDP on their ['Cities A-List'](#).

61. The Sustainable Business Leaders Group (SBLG) met throughout the year, bringing sustainability professionals from local business together to share best practice and drive change within their organisations. The group collaborated with Dorset Wildlife Trust to take Directors and employees on a shared volunteering day to promote staff health and wellbeing and deliver tangible ecological improvements to the local environment. Surveys were undertaken and a report written by students from Bournemouth School of English to better understand the value of environmental and social projects to businesses.

Climate Action – Next Steps

62. The next steps identified below provide an indication of the types of projects which could be feasible to implement in the year from July 2020. These are subject to consultation and approval.

BCP Council Activities

63. BCP Council will consider the following activities for delivery from July 2020:

64. Waste

- Create a reusable cup scheme for the BCP Council Area to reduce waste from single-use cups
- Work with BU, AUB and our business communities on innovative projects to minimise packaging
- Investigate opportunities for local additional waste treatment facilities

65. Staff engagement

- Launch 'Our Climate Action' SharePoint site for staff to learn about climate issues, share knowledge and develop best practice across the organisation
- Recruit Climate Champions across the council to promote positive climate action and support services in reducing operational carbon emissions

66. Travel

- Undertake a fleet review to inform a new Fleet Replacement Strategy
- Develop new Corporate Travel Plan alongside Accommodation Strategy

67. Buildings

- Corporate Property Group to complete its accommodation and asset review and a bid to be made to the Public Sector Decarbonisation Fund for assistance

68. Planning and Land Use

- Creation of an Infrastructure Funding Statement to set out Council priorities for spending CIL money to be established in 2021

69. Working Together

- Develop a strategy for engagement with major employers and stakeholders to develop and agree a science-based emission reduction pathway for the BCP Council Area

70. Governance

- Further develop the Decision Impact Assessment (DIA) so it can be incorporated in the thinking of all those making decisions within the Council
- Develop cumulative impact assessment reports

71. Scope 3 Emissions

- Waste: carry out weighing exercise on recycling to improve accuracy of data. Gather data on the following 1) Transport of recycling from contractor depot to UK destinations 2) Transport of refuse from Nuffield Transfer Station to UK destinations 3) onward transport from confidential waste contractor to final destinations
- Arm's length companies: investigate opportunities to influence arm's length companies to carry out the same climate change impact assessments as the Council in order to reduce emissions
- Business Travel: Improve data collection for business travel claims to capture distance travelled to allow calculations to be made for train, taxi, bus, coach, train, underground, ferry and aeroplane
- Goods and services: Calculate GHG emissions for other items purchased as data becomes available. Work with the procurement team and other council departments to develop ways of recording purchases that allow more GHG emissions to be calculated. Regularly review the Sustainable Procurement Strategy and IT Technical Strategy and Standards
- Commuting: Improve on previous travel surveys and collect more data such as 1) distance employees commute per day or location of residence and place of work 2) size and fuel type of vehicle used 3) number of days employees work from home 4) amount of electricity/gas used during working hours at home
- End of Life Treatment of Sold Products: Look at items sold in gift shops and assess the ease of calculating GHG emissions from their end-of-life treatment
- Leased out buildings: consider using floor space data once it has been updated, particularly buildings other than council houses

BCP Council Area Activities

72. BCP Council will work with local partners to consider the following activities for delivery from July 2020, alongside results of the public engagement. In addition to the actions identified below, ideas collated through the Climate Suggestions webpage will also be considered.

73. Home Energy

- Continue to provide grant funding to residents for home energy efficiency measures through schemes such as LEAP and Green Homes Grants

74. Working Together

- Continue to support businesses through the Sustainable Business Leaders Group (SBLG), facilitating best-practice in sustainability and helping members achieve tangible carbon reduction and ecological net-gain through their operations
- Work with stakeholders such as major employers, universities, NHS, Poole Port and Bournemouth Airport through the creation of a Climate Action Leadership Board to deliver climate and ecological projects across Bournemouth, Christchurch and Poole
- Develop information/communication materials to encourage local companies to adopt sustainable business practices
- Launch a 'Climate Conversation' on an interactive digital platform that will inform residents, businesses and visitors of climate-related issues

75. Nature

- Urban Tree Challenge Fund Planting – Stourvale, Littledown Valley, Sterte, Somerford, Hatchards Field, Bearwood
- Pilot Parks – naturalisation of areas of urban parks – Winton, Alexandra, Watermans
- Development of a Green Infrastructure Strategy
- Creation of a Stour Valley Masterplan

76. Travel

- Work with partners including Public Health Dorset, More Bus, Yellow Busses, Beryl Bikes, Cycling UK, Sustrans, Bournemouth University and Arts University Bournemouth to deliver sustainable transport infrastructure improvements through the [Transforming Cities Fund](#)

77. Climate Action Financing

- Develop a Community Climate Bond scheme to build public support and secure funding for carbon reduction projects which will help the BCP Council Area become carbon neutral by 2050

Technical Appendix

Scope 3 Methodology

To calculate BCP Council Scope 3 emissions, the Greenhouse Gas Protocol Standard¹ has been used. This is a comprehensive global standardised framework used to measure and manage greenhouse gas (GHG) emissions; it is the only internationally accepted method for companies and organisations to account for these types of emissions.

Nine out of the fifteen GHG Protocol Scope 3 categories apply to BCP Council. Two have been merged into a single category (purchased goods & services and capital goods) therefore giving a total of eight in all, which have been analysed.

To calculate the GHG emissions of an activity involves measuring either a weight, volume, distance or similar associated with the activity. This measurement is then multiplied by an emission (or conversion) factor giving the amount of GHG emissions released as a result of that activity.

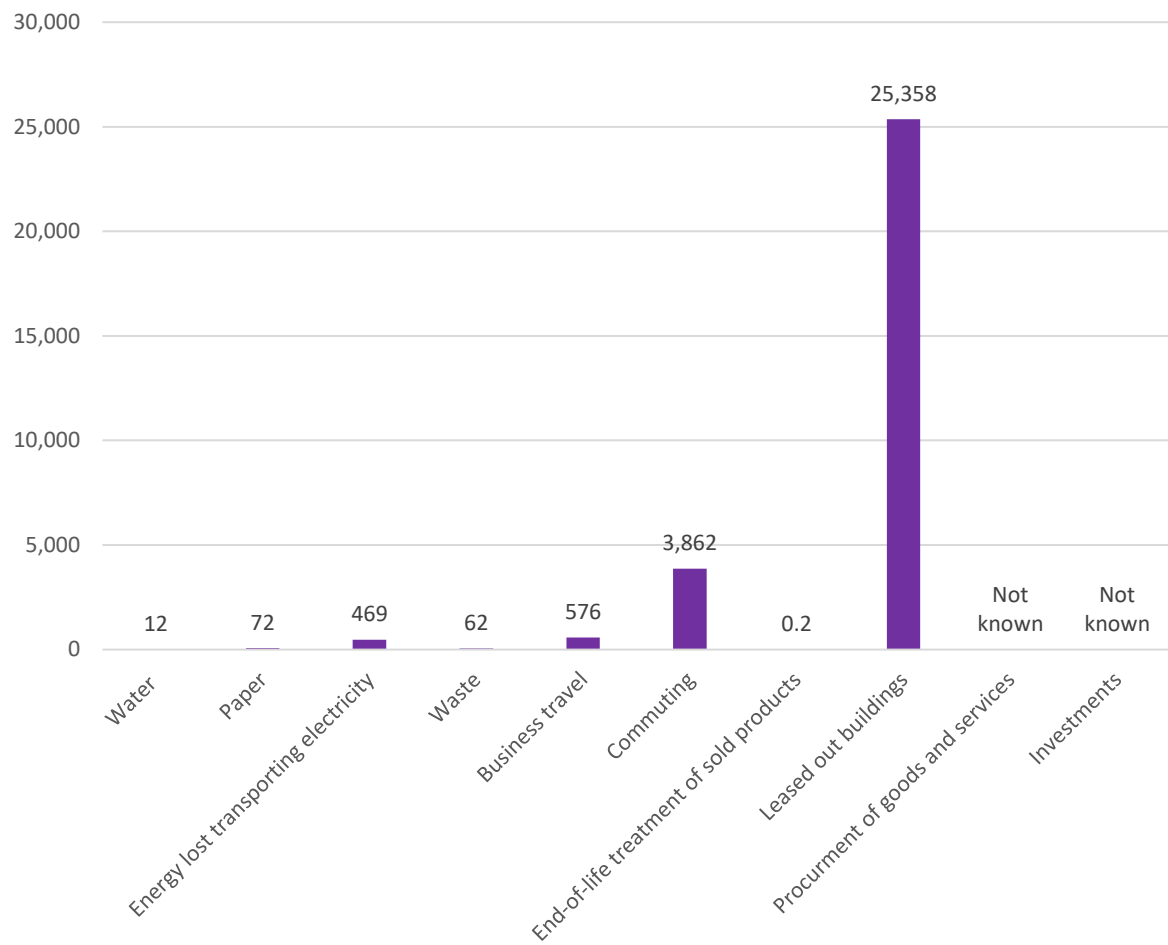
For example, to calculate the GHG emissions associated with the purchase of water during the financial year 2019 to 2020, the volume of water used during that period is multiplied by the emission factor. In most cases we have used emission factors published by Government Departments. The resulting number expresses the GHG emissions in tonnes CO₂e which means the number of tonnes of carbon dioxide equivalent released into the atmosphere.

CO₂e is the standard unit for measuring GHG emissions. This expresses the impact of each different greenhouse gas in terms of how much CO₂ would create the same amount of warming. That way the impact of activities that release several different gases can be expressed as a single number.

It has not been possible to include all sources that are known to emit carbon. This is because some current Council operations do not collect the relevant data for GHG emission calculations. However, this Scope 3 assessment has identified changes that can be made in order to capture more useful data in the future. This will mean more accurate and complete Scope 3 GHG emissions in future reports.

¹ Greenhouse Gas Protocol, [Technical Guidance for calculating Scope 3 emissions](#), World Resources Institute and World Business Council for Sustainable Development, 2013

Scope 3 greenhouse gas emissions from BCP Council activities 2019/20 (Tonnes CO₂e)



BCP Council Scope 3 emissions inventory 2019/20

Category	Sub category	Amount	Emission factor	Tonnes CO ₂ e	Total tonnes CO ₂ e
Water	Water supply	12,030m ³	0.344	4	12
	Sewerage	11,429m ³	0.708	8	
Paper	Copier paper	74.4 tonnes	952.68	71	72
	Paper towels	0.92 tonnes	952.68	1	
Energy lost on transmission		21,609,843 kWh	0.022		469
Waste	Refuse, recycling & confidential waste paper	1,206 tonnes	21.354	26	62
	Transport of recycling to Dartford depot	369 tonnes	0.06006	4.8	
	Transport of recycling from Dartford depot to EU destinations	19 tonnes 29,032km	0.06006	2	
	Transport of recycling from Dartford depot to non-EU destinations	126 tonnes 261,624 km	0.01614	28	
	Transport of confidential waste paper from BCP to UK depots	127 tonnes 209 km	0.12125	1	
	Transport of recycling from Dartford depot to UK destinations	223 tonnes distance not known		Not known	
Business travel	Car	2,019,888 miles	0.28502	576	576
	Motorbike	2260 miles	0.18589	0.4	
Commuting	Car	11,186,957 miles	0.28502	3,189	3,628 (n.b. Bus and Train Emission factor uses km)
	Car share	915,699 miles	0.28502	130	
	Bus	1,534,371 miles	0.10471	259	
	Train	177,232 miles	0.03084	9	
	Motorbike	221,540 miles	0.18589	41	
	Walk	221,540 miles	0	0	
End of life treatment of sold products		11 tonnes	21.354		0.2
Leased out buildings	Council houses and other buildings	10,142 buildings	2.5	25,355	25,358
	Butane used at beach huts	436 US gallons butane	6.71	3	
Procurement of goods and services (excluding water & paper)					Not known
Investments					Not known

Goods and services

All goods and services procured by the Council have the potential to emit greenhouse gases. It has been possible to calculate the GHG emissions with an acceptable level of accuracy for paper and water.

Includes:	Excludes:	Justification	Accuracy
<ul style="list-style-type: none"> Paper (copier and paper towels) Water 	<ul style="list-style-type: none"> Everything else 	<ul style="list-style-type: none"> It is inaccurate to assume the GHG emissions for paper and water combined per £ spend would fairly represent the emissions from everything else the council procured BCP has a Sustainable Procurement Policy which addresses reducing emissions 	<ul style="list-style-type: none"> Copier paper included is only that purchased through our main supplier Assumed all types of paper towel weigh 2 grams Estimated paper towel usage and cost for Bournemouth extrapolated from Poole and Christchurch data Where water bills did not cover the full year, estimated missing days' usage based on an average use per day over the days with data (some buildings had data for 289 to 357 days)

Emissions factor

BEIS (Department for Business, Energy and Industrial Strategy) and DEFRA (Department for Environment, Food and Rural Affairs) [UK Government GHG Conversion Factors for Company Reporting, Conversion Factors 2019: Full set \(for advanced users\)](#).

Using the GHG emission figures for water and paper and making the assumption that everything else purchased as a Council has the same GHG emissions per pound spend as these two items, an estimate can be made for all our purchases. However, it has been decided not to take this route as the range of items and services we purchase is so great that the level of inaccuracy of the resulting figure would be too large.

Instead, the impact of our purchasing is acknowledged through the development of policies which aim to reduce the GHG emissions associated with buying goods and services:

Integration of sustainability into BCP Financial Regulations (April 2020), Part G Regulation 3b

The commissioning officer in consultation with the SPT must ensure:

- Sustainability requirements are considered and built into the specification
- The Decision Impact Assessment form must be completed on all procurements
- A standard selection questionnaire (SQ) includes questions on environmental and qualities standards. Potential bidders must demonstrate that they can comply with these standards
- All procurements over £25,000 are to be assessed with a minimum of 10% of the quality score being allocated to sustainability and social value

IT Technical Strategy and Standards

- Aim for BCP to become a 21st century technology-enabled organisation.
- Shift services to the cloud thereby reducing the power and cooling demands of on-site data centres as well as the amount of physical IT kit required.
- In July 2020 Microsoft Teams became the council's core communication and collaboration platform, thereby reducing the need for travel and telephony kit
- Companies bidding for IT tenders required to demonstrate how their solution contributes to BCP core sustainability targets
- Sets targets to reduce printing, mobile and data use
- Recycle as much as possible when decommission kit

Waste

This includes emissions from third-party disposal and treatment of waste generated in BCP Council owned and controlled operations. Emissions from the transportation of waste in vehicles operated by a third party have also been included.

GHG emissions for Scope 3 waste is estimated to be 70 tonnes CO₂e, 36 tonnes of which is the result of transporting waste to its final destination in vehicles/cargo ships not owned by the Council and 8 tonnes CO₂e from waste water.

Includes:	Excludes:	Accuracy
<ul style="list-style-type: none"> • Refuse • Recycling (paper, cardboard, plastic bottles, cans) • Confidential waste paper • Waste water (sewerage) • Transport of waste in non-council vehicles for: <ul style="list-style-type: none"> - Confidential waste paper from BCP to contractor depots - Recycling from BCP to contractor depots - Recycling from contractor depots to EU and Non-EU destinations 	<ul style="list-style-type: none"> • Refuse & recycling from the 7 maintained schools in BCP Council Area • Transport in council vehicles covered by Scope 1 • Transport of recycling from contractor depot to UK destinations • Transport of refuse from Nuffield Transfer Station to UK destinations • Onward transport from confidential waste contractor to final destinations • Contracted out waste collections other than confidential waste paper 	<ul style="list-style-type: none"> • BCP commercial refuse waste weights used to estimate BCP council refuse and recycling weights • Sewerage calculated for main Civic buildings only

Emission factor

BEIS (Department for Business, Energy and Industrial Strategy) and DEFRA (Department for Environment, Food and Rural Affairs) [UK Government GHG Conversion Factors for Company Reporting, Conversion Factors 2019: Full set \(for advanced users\)](#).

Business travel

Employees travelling for business purposes can claim for their travel costs if meeting the requirements of the Council's Business Travel and Subsistence Policy. The Council therefore holds a record of most journeys made for business travel (except journeys under two miles). For car and motorbike journeys mileage is recorded and for hire cars fuel purchased is recorded. Both mileage and fuel cost can be used to estimate the associated GHG emissions of the journeys. For all other forms of transport only ticket cost is recorded, and this cannot be used to calculate GHG emissions.

Includes:	Excludes:	Reason for exclusion	Accuracy
<ul style="list-style-type: none"> • Car • Hire car • Motorbike 	<ul style="list-style-type: none"> • Car journeys under 2 miles • Underground • Bicycle, walking • Aeroplane, train, bus, coach, ferry • Taxi 	<ul style="list-style-type: none"> • Not reimbursed therefore not recorded • Oyster card top ups only, no distance data • No GHG emissions • Only ticket cost recorded, cannot be used to determine GHG emissions • Only cost recorded, cannot be used to determine GHG emissions 	<ul style="list-style-type: none"> • Used average car, average motorbike and unknown fuel from DEFRA 2019 conversion factors • Assumed hire cars were new in 2017 and used petrol² • Used average fuel price data for 2019/2020³ • Assumed cost of fuel purchased for hire cars reflected distance travelled

Emission factor

BEIS (Department for Business, Energy and Industrial Strategy) and DEFRA (Department for Environment, Food and Rural Affairs) [UK Government GHG Conversion Factors for Company Reporting, Conversion Factors 2019: Full set \(for advanced users\)](#).

² Department of Transport, [ENV0103: Average new car fuel consumption: Great Britain](#).

³ BEIS, [Monthly: Typical/annual retail prices of petroleum products and a crude oil price index \(QEP 4.1.1 and 4.1.2\)](#), Table 4.1.1 (quarterly), 24 Sept 2020

Commuting

This includes all travel to work using modes of transport other than those owned by the council.

Includes:	Excludes:	Accuracy
<ul style="list-style-type: none"> • Car • Car share • Bus • Train • Cycle • Walk • Other 		<ul style="list-style-type: none"> • Based on 2018 Bournemouth Borough Council Travel Survey, to which 556 employees responded (approximately 14% of people employed at BCP) • Assumed 2 people in a car when car sharing • Assumed 'other' to be 50% zero carbon travel and 50% average motorbike as per DEFRA conversion factors • Used 'average car' using 'unknown fuel' from the DEFRA conversion factors • Used average UK commuting distance from National Travel Survey⁴ • Assumed all FTE took 20 days paid leave and 8 bank holidays and worked all other weekdays

Emission factor

BEIS (Department for Business, Energy and Industrial Strategy) and DEFRA (Department for Environment, Food and Rural Affairs) [UK Government GHG Conversion Factors for Company Reporting, Conversion Factors 2019: Full set \(for advanced users\)](#).

⁴ [NTS0403: Average number of trips, miles and time spent travelling by trip purpose: England](#), DfT, 5 August 2020

End-of-life treatment of sold products

This category includes the GHG emissions from the waste disposal and treatment of products sold by BCP Council. End-of-life treatment methods include landfill, energy from waste and recycling.

Includes:	Excludes:	Reason for exclusion	Accuracy
<ul style="list-style-type: none">Food packaging from BCP catering outlets	<ul style="list-style-type: none">Items sold in BCP run gift shops and tourist information centres	<ul style="list-style-type: none">Number of lines stocked very large therefore very time consuming to expect someone to weigh all the packaging and assess individual items	<ul style="list-style-type: none">Extrapolated data to account for the 29% of outlets that did not respond to the surveyEstimated the weight of 5 items (out of 138) as weight not provided by outletAssume consumers dispose of waste responsibly

Emission factor

BEIS (Department for Business, Energy and Industrial Strategy) and DEFRA (Department for Environment, Food and Rural Affairs) [UK Government GHG Conversion Factors for Company Reporting, Conversion Factors 2019: Full set \(for advanced users\)](#).

Emission factor is energy from waste DEFRA 2019.

Leased out buildings

This section looks at the GHG emissions arising from energy use at buildings leased out by the council. It covers 10,142 buildings (9,649 council houses and 493 other buildings such as those leased out to local businesses).

Includes:	Excludes:	Justification	Accuracy
<ul style="list-style-type: none">• All leased out buildings• Council housing (Bournemouth and PHP)• Gas bottle use at rented out beach huts	<ul style="list-style-type: none">• Bournemouth International Airport	<ul style="list-style-type: none">• Insufficient detail regarding number of buildings included in the lease	<ul style="list-style-type: none">• Assume all buildings have the same average EPC score as PHP (2.5 tonnes CO₂ per house)• Assumed all gas bottles purchased during 2019/20 were fully used

Emissions factor

For all leased out buildings and council housing:

It is possible to calculate GHG emissions from buildings based on floor space. Following Local Government Reorganisation, Council held data on floor space is incomplete and due to be re-measured to assure greater accuracy. Consequently, average EPC scores have been used.

For butane gas bottles:

US Energy Information Administration, [Carbon dioxide emissions coefficients](#), 02 Feb 2016

Investments

The Council invests in financial and various other bodies. However, for this exercise it has not been possible to obtain comprehensive data from these organisations as to where they subsequently invest the Council's money. As a result, it has not been possible to estimate the resulting GHG emissions from BCP's investments.

The way in which funds are invested can have a significant impact on the environment. Many large banks provide financing to fossil fuel industries and projects that drive tropical deforestation. There are ranking schemes such as BankTrack⁵ and the Coal Policy Tool⁶ which provides detailed information on the investing policies of banks, asset managers, asset owners and re/insurers to allow investors to assess their environmental credentials.

Arm's length companies

BCP has involvement in a number of arm's lengths companies:

- Tricuro
- Seascope
- BBML
- BDC

These companies are governed by a holding company. The activities of these companies have not been individually assessed for Scope 3. However, some elements will have been captured, for example, the waste collected from a number of Tricuro properties is captured within the waste figure for the Council.

Acronyms used in the Technical Appendix

BBML	
BCP Council	Bournemouth, Christchurch and Poole Council
BDC	Bournemouth Development Company
BEIS	Department for Business, Energy and Industrial Strategy
CO ₂ e	Carbon Dioxide Equivalent
DEFRA	Department for Environment, Food and Rural Affairs
EPC	Energy Performance Certificate

GHG	Greenhouse Gas(es)
PHP	Poole Housing Partnership

References

-
- ⁱ [The Climate Reality Project](#)
- ⁱⁱ Zhao et al. [Temperature increase reduces global yields of major crops in 4 independent estimates](#), Proceedings of the National Academy of Sciences of the US August 29, 2017. Also <https://www.fcrrn.org.uk/research-library/temperature-increase-reduces-global-yields-major-crops-four-independent-estimates>
- ⁱⁱⁱ NOAA data noted in <https://www.nationalgeographic.com/news/2017/09/climate-change-costs-us-economy-billions-report/>
- ^{iv} BCP Council's Climate and Ecological Emergency <https://democracy.bcpccouncil.gov.uk/mgAi.aspx?ID=1065>
- ^v <https://sdgs.un.org/goals>
- ^{vi} BCP Council Declaration (A) 2.4 <https://democracy.bcpccouncil.gov.uk/mgAi.aspx?ID=1065>
- ^{vii} C40 & ARUP, [Deadline 2020: How cities will get the job done](#), 2017
- ^{viii} McKinsey Centre for Business and Environment & C40, Focused acceleration: A strategic approach to climate action in cities to 2030, 2017
- ^{ix} CDP, [The co-benefits of climate action](#), 2020
- ^x The Climate Reality Project <https://www.climateRealityProject.org/>
- ^{xi} Climate Central Coastal Risk Map Screening Tool <https://coastal.climatecentral.org/map>
- ^{xii} Dorset Local Nature Partnership, [Climate Change Adaptation Position Paper](#), 2017
- ^{xiii} IPCC 2018, Summary for Policy makers of the IPCC Special Report on Global Warming of 1.5°C approved by governments
- ^{xiv} Hoegh-Guldberg.O et al, Reviving the ocean economy: the case for action. 2015
- ^{xv}
- ^{xvii} Dorset Wildlife Trust, Action for Insects, <https://www.dorsetwildlifetrust.org.uk/action-insects>
- ^{xvii} Avon Wildlife Trust, 'What is an Ecological Emergency, and what can I do about it?' 5 May 2020 www.avonwildlifetrust.org.uk/blog/ian-barrett/what-ecological-emergency-and-what-can-i-do-about-it
- ^{xviii} Butterfly Conservation, Big Butterfly Count 2020 sees lowest number of butterflies recorded in 11 years, 28 September 2020 <https://butterfly-conservation.org/news-and-blog/big-butterfly-count-2020-the-results>
- ^{xix} Professor Dave Goulson FRES, Insect declines and why they matter, The Wildlife Trusts South West <https://www.flipsnack.com/devonwildlifetrust/insect-declines/full-view.html>
- ^{xx} Dorset Wildlife Trust, Action for Insects. <https://www.dorsetwildlifetrust.org.uk/action-insects>
- ^{xxi} SCATTER. <https://scattercities.com/>



Decision Impact Assessment Report

Climate Action Annual Report 2019/20

DIA Proposal ID: 22

Assessment date: 28th September 2020

Assessor(s): Roxanne King, Neil Short, Becky Beaumont

Support: N/A

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: 22

Welcome Roxanne King



Proposal Title: Climate Action Annual Report 2019/20

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

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[Ask for help](#)






Proposal Title Climate Action Annual Report 2019/20
Type of Proposal Report
Brief Description Annual report 2019/20 on action to Climate and Ecological Emergency.
Assessor Roxanne King, Sustainability Manager - Environment & Green Economy
Directorate Environment & Community
Service Unit Environment
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 <i>Details of impacts including evidence and knowledge gaps</i>	Mitigation and monitoring actions <i>details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc)</i>
Climate Change & Energy		The report highlights progress, risks and opportunities in BCP Council's response to the Climate & Ecological Emergency.	Report includes progress updates and key performance indicators around adaptation and mitigation activities.
Communities & Culture		Encouragement of safe waste disposal (no fly tipping, reduced litter), improvement in bathing water quality, engagement in behaviour change and community activities (e.g. litter picks) will improve community safety and cohesion.	Report includes progress updates and key performance indicators. Community engagement through Climate Action survey and Climate Conversation. KPIs could include number of public suggestions (webpage), survey responses (number and opinions), number of community projects/groups
Waste & Resource Use		The report will highlight waste reduction activities and promote sustainable production and consumption e.g. Fairtrade	Report includes progress updates and key performance indicators.
Economy		Report will identify local business partners which support the Climate and Ecological Emergency and are using sustainable business practices.	Report includes progress updates and key performance indicators.

Health & Wellbeing		The report will promote activities to improve the health and wellbeing of residents and staff.	Report includes progress updates and key performance indicators. Data from residents survey, government statistics (e.g. fuel/food poverty), staff surveys etc.
Learning & Skills		Staff directed to learning resources through Our Climate Action, including presentations, lectures and formal qualifications. Resources also available to promote/deliver community climate education.	Future editions of this report will include more examples of community/business activity as this increases.
Natural Environment		Report will promote activities (internal and external to the Council) which support and enhance biodiversity and ecological improvements e.g. tree planting, conservation, green infrastructure.	Report includes progress updates and key performance indicators around the protection and enhancement of BCP's natural environment.
Sustainable Procurement		No procurement involved.	N/A
Transport & Accessibility		Report will promote sustainable transport use, improved active travel infrastructure and facilitation of remote working to reduce travel.	Report includes progress updates and key performance indicators, including business travel.

CABINET



Report subject	Domestic Abuse Strategy
Meeting date	16 December 2020
Status	Public Report
Executive summary	This strategy sets out the key priorities for the Bournemouth, Christchurch and Poole Community Safety Partnership (CSP) in tackling domestic abuse and outlines the key areas for action over the next three years. The strategy aims to ensure that service users are at the centre of our work, that we respond to local need and that we work collaboratively to deliver our ambitious vision that “no resident living within or visiting Bournemouth, Christchurch and Poole should live in fear of, or experience domestic abuse.”
Recommendations	It is RECOMMENDED that: Cabinet approve the Bournemouth, Christchurch and Poole Domestic Abuse Strategy
Reason for recommendations	In order to meet the duties placed on local authorities by the Domestic Abuse Bill 2020 and to provide a framework to improve the response from statutory partners to domestic abuse.
Portfolio Holder(s):	Councillor May Haines, Portfolio Holder for Community Safety
Corporate Director	Kate Ryan, Corporate Director Environment & Community
Report Authors	Kelly Ansell, Director of Communities Andrew Williams, Head of Safer Communities
Wards	All Wards
Classification	For Decision

Background

1. The Bournemouth, Christchurch and Poole Community Safety Partnership was formed as a partnership in April 2019 following local government re-organisation. This is therefore our first Domestic Abuse Strategy which brings together the foundations of the work within the previous legacy local authorities and Pan-Dorset partners. We have taken the opportunity to rescale our ambition and reshape our response to domestic abuse in this new strategy for the Bournemouth, Christchurch and Poole geography.
2. Victims, survivors, their children and loved ones deserve help at the time of crisis and to be kept safe. They deserve help to cope and recover from the trauma, support from the criminal justice system to bring those responsible to justice, and action to drive this horrific, lifechanging crime from our society.
3. In developing this strategy, partners have worked together to consider how we can secure the best outcomes, learning from experience, considering evidence of need and looking at national best practice to frame our plans.
4. One of the statutory functions of the Community Safety Partnership is to undertake Domestic Homicide Reviews, when there is a local death that relates to domestic abuse. These are multi-agency reviews that look into the circumstances of the death, whether agencies were involved with the perpetrator or victim and whether there are lessons that can be learnt to improve our response to domestic abuse.

Development of the Domestic Abuse Strategy

5. In May 2020 initial steps were started to develop a BCP CSP Domestic Abuse Strategy. The first phase focused on reviewing academic research including national and local publications; reviewing achievements to date from the previous pan-Dorset Domestic Abuse strategy and reviewing outstanding actions and challenges to date.
6. Phase two of the development stage began in June and consisted of detailed SWOT analysis across agencies; a review of Domestic Homicide Review lessons learnt and local data collection.
7. Phase 3 of the development stage began in July and consisted of a comprehensive analysis of accessible data and data provided by partner agencies; identification of the vision and priorities; a multitude of cross agency focus groups and consultation of an initial draft strategy.

Summary of Contents

8. Domestic abuse is something that can happen to anyone and it's prevalence is as significant as many other social issues, if not more so. It is estimated that if one in four women and one in six men experience domestic abuse then this would impact around 53,000 women and 31,000 men residing across BCP.
9. The ambitious vision set out in this strategy is that "no resident living within or visiting Bournemouth, Christchurch and Poole should live in fear of, or experience domestic abuse."
10. The Community Safety Partnership aims to achieve this by:
 - Preventing violence and abuse through a commitment to working to develop a "whole family, whole picture" approach across all our services

- A commitment to co-commissioning services for victims, perpetrators and children impacted by domestic abuse to ensure we have services in place that are effective in assessing and responding to multiple needs
 - A commitment to working collaboratively to reduce the harm caused by domestic abuse
 - Responding to perpetrators by supporting criminal justice agencies in pursuing them through the criminal justice system and a commitment to challenging and changing the behaviour of perpetrators through the availability of domestic abuse perpetrator programmes
11. The Bournemouth, Christchurch and Poole Community Safety Partnership is responsible for and committed to ensuring the successful delivery of the Domestic Abuse Strategy and its ambitious commitments to change. It is acknowledged that whilst the vision for the strategy references visitors to the BCP area, some Council services will only be accessible to residents.
 12. A comprehensive delivery plan will be developed, implemented and monitored by the BCP Domestic Abuse Strategic Group, which will report into the BCP Community Safety Partnership.
 13. The BCP Community Safety Partnership is interlinked with the work of the Safeguarding Adults Board and the Safeguarding Children's Partnership, where Domestic Abuse are also key priorities.

Summary of legal implications

14. The Domestic Abuse Bill 2020 is currently working its way through Parliament. The Bill includes a new duty on Tier 1 local authorities to assess the need for and commission support to victims and their children in domestic abuse safe accommodation in England. Subject to the successful passage of the bill, the new duty will come into force in April 2021.
15. Alongside this duty for local authorities, the Domestic Abuse Bill seeks to:
 - Create a statutory definition of domestic abuse, emphasising that domestic abuse is not just physical violence, but can also be emotional, coercive or controlling, and economic abuse.
 - Provide that all eligible homeless victims of domestic abuse automatically have 'priority need' for homelessness assistance.
 - Provide for a new Domestic Abuse Protection Notice and Domestic Abuse Protection Order.
 - Prohibit perpetrators of abuse from cross-examining their victims in person in the civil and family courts in England and Wales.
 - Create a statutory presumption that victims of domestic abuse are eligible for special measures in the criminal, civil and family courts.
 - Place the guidance supporting the Domestic Violence Disclosure Scheme ("Clare's law") on a statutory footing.

Summary of financial implications

16. BCP Council currently commission specialist domestic abuse services to a value to £425,000 per year, providing 2 refuges and an Outreach service supporting victims

of domestic abuse and their children. This puts us in a good place to fulfil the new statutory duty.

17. The Council also has a specifically earmarked reserves for domestic abuse projects which can be used to deliver this Domestic Abuse Strategy. In particular this will fund a Perpetrator programme for 2021/22, which was previously funded through a Home Office grant, as well as ensuring there is capacity within services for victims in order to meet any raised demand due to the Covid pandemic. During 2021/22 a sustainable funding strategy will be developed to maintain services, with opportunities for co-commissioned services with other statutory partners playing a central role in this.
18. The Government has recently announced a Domestic Abuse Capacity Building Fund which aims to help ensure local authorities can undertake early planning and preparation work ahead of implementation of the new duty. This fund will be allocated equally across Tier 1 local authorities in England, at £50,000 each. For BCP Council it is proposed that this funds an independent housing needs analysis for victims of domestic abuse, in order to ensure that the current provision meets current and future needs. Alongside this it will provide additional capacity within the Community Safety team to prepare for the implementation of new duty and this BCP Strategy

Summary of public health implications

19. In terms of public health, domestic abuse has a range of serious physical and mental health consequences for victims which can be long lasting. As well as acute and chronic physical impacts there are strong links with suicide and self-harm.
20. Half of all people who report domestic abuse have children. Living with domestic abuse adversely affects children's health, development, relationships, behaviour and emotional wellbeing, which has consequences for their educational attainment and future life.
21. Tackling domestic abuse therefore has direct beneficial outcomes for the public health of our communities.

Summary of equality implications

22. Domestic abuse can happen to anyone, one in four women and one in six men will experience domestic abuse during their lifetime. However the risks of serious harm are not spread evenly. Women are at much more risk of serious violence, and those with long-term health conditions, disabilities or mental health conditions at highest risk. Similarly abuse of parents by children is more commonly experienced by mothers than fathers and is more common among single parents
23. Gay and bisexual men experience more domestic abuse compared to those in heterosexual relationships

Summary of risk assessment

24. The risks of not implementing a strategy to tackle domestic abuse, include a risk around not fulfilling the new statutory duty place on local authorities, but they go much wider and deeper than this. Domestic abuse has a wide-ranging impact on public services across multiple agencies. If we do not improve our response to domestic abuse the risks include; more children needing to be taken into care, more

demand on emergency and social housing, increased demand on health services and mental health in particular.

Background papers

Bournemouth, Christchurch and Poole Domestic Abuse Strategy

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Bournemouth, Christchurch and Poole **Preventing Domestic Abuse Strategy 2020–2023**

No resident living within or visiting Bournemouth, Christchurch and Poole should live in fear of, or experience domestic abuse

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Foreword

Domestic abuse can, and does, happen to anyone.

It is indiscriminate of age, gender, race, profession or social background. In the UK around one in four women and one in six men will be affected by domestic abuse in their lifetime, and the NSPCC reports that around one in five children have been exposed to domestic abuse. Whatever the number of those impacted by domestic abuse, it is too many; no one should live in fear.

The Bournemouth, Christchurch and Poole Community Safety Partnership (BCP CSP) is fully committed to playing our part to change this and to achieve our vision that 'No resident living within Bournemouth, Christchurch and Poole should live in fear of, or experience domestic abuse'.

As partners, together we are sending a clear message that domestic abuse will not be tolerated. We will work collaboratively to take robust action against abusers, change attitudes and behaviours and we will support victims to ensure that our communities are able to live the safe, happy, healthy and fulfilling lives that they deserve.

Assistant Chief Constable Julie Fielding, Chair of BCP CSP

Introduction

This strategy sets out the key priorities for the BCP Community Safety Partnership in tackling domestic abuse and outlines the key areas for action over the next three years.

The BCP CSP was formed as a partnership in April 2019 following local government re-organisation. This is therefore our first Domestic Abuse Strategy which brings together the foundations of the work within the previous legacy local authorities and Pan-Dorset partners. We have taken the opportunity to rescale our ambition and reshape our response in this new strategy for the Bournemouth, Christchurch and Poole geography.

Victims, survivors, their children and loved ones deserve help at the time of crisis and to be kept safe. They deserve help to cope and recover from the trauma, support from the criminal justice system to bring those responsible to justice, and action to drive this horrific, lifechanging crime from our society.

In developing this strategy, partners have worked together to consider how we can secure the best outcomes, learning from experience, considering evidence of need and looking at national best practice to frame our plans.

What is domestic abuse: defining and understanding domestic abuse

The multi-agency definition of domestic abuse is:

‘Any incident or pattern of incidents of controlling, coercive or threatening behaviour, violence or abuse between those aged 16 or over who are or have been intimate partners or family members regardless of gender or sexuality.

This can encompass but is not limited to the following types of abuse:

- Psychological
- Physical
- Sexual
- Financial
- Emotional

Controlling behaviour is a range of acts designed to make a person subordinate and/or dependent by isolating them from sources of support, exploiting their resources and capacities for personal gain, depriving them of the means needed for independence, resistance and escape and regulating their everyday behaviour.’

Controlling or coercive behaviour became law under Section 76 of the Serious Crime Act 2015 and helps us to better understand the above definition.

Controlling behaviour is a range of acts designed to make a person subordinate and/or dependent by isolating them from sources of support, exploiting their resources and capacities for personal gain, depriving them of the means needed for independence, resistance and escape and regulating their everyday behaviour.

Controlling and coercive behaviour can manifest itself in many different forms and is not always visible to others. A few identified behaviours can include, restricting daily activities; isolation from family and friends; monitoring time; taking control over aspects of their everyday life, such as where they can go, who they can see, what to wear; threats and intimidation; sexual abuse and violence; reproductive coercion; economic control and exploitation; extreme jealousy, possessiveness and accusations of infidelity; controlling partner’s access to information and services etc.

Understanding the picture: national context

According to the national crime survey, 2.4 million adults experienced domestic abuse last year. Nationally, police recorded a total of 1,316,800 domestic abuse related incidents and crimes.

In November 2019, the Office for National Statistics published its latest overview of domestic abuse across England and Wales, it identified that referrals of suspects of domestic abuse-flagged cases from the police to the Crown Prosecution Service (CPS) for a charging decision fell 11%, from 110,653 in the year ending March 2018 to 98,470 in the year ending March 2019.

In 2016, the Home Office launched the Violence Against Women and Girls (VAWG) Strategy. Although the strategy is aimed at women and girls, the principles can be applied to men and boys experiencing domestic abuse also. This strategy, alongside the Victims Strategy 2018, provides the context for the development of the Domestic Abuse Bill which will include new statutory requirements for local authorities and police forces.

Wider legislation helps us to understand the nature of domestic abuse from a statutory context. For example, the Adoption and Children Act 2002 (s120) extended the definition of harm to include 'impairment suffered from seeing or hearing the ill treatment of another'; which required children who witness domestic abuse at home to be considered in need of help and protection from the local authority, as well as those that are directly injured or abused. Likewise, the Care Act 2014 sets out a clear legal framework for how the health and social care system should protect adults at risk of abuse or neglect. It specifies that freedom from abuse (and neglect) is a key aspect of a person's wellbeing. In this way, the responsibility to respond to domestic abuse is held by all statutory agencies charged with safeguarding and protecting both adults and children.

In 2015, the national charity Safelives launched their report 'Getting it Right First Time'. The report highlighted the need to address and support both standard and medium risk victims. The emphasis is on identifying at an early stage every family where there is domestic abuse in order to prevent escalation and provide support. The report also highlighted that more than 100,000 people in the UK are at high and imminent risk of being murdered or seriously injured as a result of domestic abuse and 130,000 children live in homes where there is a high-risk of domestic abuse.

A study by UNICEF, 'Behind Closed Doors, The Impact of Domestic Violence on Children, 2006', found 'The single best predictor of children becoming either perpetrators or victims of domestic violence later in life is whether or not they grow up in a home where there is domestic violence.'

Information published in 2018 from IRISi, a third sector organisation working with General Practices (GPs) showed from April 2017-March 2018 the IRISi services received 3,159 referrals from 36 IRISi localities. Since April 2018, there were 5,252 referrals from 39 IRISi localities.

In 2015, the Social Care Institute for Excellence published information stating that people with care and support needs, such as older people or people with disabilities, are more likely to be abused or neglected. They may be seen as an easy target and may be less likely to identify abuse themselves or to report it. People with communication difficulties can be at risk because they may not be able to alert others. Sometimes people may not even be aware that they are being abused, and this is especially likely if they have a cognitive impairment. Abusers may try to prevent access to the person they abuse.

Domestic abuse in Bournemouth, Christchurch and Poole

Bournemouth, Christchurch and Poole (BCP) is the twelfth largest resident population council area in England. Agencies working across BCP provide services to approximately 400,000 residents. It is estimated that 53,000 women and 31,333 men residing across BCP will or have experienced domestic abuse.

The demographic make-up of BCP is varied. The area attracts an older population whilst specific localities such as Bournemouth attract a younger client group, with a high volume made up of university students. Signs of domestic abuse are often hidden amongst both these demographics.

It is recognised that domestic abuse can have a detrimental impact of children and young people. 22% of the population size across BCP accounts for children and young people aged between 0-19. In May 2020, 31.7% of all children's social care contacts were attributed to domestic abuse. In June 2020, domestic abuse was prevalent in 18.1% of 'child in need' cases and 18.2% of child protection cases.

In 2019, 193 domestic abuse safeguarding concerns were raised with BCP Council Adult Social Care. This equates to

14.6% of all safeguarding concerns. Of those concerns 77 involved people aged 65 and over.

Local housing data states only a proportion of victims fleeing domestic abuse are found refuge accommodation, with only 2.9% being placed in refuges and 82% being placed in alternative temporary accommodation such as hostels and B&Bs.

Between 2018-2019 and 2019-2020, Dorset Police recorded an increase of 31.9% in domestic abuse violent crime.

Between 1 April 2019 and June 2020, Dorset Police responded to 6,540 different victims of domestic abuse living within the BCP area. Of these, 1,122 were victims of two or more domestic related offences.

The BCP weekly Multi Agency Risk Assessment Conference (MARAC) commenced in April 2020. MARAC data for the first three months can be seen below. Dorset Police generate the majority of MARAC referrals (approx. 65%) and proactively participate in victim safeguarding as well as perpetrator management.

	Number of cases	Cases listed with children	Repeat cases
April	69	46 (67%)	13 (19%)
May	54	36 (68%)	9 (17%)
June	67	38 (58%)	21 (32%)
TOTAL	190	120 (64%)	43 (23%)

Across the 190 MARAC cases heard, a total of 651 actions were allocated, of which 630 were successfully completed.

In June 2020, the local probation service reported that of all the offenders open to their service living within BCP, 31% were identified as domestic abuse perpetrators. Of these perpetrators, 96% were male and 70% were aged 18-40.

Data provided by Dorset Police tells us that between 1 April 2019 and June 2020, 2985 offenders of domestic related crimes were identified who were responsible for 8259 offences. Of these, 867 offenders were responsible for two or more offences during these dates. Five male offenders were responsible for 10 or more domestic abuse related offences during that same time frame. 81% of offenders were male, 19% female and the average age of offenders was 36.

For the year April 2019 - March 2020, 30 males completed the Building Better Relationships Perpetrator Programme (on the back of a conviction order), a further 24 individuals had their order revoked due to non-compliance or reoffending and four individuals order finished so they did not complete the programme. The Up2U service is a bespoke civil Perpetrator Programme working with predominately Children's Social Care clients. In June 2019, the Poole based team had received 54 referrals, 23 of which successfully completed the program with no further reoffending. A further 10 participants were actively engaged with the programme.

Domestic homicide reviews in Bournemouth, Christchurch and Poole

Domestic homicide reviews (DHRs) came into effect on 13 April 2011. They were established on a statutory basis under Section 9 of the Domestic Violence, Crime and Adults Act (2004).

“Domestic homicide review” means a review of the circumstances in which the death of a person aged 16 or over has, or appears to have, resulted from violence, abuse or neglect by:

- (a) a person to whom he was related or with whom he was or had been in an intimate personal relationship, or
- (b) a member of the same household as himself,

held with a view to identifying the lessons to be learnt from the death.

Across the BCP area between 2016 and 2020 there were eight domestic homicides. Key themes that have been highlighted within completed DHRs include:

- the key role hospitals and GPs play in identifying and responding to domestic abuse
- the need for continued auditing and reviewing of our MARAC and Multi-Agency Risk Management (MARM) processes
- the increased risk caused by complex and overlapping needs
- how this can be a barrier for victims to access services safely
- adults with multiple disadvantage such as a learning disability or substance misuses often fall through the gaps within our referral pathways as service users can be assessed and supported in silos rather than a multi-agency approach
- the importance of raising awareness of domestic abuse and our local support services with family and friends of victims
- the importance of proactive positive action from Police in response to breaches of conditions
- the importance of service user engagement to support the development of services, policies and this strategy.

Service provision and gap analysis Bournemouth, Christchurch and Poole

Victim services

Victim services across BCP are offered through universal statutory service provision and that which is delivered through the voluntary and community sector. Victims have access to outreach support, however service provision is stretched and differs due to varying providers and contractual restrictions.

A specialist domestic abuse advisor service for high risk victims is offered through Dorset Police as an in-house provision. However, capacity is stretched and the ability to be the victim's voice during MARAC has been challenging. There are limited specialist services for victims who do not engage from the onset or struggle with engaging with agencies as a result in confidence and trust, cultural or language barriers, or a learning disability.

The BCP Domestic Abuse Health Advocacy Service, which works across Bournemouth and Poole hospitals received 42 referrals in a 3-month period. 19% of referrals were risk-assessed as high using the Domestic Abuse, Stalking and Honour Based Violence (DASH) tool. Although a valid service, the service is funded via a temporary grant for a 12-month period.

Services for victims of multiple disadvantage are limited. The pilot Domestic Abuse Specialist Practitioner Service (DASP) offered a bespoke person-centred service for victims of domestic abuse with additional disadvantages. However, the service cannot meet demand and there is a lack of skilled and experienced practitioners in the recruitment pool.

A significant programme of work is being undertaken to review the offer Adult Social Care have at our front door, which includes safeguarding and preventative work.

A holistic, whole family approach has been engineered through the work of the Multi Agency Safeguarding Hub; however, this is limited to working with families where children are present. Further ambitions to create a systemic whole family approach model is required.

Support for children and young people is offered through universal services and independently commissioned family intervention services; however, demand outweighs capacity and the service is restricted to specific localities across BCP.

There is now a vast and compelling body of research demonstrating the link between experiences of childhood

adversity and trauma and the development of detrimental health and social outcomes later in life. In simple terms, investing money in good quality, trauma-informed interventions for children and young people impacted by domestic abuse will help to reduce the impact in later life. Investment will also reduce the pressure on frontline services such as Community Mental Health Teams (CMHT), drug and alcohol services and housing.

Adolescent to parent violence and abuse (APVA) is an emerging issue we do not fully understand locally. Data does not paint a true picture of prevalence and severity. Data shows very little APVA reported but professionals within Early Help and Youth Offending are coming across a high number of cases. Across BCP we need to better understand the local picture and review best practice service models.

The Children and Young People's Domestic Abuse Recovery Toolkit is an eight-week programme for children and young people that have witnessed or experienced domestic abuse and are able to take part in a group. It uses a combination of trauma-informed resilience focused and specific trauma focused cognitive behaviour therapy and person-centred therapeutic principles. Across BCP the programme is delivered

sporadically within schools and is usually delivered as a result of additional funding. The toolkit has proved successful in working with a range of children and young people; however the capacity cannot meet demand and courses are limited.

In September 2020 the delivery of relationship and health education will become compulsory across all schools. The proposals, follow the publication of the Childhood Obesity Plan and the Children and Young People's Mental Health Green Paper, and will provide schools with material to be able to teach and delivery a relationship and health education programme. Further work will be required to support schools in understanding how healthy relationships can be accommodated as part of the role out as well and supporting their delivery across a wide range of age groups.

BCP Council were successful in securing additional funding for tackling parental conflict. This will support families who are dealing with conflict either through a breakdown in a relationship or other factors. The work will assist families in dealing with parental conflict and mitigating the risk of escalation. The funding for this work as part of an early help domestic abuse preventative offer is limited due to timescales.

Perpetrator services

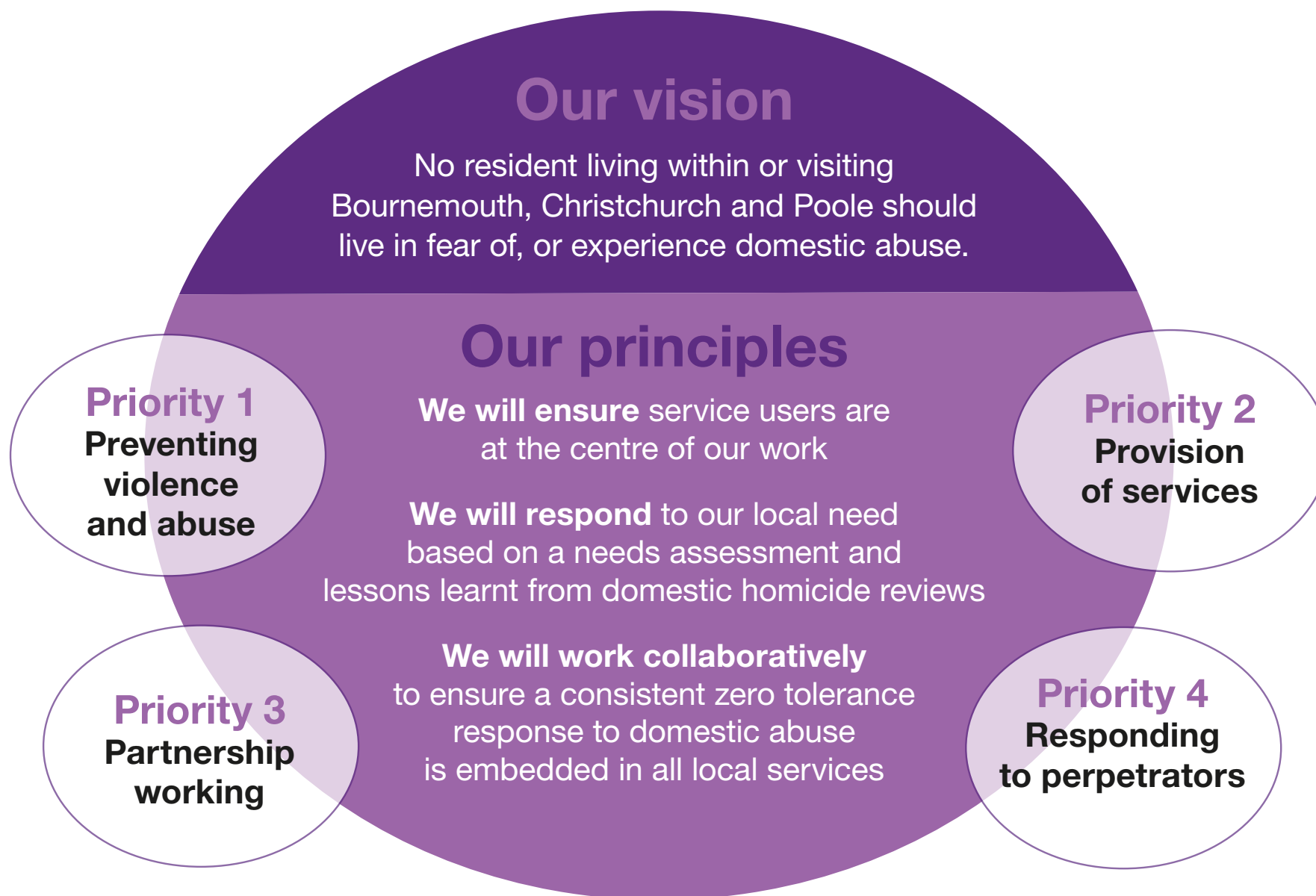
The offer to perpetrators is varied across BCP. Some first-time offenders are assessed and offered an intervention through an out of court disposal, whilst those on the back of conviction can be ordered to undertake group work intervention. A civil BCP offer is being delivered through the use of a bespoke one to one cognitive behaviour therapy programme. The civil programme has proved successful in reducing reoffending rates and reducing risk whilst supporting families in maintaining their unit. However, demand for the service outweighs capacity and funding for the continuation or expansion of the service is limited.

There is currently no provision for working with domestic abuse serial perpetrators who do not engage in services. The Integrated Offender Management unit provides a joint multi-agency approach to managing serial perpetrators in the community but does not offer any therapeutic behaviour change interventions.

The new Domestic Abuse Bill will refer to local areas commissioning safe, effective perpetrator programmes.

Accommodation support

Across BCP two refuges operate which support female victims of domestic abuse with the ability to accommodate one male victim or a couple. Local housing data states only a proportion of victims fleeing domestic abuse are found refuge accommodation, with only 2.9% being placed in refuge and 82% being placed in alternative temporary accommodation such as hostels and B&Bs. Also, the refuges in their current state do not accept clients with multiple needs such as mental health and/or substance misuse. As part of the Domestic Abuse Bill, BCP Council Housing services are committed to reviewing support and accommodation commissioning arrangements across the BCP area. The annual needs assessment will provide the opportunity to establish the support and accommodation needs of local victims and families who wish to stay in the area and remain safe, as well as those fleeing from other areas.

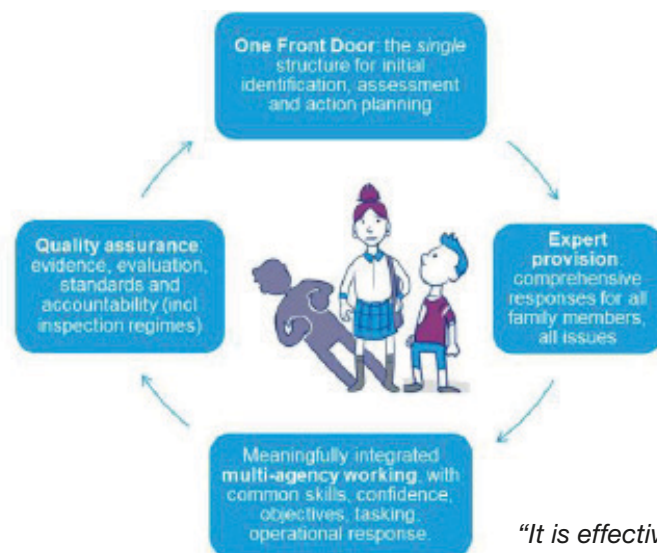


Delivering our priorities through commitments to change

1 Preventing violence and abuse

- ◆ We commit to working to develop a “whole family, whole picture” approach across all of our services. Any victim, offender or witness has access to an open door into a system of joined-up support thanks to a coordinated multi-agency response.

The SafeLives model of the “One Front Door” approach offers victims of domestic abuse the following:



“It is effective and it really does work” Service Lead, One Front Door pilot site

The One Front Door model is underpinned by six principles which are required to meet the needs of families experiencing domestic abuse:

- A transformation of systems, processes and responses
 - Better support for children and young people who live in fear
 - Creating long-term change, not short-term fixes
 - Disrupting those that abuse; perpetrators challenged and held to account
 - Engaging the ‘whole family’ means more opportunity to make people safe, sooner
 - Families do not operate in silos, and neither must we.
- ◆ We commit to mobilizing a one front door model that underpins the six principles, whilst developing a model that meets collective partnership arrangements across BCP and that meets the needs of the demographic.

2 Provision of services

- ◆ We commit to co-commissioning services for victims, perpetrators and children impacted by domestic abuse. This will ensure we have services in place that are effective in assessing and responding to multiple needs and avoid seeing service users through a one-dimensional lens. Our aspiration is to have a domestic abuse service that responds to all victims, perpetrators and children impacted by domestic abuse.
- ◆ We will commit to streamlining victim pathways supporting all victims without prejudice. We will commit to the availability of civil perpetrator programs that support perpetrators and reduce the risk to victims and children. We commit to seeing children and their support needs through the services we offer.
- ◆ We commit to a comprehensive needs analysis of housing provision is required. As a result, we will better support victims, perpetrators and children impacted by domestic abuse of different ages, genders and ethnicities. We will be able to better support those with multiple disadvantage such as learning disabilities, physical disabilities, substance misuse issues and mental health issues.

3 Partnership working

- ◆ We commit to working collaboratively to reduce the harm caused by domestic abuse across BCP. We will ensure that all victims of domestic abuse are offered and signposted to services.
- ◆ We commit to intervening early to prevent harm and reduce the risk to victims and their families. We will strengthen our partnership arrangements, from our strategic plans to our frontline practice in order to identify and respond to domestic abuse as early as possible in an effective, co-ordinated way.
- ◆ We commit to sharing information for the reduction in crime, disorder and the protection and safeguarding of victims and their families. We will ensure the myths attributed to sharing information are removed and provide the legislative backing to do so.

- ◆ We commit to driving forward a cultural change across our organisations to challenge attitudes and increase public confidence. We will ensure a programme of training for our professionals to equip them in dealing effectively with disclosures and minimising the trauma for victims.

4 Responding to perpetrators

- ◆ We commit to supporting criminal justice agencies in pursuing serial perpetrators through the criminal justice system.
- ◆ We commit to supporting victims in accessing civil routes in the absence of criminal proceedings. We will ensure that we listen to the voice of the victim and support them in making informed choices.
- ◆ We will commit to challenging and changing the behaviour of perpetrators through the availability of domestic abuse perpetrator programmes across BCP.

Our response objectives

Priority 1

Preventing violence and abuse

- All victims regardless of race, age, gender or sexuality receive appropriate service provision
- Victims, families and friends know where to go for help and support and can access a single service pathway
- The BCP MARAC is effective, protects victims and reduces the risk of further harm
- The workforce across BCP is skilled and knowledgeable in identifying and responding to domestic abuse
- Children and young people have the skills to identify and develop healthy relationships
- Children and adults living with domestic abuse and those who have care and support needs are safeguarded.

Priority 2

Provision of services

- Our services will be co-produced, co-delivered and co-evaluated with our service users
- Irrespective of where a victim lives in BCP they will be able to access a service quickly, fairly and easily
- Specialist services will be available to victims in a number of different settings, across the statutory and community voluntary sector
- We will review and improve our practice, ensuring that lessons learnt are shared across agencies
- We will ensure services are equipped and have the capacity to respond to existing and emerging issues.

Priority 3

Partnership working

- We will work with a range of corporate, statutory, community and voluntary and sectors to protect the most vulnerable through effective information sharing practices
- Service provision will be reviewed with partners and service users to ensure the delivery of meaningful outcomes for clients
- Good practice will be highlighted and shared as well as lessons learnt from Domestic Homicide Reviews, Serious Case Reviews and Safeguarding Adults Reviews.

Priority 4

Responding to perpetrators

- Serial perpetrators of domestic abuse will be held to account and pursued through the criminal justice system
- We will increase the number of victimless prosecutions where appropriate
- We will prioritise the safety of victims and children by utilising the full range of powers available, both criminal and civil
- Perpetrators will be offered help to change their behaviour through effective interventions
- Restorative practice will be considered where applicable.

Governance and accountability

The Bournemouth, Christchurch and Poole Community Safety Partnership is responsible for and committed to ensuring the successful delivery of the Domestic Abuse Strategy and its ambitious commitments to change.

A comprehensive delivery plan will be developed, implemented and monitored by the BCP Domestic Abuse Strategic Group, which will report into the BCP Community Safety Partnership.

The BCP Community Safety Partnership is interlinked with the work of the Safeguarding Adults Board and the Safeguarding Children’s Partnership, where Domestic Abuse are key priorities.



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Cabinet



Report subject	Bereavement Services Business Plan - Phase 1
Meeting date	16 December 2020
Status	This report is a public document but the Business Plan & Appendices are exempt due to commercial sensitivity
Executive summary	<p>The Bereavement Service Business Plan 2021-26 presents a background to the service, an overview of the regional competition, current market forces and current industry trends.</p> <p>It identifies the impact the private sector has had on the regional market, future potential threats and opportunities within this market.</p> <p>It highlights opportunities for the service to increase its income streams through the introduction of alternative, innovative, efficient and sustainable solutions in response to both industry and customer demand, with a focus on continual investment, service improvement and diversification.</p> <p>Through consultation across the wider bereavement industry, the Council, customer feedback and the identification of future trends it presents a preferred option in moving the service forward.</p> <p>If approved the preferred option would be initiated over two phases</p> <p>Phase 1:</p> <p>Consolidating the service into a single crematorium model based at Bournemouth, with initial investment into the infrastructure at Poole to further develop a high-end ceremonial and memorial venue, retaining the site's current reverence for the future.</p> <p>Additional investment into Bournemouth Crematorium would be required to provide better direct access to the crematory under the coffin conveyancing arrangement enabling greater flexibility on movement without interruption to services taking place. Introducing a more tailored pricing matrix for a range of services to meet the demands of current market forces, industry and customer feedback, focusing on a more transparent, flexible and mobile approach, responding to wishes of the bereaved and changing market trends.</p> <p>Continue to harmonise the teams across BCP, identify new and alternative burial provision, enhance our marketing plan, harmonise ITC systems, data and record storage, communication and media channels.</p>

	<p>Phase 2:</p> <p>Focus on developing a long-term solution for the continued use of the Poole Crematorium site as a location for the bereaved, following a further review after 18 months of the impact of the implementation of Phase 1 of the business plan.</p> <p>This will not exclude the installation of new cremators at Poole Crematorium, the further enhancement of the location as a ceremonial and memorial venue or the addition of alternative functions associated with bereavement.</p>
Recommendations	<p>It is RECOMMENDED that:</p> <ul style="list-style-type: none"> a) That Cabinet approve and adopt the Bereavement Services Business plan 2021-2026 b) That Cabinet approve the preferred option of a two phased approach to delivering the Bereavement Services Business Plan 2020-2026 <ul style="list-style-type: none"> i. Phase 1: To approve developing a single crematorium model for Bereavement Services, with an initial investment into Poole Crematorium to enhance the venue as a high-end ceremonial and memorial location ii. Phase 2: To bring back to Cabinet within 18 months an investment plan for the long-term usage of Poole Crematorium as a continued site for the bereaved once the impact of the Phase 1 implementation has been fully evaluated. c) To approve the capital investment required to deliver the recommended options within Phase 1 of £559K, as outlined in section 6.3 of the Business Plan and to be funded through use of reserves and prudential borrowing.
Reason for recommendations	<p>To retain the Council's current market share in the local bereavement market, to mitigate against future competition, improve and diversify income streams and respond to feedback from the industry and the bereaved.</p> <p>To adopt a strategic vision and investment programme for the BCP Council Bereavement Service in order to seize on new market opportunities, respond to market demand and generate additional income streams which reduce the service's reliance on cremation income.</p>

	<p>By developing the existing service provision in accordance with the recommendations, it is anticipated that the current reduction in income can be mitigated against.</p>
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Portfolio Holder(s):	Cllr Mark Anderson
Corporate Director	Kate Ryan, Corporate Director Community & Environment
Report Authors	Liz Hall, Bereavement Development Manager Andy McDonald, Head of Parks & Bereavement Services
Wards	Council-wide
Classification	For Decision

Background

1. BCP Council, Bereavement Service includes:
 - a. Bereavement Services
 - i. Two Crematoria
 - ii. 9 Cemeteries
 - iii. We also have a liability to maintain 8 closed parish cemeteries across BCP Council.
 - b. Dorset Coronial Service
 - i. Coroners Service,
 - ii. Dorset Public Mortuary
2. The councils serving Bournemouth and Poole have been providing burial services since 1878 and cremation services since 1938 and 1985 respectively, with Christchurch providing burial services since 1858.
3. There is no statutory duty on a local authority to provide burial or cremation facilities, but if they do so, the management is governed by the Local Authorities' Cemeteries Order 1977 and the Cremation Regulations 2008. Local authorities are defined as burial authorities and/or cremation authorities and given the power to provide services by virtue of the Local Government Act 1972.
4. There is a statutory duty for the Council under the Public Health (Control of Diseases) Act 1984 to make funeral arrangements for a person who has died within the boundary lines of the authority where relatives are unwilling or unable to pay, or where relatives cannot be found.
5. Local authorities have a legal duty to maintain cemeteries for 75 years after closure to new burials.
6. The national death rate is on average around 1% of the population with over 80% of deaths resulting in cremation funerals, which has become the preferred option across the UK.

7. Within the BCP conurbation 88.5% of funerals undertaken are cremation, with 11.5% opting for burial.
8. The geographical market served by Bereavement Services includes Dorset and West Hampshire (New Forest). There are 6 additional crematoria across this region, two within Southampton and one each in Romsey, Salisbury, Weymouth and Lytchett Minster.
9. There are approximately 14,000 deaths per annum across this region and BCP Council Bereavement Services facilitated the cremation or burial of 5884 people in 2018
10. Therefore, BCP Council facilitates a significant number of funeral bookings where families do not reside within the BCP conurbation.
11. BCP Council undertook 4660 cremations in 2019, placing it as one of the busiest crematorium operators in the UK.
12. The Service operates from several geographical sites across the three towns of Bournemouth, Christchurch and Poole via a number of key buildings and physical assets.
13. Over the last six years the service has seen a steady decline in the number of cremations and burials taking place. The increase in private competition in an industry that was previously dominated by local authority operated crematoria has had a significant impact on the level of income received.
14. This main impact on income has occurred since the opening of the privately-operated Crematorium located at Lytchett Minster in 2017, with further increased competition within the local market anticipated in the coming years with the opening of an additional facility to the east of the conurbation in New Milton, which has already been granted outline planning permission.
15. Despite this fall in income, the service currently remains financially viable, however if we do not respond to the increasing competitive market, then the service budget pressure will continue to increase and the service could become a net cost to the General Fund.
16. The service needs to avoid any further decrease in its market share and focus on build on attracting new customers within its market encompassing Dorset, Hampshire and the New Forest.
17. In order to effectively compete in the current and future market environment BCP Council's bereavement service needs to be committed to be a modern, innovative, sustainable and accessible service with a long-term commitment to investment and continual improvement.
18. Consultation has been carried out through:
 - a. The funeral directors Liaison group
 - b. The funeral directors respective trade associations
 - c. Directly with the funeral directors.
 - d. With the wider industry centres of excellence
 - e. Through engagement throughout the Council both with officers and Politically
19. The Business plan has also been critically reviewed and recommendations given by:

- a. Centre for Death & Society (University of Bath)
 - b. The Association of Public Service Excellence
- 20. The possibility of potential partnership (Joint venture or other service enhancement) and/or outsourcing has been explored, in which an open mind remains for the future.
- 21. The Business Plan focusses on how to develop the cremation and burial service to increase income and improve efficiency leading to increased financial viability. It outlines the service background, overview of market trends and competition and most importantly outlines opportunities to be developed in order to increase income and improve service provision to meet customer demand.
- 22. To enable us to effectively compete in an area that provides customers with a variety of choice and meets their needs and requirements at their time of need. Our recommendations include:
 - a. A single crematorium model for the conurbation
 - b. Develop new and alternative burial sites
 - c. Increase commercial activity by developing a business marketing and commercial strategy
 - d. Provision of additional burial space and offering a more environmentally sensitive option of disposal
 - e. Provision of a tailored pricing model
 - f. Choice of service durational times
 - g. Choice of ceremonial venues and expansion of direct cremation model
 - h. Choice of modern and sustainable commemorative schemes
- 23. With increasing competition in the region, it is unlikely that the service will return to the same cremation booking levels as previously experienced prior to 2017. Therefore, it is imperative that together with the opportunities outlined in the Business Plan that an effective marketing strategy is developed in order to promote the service with a strong web and social media engagement reaching out to families and funeral businesses both within the BCP conurbation and those that do not reside within the BCP conurbation.
- 24. The Mortuary and Coroner service will be out of scope of the Business Plan due to its complex and unique arrangement with Dorset Council.

Options Appraisal

- 25. Please refer to section 6.1 of the Bereavement Service Business Plan 2021 -26
- 26. This section is commercially sensitive and does not form part of the Cabinet Report

Summary of Financial Implications

- 27. In delivering the recommended option, Phase 1, BCP Council requires an investment of to be funded through reserves & prudential borrowing
 - a. £419k capital to upgrade Poole chapel and grounds and to carry out building modification to Bournemouth Crematorium.
 - b. £80k capital investment in nitrous oxide abatement equipment
 - c. £60k capital investment in a single IT system

- d. £63k revenue increase to provide strong business marketing and commercial strategy
 - e. £26k revenue increase to repay the borrowing for the proposed capital investment
 - f. £15k revenue increase to pay for staff support for flexible cremation slots
 - g. £105k revenue reduction in relation to operational expenditure
28. Please refer to section 6.3 of the Bereavement Service Business Plan 2021 -26 for more detailed financial analysis.
 29. This section is commercially sensitive and does not form part of the Cabinet Report
 30. The initial report from Competition Market Authority (CMA) investigation into the funerals industry was released in September 2020. Further recommendations will be made by CMA which may have an impact on how the service is delivered and the fees that can be charged.

Summary of legal implications

31. There is no statutory duty on a local authority to provide burial or cremation facilities, but in doing so, they are governed by the Local Authorities' Cemeteries Order 1977 and the Cremation Regulations 2008. Local authorities are defined as burial authorities and/or cremation authorities and given the power to provide services by virtue of the Local Government Act 1972.
32. There is a statutory duty under the Public Health (Control of Diseases) Act 1984 to make funeral arrangements for a person who has died within the boundary lines of the authority where relatives are unwilling or unable to pay or where relatives cannot be found.
33. Legal advice has been sought to determine the level of exemption sought due to the commercially sensitivity nature of this report.

Summary of human resources implications

34. It is anticipated that existing staff resources will be fully utilised to deliver the 'New' service and will be retrained as/if necessary
35. The plan will result in the harmonisation and rationalisation of service across BCP Council
36. The single cremation model may require a change to existing terms and conditions for staff.
37. The recommended option includes an increase in marketing and commercial activity, which will require an additional resource to deliver and forms part of the financial evaluation
38. Future service modelling may identify a need to alter the current staffing structures and operating models.
39. Consultation will occur with Human Resources of all stages of delivery

Summary of sustainability impact

40. A full Decision Impact Assessment has been undertaken, ID 150 resulting in a `green` level of approval for the changes being proposed.

Summary of public health implications

41. This plan continues to enhance and support the work that Bereavement Services undertakes within the community in delivering a range of services, which provides the most appropriate closure at a time of highest emotion.

Summary of equality implications

42. A full Equality Impact Assessment has been undertaken
43. No key significant impacts have been identified.

Summary of risk assessment

44. These are summarised in Section 7 of the Bereavement Services Business Plan 2021-2026
45. The key risks are:
- a. To do nothing
 - b. Impact of any future Competitions Market Authority recommendations on pricing which is mitigated within the plan
 - c. An additional increase in competition with further erosion of the services market share which is mitigated within the plan
 - d. The delivery of a dedicated marketing and commercial strategy
 - e. The introduction of a universal IT System

Background papers

46. None

Appendices (Commercially Sensitive)

47. BCP Bereavement Services Business Plan 2019- 2024 (Commercial in Confidence)
- a. Financial Analysis
 - b. Competitor Analysis
 - c. Commercial Marketing- Outline report
 - d. Industry Feedback and Consultation Summary
48. CMA Report
49. CDAS recommendations
50. APSE recommendations

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

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